

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

Road No./County:	State Road (SR) 68 over Mill Creek / Warrick County
Designation Number(s):	2002063
Project Description/Termini:	Bridge Replacement Project / SR 68 over Mill Creek, 0.26 mile east of SR 61


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

 _____	1/22/2024 _____
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:

Kenan Lochmueller-Lochmueller Group, Inc.

Indiana Department of Transportation

County Warrick Route SR 68 Des. No. 2002063

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.**

Does the project have a historic bridge processed under the Historic Bridges PA*?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If No, then:		
Opportunity for a Public Hearing Required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Notice of Entry letters were mailed to potentially affected property owners near the project area on January 10, 2023 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, page 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

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: Indiana Department of Transportation (INDOT) INDOT District: Vincennes

Local Name of the Facility: SR 68

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

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

PURPOSE AND NEED:

Des. No. 2002063 is located on SR 68 in Warrick County, Indiana, approximately 0.26 mile east of SR 61. The need for this project is due to the deteriorating condition of the existing bridge (Structure No. 068-87-01583; NBI #024490). According to the July 9, 2021 INDOT Bridge Inspection Report, the deck underside surfaces are exhibiting intermittent cracking with efflorescence. One minor spall and two impending spalls were noted. The superstructure is exhibiting widespread longitudinal cracking along most of the beam lengths with pronounced efflorescence. Map cracking, rust stains, and spalls were also noted on the superstructure. The substructure is exhibiting exposed reinforcing, full height vertical cracking, moisture stains, and rust stains. The deck, superstructure, and substructure have a current INDOT Bridge Inspection Application System (BIAS) rating of 5 (fair condition), while the wearing surface has a current INDOT BIAS rating of 4 (poor condition). The BIAS rating scale ranges from 0 to 9, with a rating of 0 applied to structures in failed condition and a rating of 9 applied to structures in excellent condition.

The purpose of the project is to address the deterioration of the existing bridge and provide a structure with an INDOT BIAS rating of 7 (good condition) or better.

This is page 2 of 21 Project name: SR 68 over Mill Creek Bridge Replacement Date: January 9, 2024

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PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Warrick Municipality: Lynnville

Limits of Proposed Work: 0.26 Mile East of SR 61

Total Work Length: 0.104 Mile(s) Total Work Area: 1.29 Acre(s)

Is an Interstate Access Document (IAD)¹ required?
 If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?

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

¹If 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.

The Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) propose to proceed with a small structure project on SR 68. Des. No. 2002063 is located on SR 68 over Mill Creek, 0.26 mile east of SR 61 in Warrick County. Specifically, the project is located in Section 3, Township 4 South, Range 8 West in Hart Township as depicted on the Lynnville U.S. Geological Survey 1:24,000 scale quadrangle.

Within the project area, SR 68 is functionally classified as a major collector roadway. The existing cross section consists of two 11-foot wide asphalt travel lanes (one in each direction) with 1-foot paved shoulders and guardrail on both sides of the roadway. No median or sidewalks are present. The existing bridge, Structure No. 068-87-01583 (NBI #024490), is a 36-foot long single span reinforced concrete girder bridge. The bridge is in deteriorated condition with the deck underside and superstructure exhibiting cracking and efflorescence. The substructure is exhibiting exposed reinforcing, full height vertical cracking, moisture stains, and rust stains. Adjacent land use is residential with mature woods.

The preferred alternative will replace the existing bridge with a 64-foot long, precast reinforced concrete 3-sided structure (arch top). Realignment of approximately 130 linear feet of the existing stream, including channel grading and bank protection, are proposed to protect against scour issues on either end of the structure. The proposed cross section will include two 11-foot travel lanes (one in each direction), 2-foot paved shoulders, and a 2-foot guardrail offset approaching the structure. The proposed structure will likely create a grade raise requiring vertical alignment and approach work to tie into the existing profile.

Approximately 0.2 acre of re-acquired right-of-way (ROW) and 1.0 acre of permanent ROW will be required for this project. Impacts associated with this project include approximately 0.85 acre of tree clearing and work below the ordinary high water mark (OHWM) of Mill Creek, resulting in 226 linear feet of permanent stream impacts and 12 linear feet of temporary stream impacts to Mill Creek. Avoidance and minimization measures (AMMs) will be required for the project and will include tree removal AMMs. Every effort to avoid, minimize, and/or mitigate project impacts will be made.

Please refer to Appendix B for maps depicting the project area (pages 1-4), photographs of the project area (pages 5-7), and preliminary design plans (pages 8-12).

The proposed maintenance of traffic (MOT) plan includes a road closure with an official detour (Appendix B, page 11). Please refer to the Maintenance of Traffic (MOT) During Construction section of this document for details.

The project is not dependent upon the completion of any other project to meet the objectives of its purpose and need; therefore, the project exhibits independent utility. The project termini are logical because they only encompass the section of SR 68 required to replace the bridge.

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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 would not have repaired the bridge. While this alternative would have eliminated costs and any environmental impacts, it would not have met the objectives of the purpose and need of the project. Therefore, this alternative was discarded from further consideration.

3-Sided Flat-Top Structure:

This alternative would have replaced the existing structure with a 3-sided flat top structure. This alternative is similar to the Arch top structure, except it does not rely on the same structural mode as the Arch-top structure. While this alternative would have met the objectives of the project's purpose and need, it would have required additional ROW acquisition and additional maintenance. Therefore, this alternative was discarded from further consideration.

Prestressed Concrete American Association of State Highway and Transportation Officials (AASHTO) Type II Beam Bridge:

This alternative would have replaced the existing structure with a beam bridge with spill-through slopes. Although this alternative would have met the objectives of the project's purpose and need, it would have required additional maintenance throughout its lifespan compared to the preferred alternative. Therefore, this alternative was discarded from further consideration.

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

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

ROADWAY CHARACTER:

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

Name of Roadway SR 68
 Functional Classification: Major Collector
 Current ADT: 2,411 VPD (2024) Design Year ADT: 2,419 VPD (2044)
 Design Hour Volume (DHV): 259 Truck Percentage (%) 9.69%
 Designed Speed (mph): 50 Legal Speed (mph): 50

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	11' through travel lanes	11' through travel lanes
Pavement Width:	24 ft.	30 ft.
Shoulder Width:	2 ft.	4 ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	N/A ft.	N/A ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

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BRIDGES AND/OR SMALL STRUCTURE(S):

Structure/NBI Number(s): 068-87-01583 Sufficiency Rating: 66.9, July 9, 2021 Bridge Inspection Report
 (Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Reinforced Girder		3-Sided Box	
Number of Spans:	1		1	
Weight Restrictions:	N/A	ton	N/A	
Height Restrictions:	N/A	ft.	N/A	
Curb to Curb Width:	24	ft.	22	
Outside to Outside Width:	27	ft.	30	
Shoulder Width:	2	ft.	4	

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.

One bridge is located within the project area. Structure No. 068-087-01583 (NBI 024490) carries SR 68 over Mill Creek. The bridge was built in 1933 and is of no historical significance. The proposed project involves replacement of the existing bridge with a precast reinforced concrete three-sided structure.

An unnamed 3-foot by 3-foot concrete box culvert, approximately 25 feet long, is located 0.01 mile north of the intersection of Cherry Street and SR 68 in the southern portion of the project area. This culvert carries SR 68 over UNT to Mill Creek. No impacts to this section of waterway are expected.

An unnamed 12-inch diameter plastic corrugated pipe, approximately 75 feet long, is a drive pipe located on the south side of SR 68. This drive pipe carries roadside ditch (RSD) 1 under Lynn Ridge Circle. The catchment area that provides flow to this ditch will not be impacted; therefore, no impacts to this drainage are expected.

An unnamed 12-inch diameter plastic corrugated pipe, approximately 57 feet long, is located on the south side of SR 68 near the northeast edge of the survey area. This drive pipe carries roadside ditch (RSD) 1 under a paved residential driveway. The catchment area that provides flow to this ditch will not be impacted; therefore, no impacts to drainage are expected.

An unnamed 12-inch diameter metal corrugated pipe, approximately 43 feet long, is located on the south side of SR 68 in between the two drive pipes mentioned above. This drive pipe carries roadside ditch (RSD) 1 under a paved residential driveway. The catchment area that provides flow to this ditch will not be impacted; therefore, no impacts to drainage will be impacted.

An unnamed 6.5-foot corrugated metal pipe culvert, approximately 50 feet long, is located in the northeast corner of the project area at the intersection of Spurgeon Road and SR 68. This culvert carries Mill Creek under Spurgeon Road. No impacts to this section of waterway are expected.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

Is a temporary bridge proposed? Yes
 Is a temporary roadway proposed? No
 Will the project involve the use of a detour or require a ramp closure? (describe below)
 Provisions will be made for access by local traffic and so posted.
 Provisions will be made for through-traffic dependent businesses.

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

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Provisions will be made to accommodate any local special events or festivals.
 Will the proposed MOT substantially change the environmental consequences of the action?
 Is there substantial controversy associated with the proposed method for MOT?
 Will the project require a sidewalk, curb ramp, and/or bicycle lane closure? (describe below)
 Provisions will be made for access by pedestrians and/or bicyclist and so posted (describe below).

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

Discuss closures 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. Any local concerns about access and traffic flow should be detailed as well.

The MOT for the project will require a road closure of SR 68 with an official INDOT detour. The detour will utilize SR 68, SR 61, I-64, SR 161 for a total length of 15.4 miles (Appendix B, page 11). With a majority of the detour utilizing I-64, additional travel time is not anticipated for through traffic. The detour is anticipated to be in place 11 months. There are no known through-traffic dependent businesses or local special events or festivals requiring any provisions as a result of the detour. The road will re-open to traffic immediately upon project completion. Access to all properties will be maintained during construction.

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

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 256,012 (2022)*
 \$ 181,000 (2023)* Right-of-Way: \$ 50,000 (2024) Construction: \$ 1,613,000 (2025)

Anticipated Start Date of Construction: August 2024

**FY 2022-2026 Statewide Transportation Improvement Program (STIP)*

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.04	0
Commercial	0	0
Agricultural	0	0
Forest	0.96	0
Wetlands	0	0
Other: Roadway	0.20	0
Other:	0	0
TOTAL	1.20	0

The existing ROW extends from the SR 68 centerline to approximately 36 feet south of the edge of the SR 68 pavement. The ROW extending from the SR 68 centerline north to the edge of pavement was not properly recorded and must be reacquired.

The project requires approximately 1.0 acre of permanent ROW along SR 68 consisting of forest and residential areas which will be acquired from both the north and south sides of SR 68. The project also requires approximately 0.20 acre of reacquired ROW. No temporary ROW will be required.

Following acquisition, ROW will reach a maximum of approximately 95 feet south of the SR 68 centerline and 60 feet north of the SR 68 centerline.

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

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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 October 6, 2022 (Appendix C, pages 1-4). The Red Flag Investigation (RFI) states that coordination with the Lynnville Park Board must occur for potential impacts to Lynnville Summer League Ballpark. A phone call with the Lynnville Town Clerk informed Lochmueller Group that the Lynnville Park Board does not exist, and the ballpark is managed by Lynnville Summer League Incorporated (Appendix C, page 43). A phone call with the President of Lynnville Summer League Incorporated confirmed that the ballpark is owned and operated independently of the town (Appendix C, page 44).

Agency	Date Sent	Date Response Received	Appendix
Federal Highway Administration - Indiana Division (FHWA)	October 6, 2022	No response received	
Indiana Geological and Water Survey (IGWS)	October 6, 2022	October 6, 2022	Appendix C, pages 34-36
Indiana Department of Natural Resources, Division of Fish and Wildlife (IDNR DFW)	October 6, 2022	November 4, 2022	Appendix C, pages 40-42
National Park Service (NPS)	October 6, 2022	No response received	
U.S. Department of Housing & Urban Development	October 6, 2022	No response received	
INDOT Vincennes District Environmental Project Manager	October 6, 2022 August 8, 2023	October 14, 2022 August 8, 2023	Appendix C, page 38 Appendix C, page 39
Natural Resources Conservation Service (NRCS)	October 6, 2022	October 11, 2022	Appendix C, page 37
United States Army Corps of Engineers (USACE)	October 6, 2022	No response received	
United States Coast Guard (USCG), Eighth District	October 6, 2022	No response received	
Evansville Metropolitan Planning Organization (EMPO)	October 6, 2022	No response received	
Warrick County Highway Department	October 6, 2022	No response received	
Warrick County Council	October 6, 2022	No response received	
Warrick County Board of Commissioners	October 6, 2022	No response received	
Warrick County School Corporation	October 6, 2022	No response received	
Warrick County Surveyor	October 6, 2022	No response received	
Warrick County Emergency Management Agency (EMA); Floodplain Administrator	October 6, 2022	No response received	
Warrick County Sheriff's Office	October 6, 2022	No response received	
Warrick County Highway Engineer	October 6, 2022	No response received	
Lynnville Fire Department	October 6, 2022	No response received	
Lynnville Volunteer Fire Department	October 6, 2022	No response received	
Lynnville Town Superintendent	October 6, 2022	No response received	
Lynnville Town Board	October 6, 2022	No response received	
Lynnville Summer League Incorporated	October 6, 2022	No response received	

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

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SECTION B – ECOLOGICAL RESOURCES:

Streams, Rivers, Watercourses & Other Jurisdictional Features

- Federal Wild and Scenic Rivers
- State Natural, Scenic or Recreational Rivers
- Nationwide Rivers Inventory (NRI) listed
- Outstanding Rivers List for Indiana
- Navigable Waterways

<u>Presence</u>	<u>Impacts</u>	
	Yes	No
X	X	

Total stream(s) in project area: 750 Linear feet Total impacted stream(s): 238 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)
Mill Creek	Perennial	564	238	Perennial stream feature that enters the survey area from the northeast and flows southwest beyond the southern survey area and is likely a Water of the US, Appendix F, page 13.
UNT to Mill Creek	Intermittent	186	0	Intermittent stream feature which receives stormwater runoff from the adjacent roadway and residential properties and flows southwest and is likely a Water of the US, Appendix F, page 13.

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 subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area (Appendix B, page 3), and the RFI report (Appendix E, page 8), there are 15 streams, rivers, watercourses, or other jurisdictional features within the 0.5-mile search radius. There are two streams within the project area. That number was confirmed by the site visit on July 12, 2022 by Lochmueller Group, Inc.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office (EWPO) on January 5, 2023. Please refer to Appendix F, pages 2-17 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that two streams, Mill Creek and an unnamed tributary (UNT) to Mill Creek, are located within the project area. The USACE makes all final determinations regarding jurisdiction.

Mill Creek is a perennial stream feature that enters the survey area from the northeast and flows to the southwest under SR 68. The OHWM of Mill Creek within the project area is 10 feet wide and 0.75 feet deep. The drainage area for Mill Creek was determined to be 1.03 square miles. This reach of Mill Creek is considered to exhibit average quality based on perennial flow, gravel/sand/cobble/silt, and riffle/run/ pool habitat. Mill Creek is considered to be a relatively permanent waterway (RPW) with a connection to a traditionally navigable waterway (TNW), Ohio River, via Big Creek and Pigeon Creek. Therefore, Mill Creek is likely subject to USACE jurisdiction under Section 404 of the Clean Water Act. The project is anticipated to permanently impact approximately 226 linear feet of this stream as a result rip rap and soil fill including approximately 129 linear feet of the stream that will be realigned as part of the project. Twelve (12) linear feet of temporary impacts are expected as a result of cofferdam placement.

UNT to Mill Creek is an intermittent stream feature that flows northwest to southeast under SR 68 through a concrete culvert. The OHWM of UNT to Mill Creek is 3.6 feet wide and 0.6 feet deep. The drainage area of UNT to Mill Creek was determined to be 0.05 square mile. This reach of UNT to Mill Creek is considered to exhibit average quality based on silt/gravel/sand dominated substrate and bank full width. UNT to Mill Creek is considered to be a non-RPW with a connection to a TNW, Ohio River, via Mill Creek, Big Creek and Pigeon Creek. Therefore, UNT to Mill Creek is likely subject to USACE jurisdiction under Section 404 of the Clean Water Act. The entirety of this stream lies outside of the construction limits; therefore, no impacts are expected.

No Federal, Wild and Scenic Rivers; State Natural, Scenic, and Recreational Rivers; Outstanding Rivers for Indiana; navigable waterways; or National Rivers Inventory waterways are present in the project area.

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The IDNR DFW responded on November 4, 2022 with recommendations to avoid or minimize impacts to fish, botanical, and wildlife resources (Appendix C, pages 40-42). IDNR DFW recommendations included minimizing and containing within the project limits in-channel disturbance, implementing appropriately designed measures for controlling erosion and sediment, and seeding and protecting all disturbed streambanks and slopes. All applicable IDNR DFW recommendations are included in the Environmental Commitments section of this CE document.

Open Water Feature(s)	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Reservoirs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lakes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Farm Ponds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retention/Detention Basin	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Storm Water Management Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Based on the desktop review, the aerial map of the project area (Appendix B, page 3), and the RFI report (Appendix E, page 8), there are 28 open water features within the 0.5-mile search radius. There are no open water features within or adjacent to the project area, which was confirmed by the site visit on July 12, 2022 by Lochmueller Group, Inc. Therefore, no impacts are expected.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT EWPO on January 5, 2023. Please refer to Appendix F, pages 2-17 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no open water features are located within the project area. The USACE makes all final determinations regarding jurisdiction.

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

Total wetland area: 0.0 Acre(s) Total wetland area impacted: 0.0 Acre(s)

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

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

Wetlands (Mark all that apply)	<u>Documentation</u>	<u>ESD Approval Dates</u>
Wetland Determination	<input type="checkbox"/>	<input type="checkbox"/>
Wetland Delineation	<input type="checkbox"/>	<input type="checkbox"/>
USACE Isolated Waters Determination	<input type="checkbox"/>	<input type="checkbox"/>

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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 subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area (Appendix B, page 3), and the RFI report (Appendix E, page 8), there are 18 wetlands within the 0.5-mile search radius. No wetlands are present within or adjacent to the project area, which was confirmed by the site visit on July 12, 2022 by Lochmueller Group Inc. Therefore, no impacts are expected.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT EWPO on January 5, 2023. Please refer to Appendix F, pages 2-17 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no wetlands are located within the project area. The USACE makes all final determinations regarding jurisdiction.

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

Total terrestrial habitat in project area: 4.6 Acre(s) Total tree clearing: 0.85 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 July 12, 2022 by Lochmueller Group, Inc., and the aerial map of the project area (Appendix B, page 3), there are maintained roadside and forested riparian habitats present. Dominant tree species within the forested riparian habitat are American sycamore (*Platanus occidentalis*), black walnut (*Juglans nigra*), river birch (*Betula nigra*), red maple (*Acer rubrum*), boxelder (*Acer negundo*), black locust (*Robinia pseudoacacia*), slippery elm (*Ulmus rubra*), black cherry (*Prunus serotina*), and American elm (*Ulmus americana*). The dominant herbaceous species within the maintained roadside habitat consists of Japanese stiltgrass (*Microstegium vimineum*), false nettle (*Boehmeria cylindrica*), Virginia creeper (*Parthenocissus quinquefolia*), jewelweed (*Impatiens capensis*), and poison ivy (*Toxicodendron radicans*). A total of 0.98 acre of terrestrial habitat disturbance will occur including 0.13 acre of impacts to maintained roadside and 0.85 acre of impacts to forested riparian areas. Within the 0.85 acre of forested riparian habitat, 0.67 acre of trees will be cleared. There are 2.5 acres of forested habitat within the project area, however, only 0.85 acre lie within the construction limits. Avoidance alternatives would not be practical because they would not allow the project to meet its purpose of addressing the deterioration of the existing bridge. Construction limits were minimized to only include the area necessary to rehabilitate the bridge. Mitigation is not anticipated.

IDNR DFW responded to early coordination on November 4, 2022 with recommendations to avoid, minimize, or compensate for impacts to botanical resources. These recommendations included revegetating all bare and disturbed areas, implementing appropriately designed measures for controlling erosion and sediment, and maintaining or improving the structure for wildlife crossing (Appendix C, pages 40-42). All applicable recommendations are included in the Environmental Commitments section of this CE document.

**Protected Species
Federally Listed Bats**

Information for Planning and Consultation (IPaC) determination key completed	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Section 7 informal consultation completed (IPaC cannot be completed)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Section 7 formal consultation Biological Assessment (BA) required	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Determination Received for Listed Bats from USFWS: NE NLAA LAA

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Other Species not included in IPaC

Additional federal species found in project area (based on IPaC species list)
 State species (not bird) found in project area (based upon consultation with IDNR)

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

Migratory Birds

Known usage or presence of birds (i.e. nests)
 State bird species based upon coordination with IDNR

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

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, page 4) completed by Lochmueller Group Inc., on January 11, 2023 the IDNR Warrick County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR DFW early coordination response letter dated November 4, 2022 (Appendix C, pages 40-42), the Natural Heritage Program's Database has been checked and no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. An INDOT 0.5-mile bat review occurred on April 11, 2022. The review did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages 5-19). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and northern long-eared bat (NLEB) (*Myotis septentrionalis*). No additional species were identified 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. A bridge inspection occurred on July 12, 2022 and no bats or signs of bats were found (Appendix C, page 32). An effect determination key was completed on September 27, 2022 and based on the responses provided, it was found that the project "may affect, but is not likely to adversely affect (NLAA)" the Indiana bat and/or the NLEB (Appendix C, page 20-31). INDOT reviewed and verified the effect finding on September 27, 2022, and requested USFWS's review of the finding (Appendix C, page 33). No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. AMMs required for the project include General AMM 1 and Tree Removal AMMs 1,2,3, and 4. AMMs are included as firm commitments in the Environmental Commitments section of this document.

A bridge inspection occurred on July 12, 2022 and no bats or indicators of bats were identified (Appendix C, page 32). USFWS Bridge/Structure Assessments are only valid for two years. If construction will begin after July 12, 2024, 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.

Structure No. 068-87-01583 over Mill Creek and the project's surrounding habitat is conducive for use (i.e. nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA). Prior to the start of nesting season (May 1) the structure must be inspected for birds or signs of birds. If birds or signs of birds are found during the inspection, avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 – April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1 – September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the "Potential Migratory Bird on Structure" 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.

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Geological and Mineral Resources

Project located within the Indiana Karst Region
 Karst features identified within or adjacent to the project area
 Oil/gas or exploration/abandoned wells identified in the project area

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

Date Karst Evaluation reviewed by INDOT EWPO (if applicable): N/A

Discuss if project is located in Potential Karst Features Area of Indiana 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. Describe if any impacts will occur to any karst features. Include discussion of karst study/report was completed and results. (Karst investigation must comply with the current Karst MOU 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, page 2) and the RFI report (Appendix E, page 8), there are no karst features identified within or adjacent to the project area. In the early coordination response October 6, 2022, the IGWS did not indicate that karst features exist in the project area (Appendix C, pages 34-36). The response did indicate moderate liquefaction potential, low potential for encountering bedrock resources, and the potential presence of surface coal mines in the vicinity. The response from IGWS was communicated to the designer on December 19, 2022. No impacts are expected.

SECTION C – OTHER RESOURCES

Drinking Water Resources

Wellhead Protection Area(s)
 Source Water Protection Area(s)
 Water Well(s)
 Urbanized Area Boundary
 Public Water System(s)

Presence

Impacts

Yes	No

Is the project located in the St. Joseph Sole Source Aquifer (SSA):

If Yes, is the FHWA/EPA SSA MOU Applicable?

If Yes, is a Groundwater Assessment Required?

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

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.

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

IDEM's Wellhead Proximity Determinator website (<https://www.in.gov/idem/cleanwater/information-about/groundwater-monitoring-and-source-water-protection/wellhead-protection-program/source-water-proximity-determination-tool/>) was accessed on October 6, 2022 by Lochmueller Group, Inc. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on October 17, 2022 by Lochmueller Group Inc. No wells are located near this project. Therefore, no impacts are expected.

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by Lochmueller Group Inc. on January 4, 2023, this project is not located in an Urban Area Boundary. No impacts are expected.

Based on a desktop review, a site visit on July 12, 2022 by Lochmueller Group Inc., the aerial map of the project area (Appendix B,

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page 3), and coordination with the designer, this project is located where there are two public water systems. Patoka Lake Regional Water and Sewer District will not be affected by the project as they are not located within construction limits. Coordination with Town of Lynnville Water Utility is ongoing as part of the design process.

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

If applicable, indicate the Floodplain Level?

Level 1 Level 2 Level 3 Level 4 Level 5

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

The IDNR Indiana Floodway Information Portal website (<https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e>) was accessed on December 12, 2022 by Lochmueller Group, Inc. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page 1). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

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

Total Points (from Section VII of CPA-106/AD-1006*) _____
**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 July 12, 2022 by Lochmueller Group, Inc., and the aerial map of the project area (Appendix B, page 3), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected. An early coordination letter was sent on October 6, 2022, to NRCS. The NRCS responded on October 10, 2022 that the project will not cause a conversion of prime farmland (Appendix C, page 37).

SECTION D – CULTURAL RESOURCES

Minor Projects PA	Category(ies) and Type(s) <input type="text" value="A-4 and B-12"/>	INDOT Approval Date(s) <input type="text" value="September 21, 2023"/>	N/A <input type="text"/>
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Full 106 Effect Finding
 No Historic Properties Affected No Adverse Effect Adverse Effect

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Eligible and/or Listed Resources Present

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

Documentation Prepared (mark all that apply)

APE, Eligibility and Effect Determination
 800.11 Documentation
 Historic Properties Report or Short Report
 Archaeological Records Check and Assessment **X**
 Archaeological Phase Ia Survey Report **X**
 Archaeological Phase Ic Survey Report
 Other:

ESD Approval Date(s)

SHPO Approval Date(s)

September 21, 2023		N/A
September 21, 2023		N/A

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 September 21, 2023 the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category A, Type 4 and Category B, Type 12 under the Minor Projects Programmatic Agreement (Appendix D, pages 1-6). Category A, Type 4 covers 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. Category B, Type 12 covers replacement, widening, or raising the elevation of the superstructure on existing bridges, and bridge replacement projects (when both the superstructure and substructure are removed).

An archaeological survey was required due to proposed work in undisturbed soils. It was recommended that the project be allowed to proceed as planned as no archaeological resources were documented as a result of the survey, no potential for deeply buried sites was observed, and no additional investigation is recommended.

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

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

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Evaluations Prepared

Programmatic Section 4(f)	<input type="checkbox"/>
"De minimis" Impact	<input type="checkbox"/>
Individual Section 4(f)	<input type="checkbox"/>
Any exception included in 23 CFR 774.13	<input type="checkbox"/>

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

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

Based on a desktop review, the aerial map of the project area (Appendix B, page 3), and the RFI report (Appendix E, page 7), there are five potential 4(f) resources located within the 0.5-mile search radius. According to initial research and the site visit on July 12, 2022 by Lochmueller Group, Inc., there was one potential Section 4(f) resource, Lynnville Summer League Ball Park, within or adjacent to the project area. A phone call with Lynnville Town Hall stated the park is not managed by the Town of Lynnville and is privately owned (Appendix C, page 43). An additional phone call with Lynnville Summer League Incorporated confirmed that the park is privately owned and not under the Town of Lynnville's jurisdiction (Appendix C, page 44). Therefore, the Lynnville Summer League Ball Park is not a Section 4(f) resource. No other recreational facilities are located within the project area. Therefore, no 4(f) use is expected.

An early coordination letter was sent to Lynnville Summer League, Inc. on October 6, 2022. No response was received.

Section 6(f) Involvement

Presence

Use

Section 6(f) Property

Yes

No

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

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

A review of 6(f) properties on the INDOT ESD website revealed a total of three properties in Warrick County (Appendix I, page 1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

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SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project

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

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

Location in STIP:

Incorporated by reference

Name of MPO (if applicable):

Evansville Metropolitan Planning Organization (EMPO)

Location in TIP (if applicable):

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Level of MSAT Analysis required?

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

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

This project is included in the Fiscal Year (FY) 2024-2028 EMPO Transportation Improvement Program (TIP). The EMPO TIP has been directly incorporated into the 2024-2028 Statewide Transportation Improvement Program (STIP) (Appendix H, pages 1-5).

This project is located in Warrick County, which is currently a maintenance area for ozone under the 1997 Ozone 8-hour Standard, according to the EPA Green Book website (<https://www.epa.gov/green-book>). This project has been identified as being exempt from air quality analysis in accordance with 40 CFR Part 93.126 and this project is not a project of air quality concern (40 CFR Part 93.123). Therefore, this project will have no significant impact on air quality.

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? Yes No

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.

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SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

- Will the proposed action comply with the local/regional development patterns for the area?
- Will the proposed action result in substantial impacts to community cohesion?
- Will the proposed action result in substantial impacts to local tax base or property values?
- Will construction activities impact community events (festivals, fairs, etc.)?
- Does the community have an approved transition plan?
- 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)

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

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

The project will ultimately be beneficial to local businesses and properties due to improvements to the deteriorated bridge. Overall, the negative impacts to property owners and local businesses within the project area will be minimal and will consist primarily of short-term construction impacts due to the road closure and resulting detour. No relocations are expected. Property owners will be provided access throughout the duration of the project. The project is not anticipated to result in substantial permanent impacts to community cohesion because the project will not permanently change access to properties within the area although the road closure and detour will temporarily change access during construction. The proposed project may minimally impact the surrounding community or may cause minimal economic impacts to the surrounding area due to increased travel time and additional travel expenses for locals as a result of the road closure and detour. Therefore, this project will have minimal negative impacts to the community or local economy.

According to the Fairs and Festivals website (www.fairsandfestivals.net) accessed on December 29, 2022 by Lochmueller Group, Inc., there are no fairs or festivals scheduled within 10 miles of the project. A check of the Visit Warrick County website (visitwarrick.com) by Lochmueller Group, Inc. on August 1, 2023 did not reveal any events scheduled in the vicinity.

The MOT may pose delays and temporary inconveniences to traveling motorists (including school buses and emergency services); However, all inconveniences will cease upon project completion. The MOT for the project is not anticipated to impact access to community events.

Warrick County has an approved Americans with Disabilities Act (ADA) Transition plan. This is a bridge replacement project that does not have ADA facilities present; therefore, the project will not have any effect on the published ADA transition plan as it is not applicable to this project.

Public Facilities and Services

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

Based on a desktop review, the aerial map of the project area (Appendix B, page 3), and the RFI report (Appendix E, page 7), there are five public facilities 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 July 12, 2022 by Lochmueller Group, Inc. Therefore, no impacts are expected. Access to all properties will be maintained during construction.

There are six public utilities within or adjacent to the project area. CenterPoint Energy (electric and gas), Frontier Communications, Smithville Telephone, Mainstream Fiber Networks, LLC, Town of Lynnville Sewer and Water, and Patoka Lake Regional Water and Sewer have facilities within or adjacent to the project area. Relocation of Frontier and Mainstream Fiber Networks overhead and underground communications will be needed. Relocation of Smithville Telephone underground utilities is expected. Utility coordination is ongoing as part of the design process. Access to all properties and public facilities 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.

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Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

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

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

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

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

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent ROW. The project will require 1.0 acre of permanent ROW. Therefore, an EJ analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exist and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Warrick County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tract 302. 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 2021 American Community Survey 5 Year Estimates was obtained from the US Census Bureau Website (<https://data.census.gov/cedsci/>) on January 4, 2023 by Lochmueller Group, Inc. The data collected for minority and low-income populations within the AC are summarized in the below table.

	COC - Warrick County	AC-1 – Census Tract 302 Warrick County, Indiana
Percent Minority	8.9%	6.2%
125% of COC	11.1%	AC < 125% COC
EJ Population of Concern		No
Percent Low-Income	5.6%	3.4%
125% of COC	7.1%	AC < 125% COC
EJ Population of Concern		No

AC-1, Census Tract 302, has a percent minority of 6.2% which is below 50% and is below the 125% COC threshold. Therefore, the AC does not contain a minority population of EJ concern.

AC-1, Census Tract 302, has a percent low-income of 3.4% which is below 50% and is below the 125% COC threshold. Therefore, the AC does not contain a low-income population of EJ concern.

The census data sheets, map, and calculations can be found in Appendix I, pages 2-8. No EJ populations of concern were identified. No further environmental justice analysis is warranted.

Relocation of People, Businesses or Farms

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

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

Is a BIS or CSRS required?

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

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

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

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SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Documentation

Hazardous Materials & Regulated Substances (Mark all that apply)

Red Flag Investigation (RFI)	<input checked="" type="checkbox"/>
Phase I Environmental Site Assessment (Phase I ESA)	<input type="checkbox"/>
Phase II Environmental Site Assessment (Phase II ESA)	<input type="checkbox"/>
Design/Specifications for Remediation required?	<input type="checkbox"/>

Date RFI concurrence by INDOT SAM (if applicable): October 5, 2022

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

Based on a review of GIS and available public records, the RFI was completed on May 5, 2022 by Lochmueller Group and INDOT SAM provided their concurrence on October 5, 2022 (Appendix E, pages 1-10). Five leaking underground storage tank (LUST) sites, one institutional control site, three National Pollutant Discharge Elimination System (NPDES) facilities, and four NPDES pipe locations are located within 0.5 mile of the project area. None of the hazmat sites identified will impact the project. Further investigation for hazardous material concerns is not required at this time.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section 10 Permit)

Nationwide Permit (NWP)	<input checked="" type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Other	<input type="checkbox"/>

IN Department of Environmental Management (401/Rule 5)

Nationwide Permit (NWP)	<input checked="" type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Isolated Wetlands	<input type="checkbox"/>
Rule 5	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>

IN Department of Natural Resources

Construction in a Floodway	<input checked="" type="checkbox"/>
Navigable Waterway Permit	<input type="checkbox"/>
Other	<input type="checkbox"/>

Mitigation Required

US Coast Guard Section 9 Bridge Permit	<input checked="" type="checkbox"/>
Others (Please discuss in the discussion below)	<input type="checkbox"/>

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

A total of 226 linear feet of permanent stream impacts and 12 linear feet of temporary stream impacts are anticipated as a result of the project. USACE Section 404 and IDEM 401 nationwide permits will likely be required due to the impacts to Mill Creek. Mitigation will likely be required and will be determined during permitting.

Indiana Department of Transportation

County Warrick Route SR 68 Des. No. 2002063

The project is anticipated to disturb more than one acre of land; therefore, an IDEM Construction Stormwater General Permit (formerly Rule 5 permit) will likely be required.

The IDNR DFW response to early coordination dated November 4, 2023 stated that this project will require the agency's formal approval for construction in a floodway unless it qualifies for a bridge exemption. The project does not qualify for a bridge exemption as the bridge is located within two miles of the Town of Lynnville and Mill Creek has a drainage area greater than one square mile. Therefore, an IDNR Construction in a Floodway permit may be necessary.

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 the 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)
- 4) Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
- 5) Tree Removal AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present (October 1 - March 31), 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)
- 6) 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)
- 7) 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)
- 8) Bridge/structure inspections occurred on July 12, 2022. USFWS Bridge/Structure Assessments are only valid for two years. If construction will begin after July 12, 2024 an inspection of the structures by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no sign of bats or birds. If bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT)
- 9) Structure No. 068-87-01583, 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. (INDOT)

For Further Consideration:

- 10) For crossing replacements, the new structure must include wildlife passage appropriate for the type of replacement structure being proposed. If the replacement structure is sized to accommodate white-tailed deer passage then it should be included in the design of the new structure. If white-tailed deer passage is not possible with the existing structure, deer

This is page 20 of 21 Project name: SR 68 over Mill Creek Bridge Replacement Date: January 9, 2024

Indiana Department of Transportation

County Warrick Route SR 68 Des. No. 2002063

passage still needs to be considered in the design and at minimum the bank lines must be restored within structures to allow for smaller wildlife passage above the ordinary high water mark. All wildlife passage designs must include a smooth level pathway a minimum of 1-2 feet in width composed of natural substrate (soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. The stream crossing repairs or modifications, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. Upgrading wildlife passage for rehabilitated/modified structures is encouraged whenever possible to improve wildlife/vehicle safety. (IDNR DFW)

- 11) 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; and have stream depth, channel width, and water velocities during low flow conditions that are approximate to those in the natural stream channel. (IDNR DFW)
- 12) 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, 1 inch to 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. (IDNR DFW)
- 13) Monitor the bridges for bird nesting activity prior to construction. If any bird nests with eggs or young are found on the existing structures, do not work on the bridges from March 15 through September 7. If construction is planned during this time and active nests are present, prior approval from the USDA must be secured by contacting: Wildlife Services State Director, USDA Wildlife Services, 901 W. State Street, W. Lafayette, IN 47907; (765) 494-6229; request Form 37 and any other required documentation and follow the USDA's instructions. (IDNR DFW)
- 14) Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR DFW)
- 15) Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR DFW)
- 16) 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)

Appendix A: INDOT Supporting Documentation

CE Level Threshold Chart..... 1

Appendix B: Graphics

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Categorical Exclusion

Appendix A

INDOT Supporting Documentation

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement ²
Stream Impacts³	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 Impacts³	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way⁵	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations⁶	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	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA
<ul style="list-style-type: none"> • District Env. (DE) • Env. Serv. Div. (ESD) • 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 the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.

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

⁹ Potential for causing a disproportionately high and adverse impact.

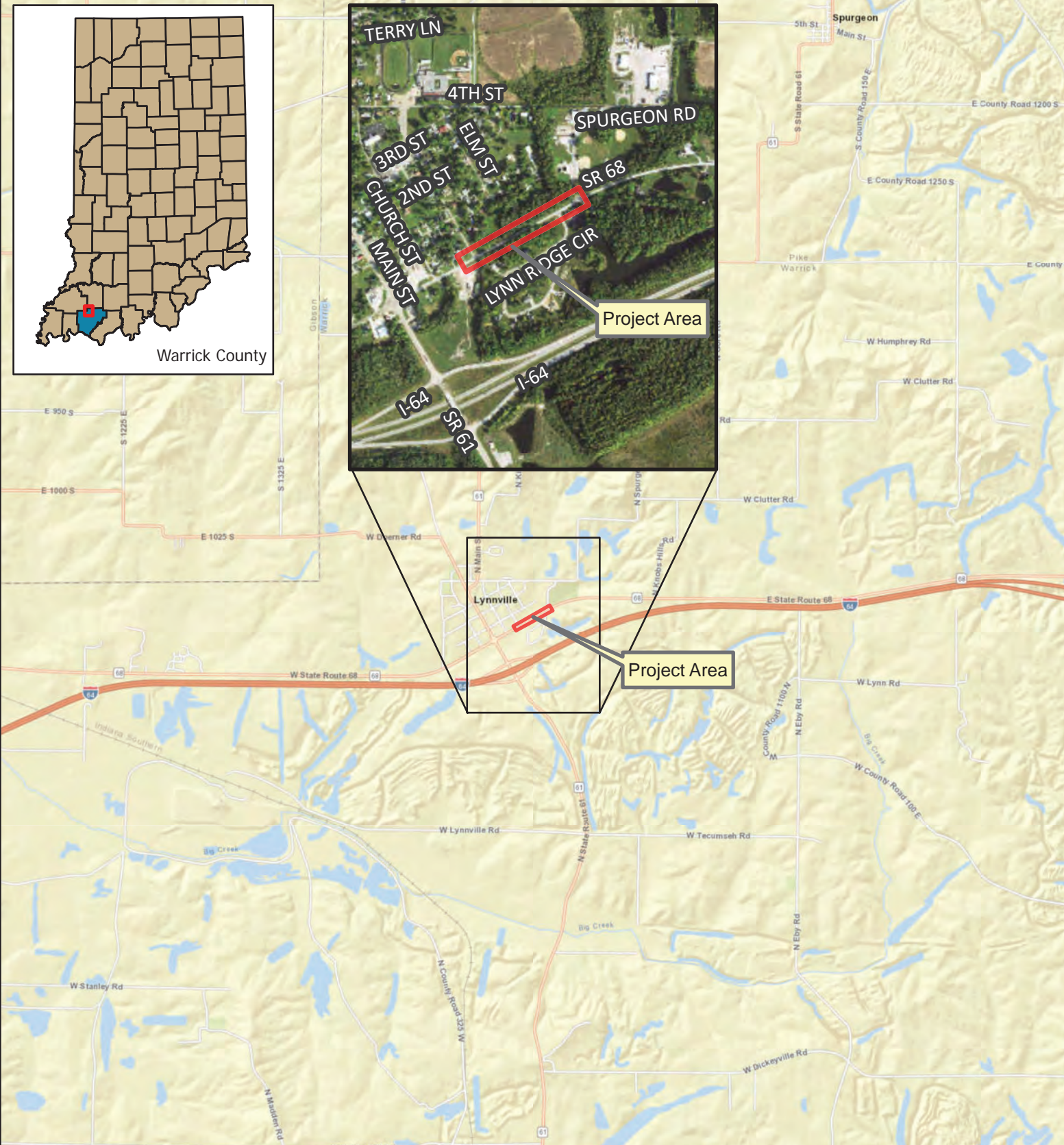
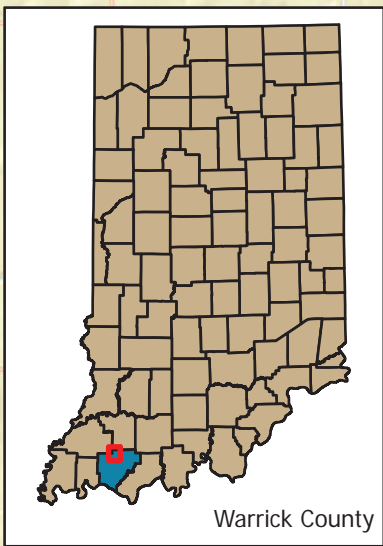
¹⁰ Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.

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.

Categorical Exclusion
Appendix B
Graphics



Legend

Project Area

Source(s): Esri, HERE, Garmin, INCREMENT P, NGA, USGS, National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal

LOCHMUELLER GROUP

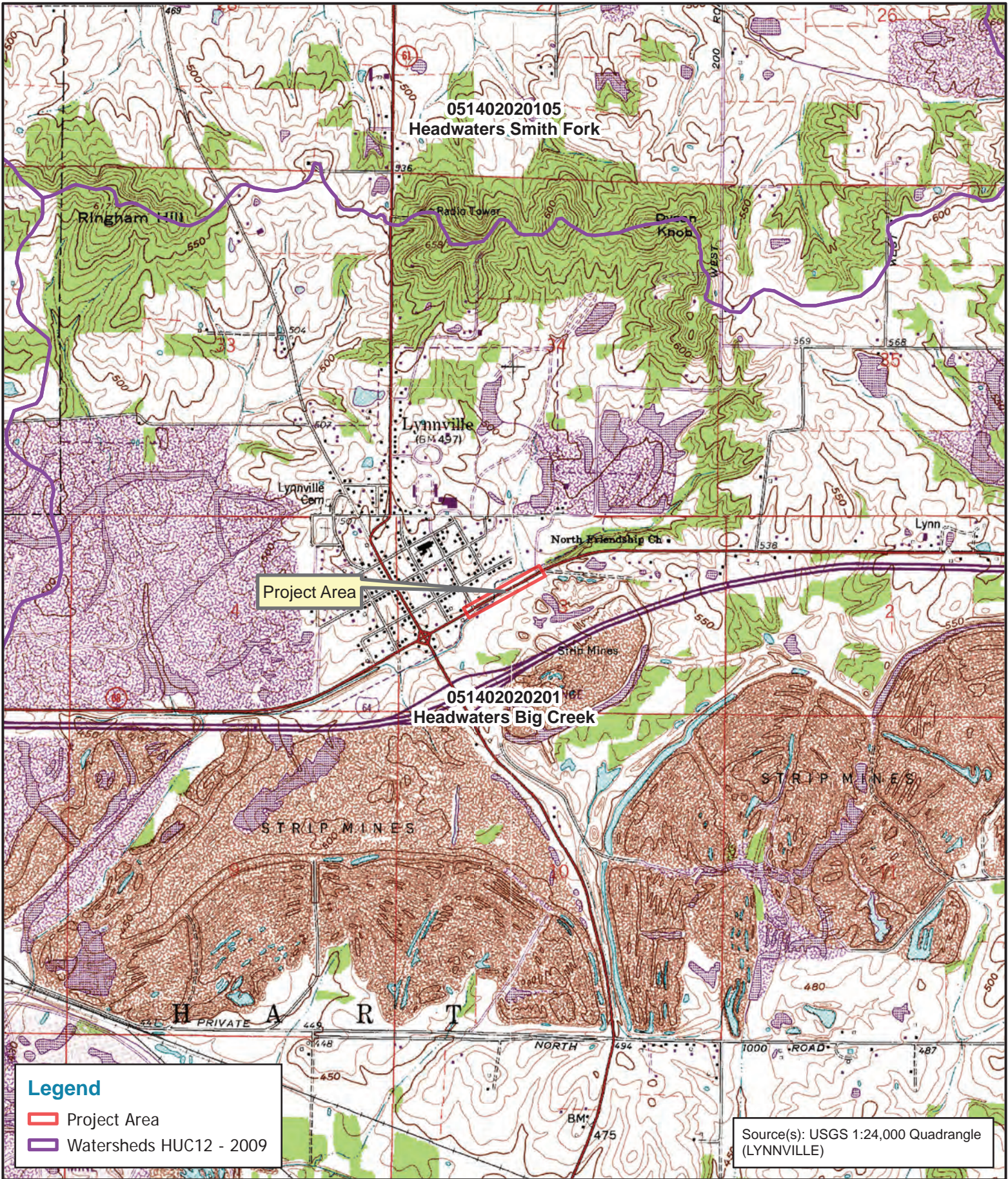
6200 Vogel Road
Evansville, Indiana 47715
Phone: (812) 479-6200
Toll Free: (800) 423-7411

Location Map
Des. No. 2002063

0 0.5 1 Miles

County: Warrick
Township: Hart
State: Indiana

SR 68 over Mill Creek
Bridge Replacement
Created: 5/11/2023, Kenan.Lochmueller



Legend

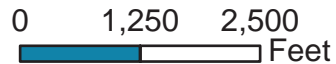
- Project Area
- Watersheds HUC12 - 2009

Source(s): USGS 1:24,000 Quadrangle (LYNNVILLE)



6200 Vogel Road
 Evansville, Indiana 47715
 Phone: (812) 479-6200
 Toll Free: (800) 423-7411

Topographic Map
 Des. No. 2002063
 Waters of the U.S. Report



County: Warrick
 Township: Hart
 State: Indiana

SR 68 over Mill Creek
 Bridge Replacement
 Created: 8/8/2023, Kenan.Lochmueller



Legend

- ▭ Project Area
- ▶ Stream
- ▶ Roadside Ditch
- ▬ Culvert
- ▭ Proposed Right-of-Way (ROW)
- ▭ Re-aquired ROW (RER)
- ▭ Existing ROW
- ▭ Construction Limits

Aerial Source: 2018 Indiana Map
 Map Source(s): National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal



6200 Vogel Road
 Evansville, Indiana 47715
 Phone: (812) 479-6200
 Toll Free: (800) 423-7411

Aerial Map

Des. No. 2002063

County: Warrick
 Township: Hart
 State: Indiana



SR 68 over Mill Creek
 Bridge Replacement
 Created: 8/8/2023, Kenan.Lochmueller



Legend

- Project Area
- Photo Locations
- Stream
- Roadside Ditch
- Culvert
- Proposed Right-of-Way (ROW)
- Re-aquired ROW (RER)
- Existing ROW
- Construction Limits

Aerial Source: 2018 Indiana Map
 Map Source(s): National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal

Photo Location Map
 Des. No. 2002063



County: Warrick
 Township: Hart
 State: Indiana

SR 68 over Mill Creek
 Bridge Replacement
 Created: 8/8/2023, Kenan.Lochmueller



1. Looking at Mill Creek facing southwest



2. Looking at Mill Creek facing northeast



3. Looking upstream at Mill Creek facing northeast



4. Looking downstream at Mill Creek facing southwest



5. Looking northeast along SR 68 toward bridge



6. Looking west along SR 68 away from bridge

PROJECT	DESIGNATION
2002063	2002063
CONTRACT	BRIDGE FILE
B-43235	068-87-10763

STRUCTURE INFORMATION				
STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
068-87-10763	PRECAST REINFORCED CONCRETE THREE-SIDED STRUCTURE	1 SPAN: 32'-0" RISE: 12'-0" SKEW: 30° RT.	MILL CREEK	19+42.00 Line "G"

INDIANA DEPARTMENT OF TRANSPORTATION



BRIDGE PLANS

FOR SPANS OVER 20 FEET

ROUTE: SR 68 AT: RP 36 + 54

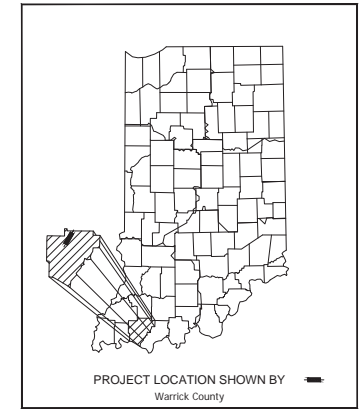
PROJECT NO.

2002063 P.E.

2002063 R/W

2002063 CONST.

TRAFFIC DATA	
A.A.D.T. (2024)	2,411 V.P.D.
A.A.D.T. (2044)	2,419 V.P.D.
D.H.V.	259 V.P.H.
DIRECTIONAL DISTRIBUTION	52.08 % WBL, 47.92 % EBL
TRUCKS	5.93 % A.A.D.T. 9.69 % D.H.V.
DESIGN DATA	
DESIGN SPEED	50 M.P.H.
PROJECT DESIGN CRITERIA	3R (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	STATE COLLECTOR
RURAL/URBAN	RURAL
TERRAIN	LEVEL
ACCESS CONTROL	NONE



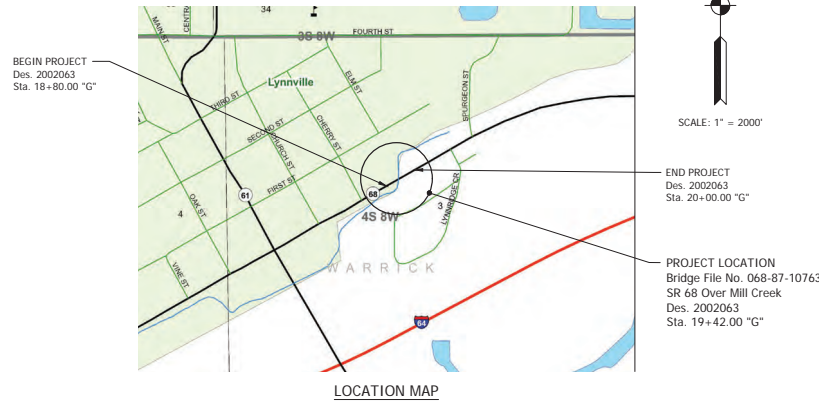
LATITUDE: 38°11'53.3" N LONGITUDE: 87°17'33.6" W

BRIDGE LENGTH:	0.000 MILE
ROADWAY LENGTH:	0.023 MILE
TOTAL LENGTH:	0.023 MILE
MAX. GRADE:	0.74 %

HUC: 051402020201

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

Bridge Replacement on State Road 68 over Mill Creek
Located 0.26 miles East of State Road 61
Section 03, T-4-S, R-8-W, Warrick County, Indiana



PRELIMINARY FIELD
CHECK PLANS,
1/11/2023

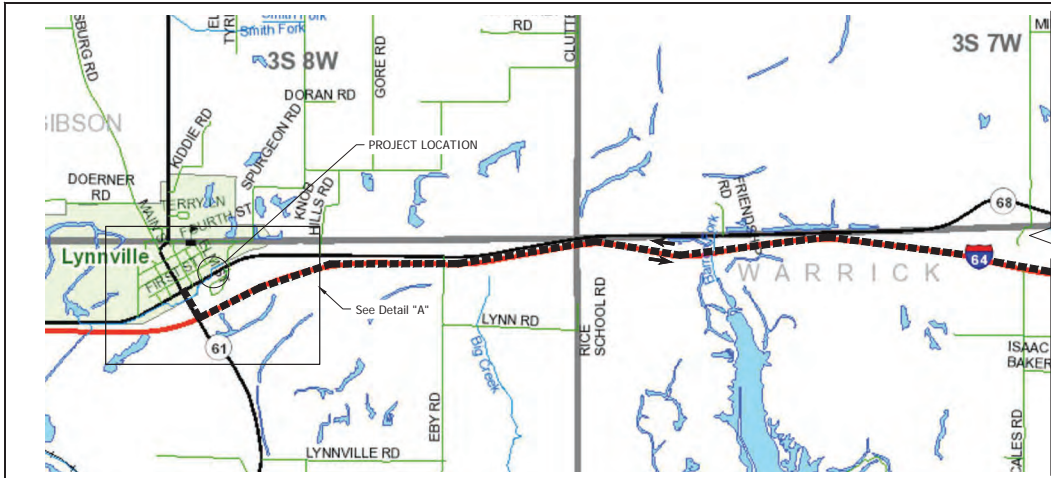
VOVS ENGINEERING
4275 North High School Road
Indianapolis, IN 46254
P: (317) 293-3542
vse@vsengineering.com
www.vsengineering.com



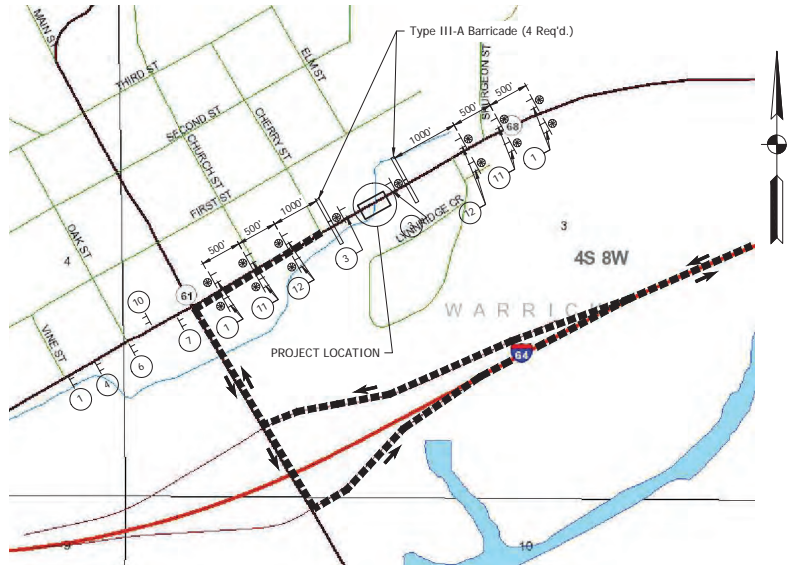
PLANS PREPARED BY:	VS ENGINEERING, INC.	TEL: (317) 293-3542
		PHONE NUMBER
CERTIFIED BY:		DATE
APPROVED FOR LETTING:		DATE
INDIANA DEPARTMENT OF TRANSPORTATION		

BRIDGE FILE	
068-87-10763	
DESIGNATION	
2002063	
SURVEY BOOK	SHEET
ELECTRONIC	1 of 17
CONTRACT	PROJECT
B-43235	2002063

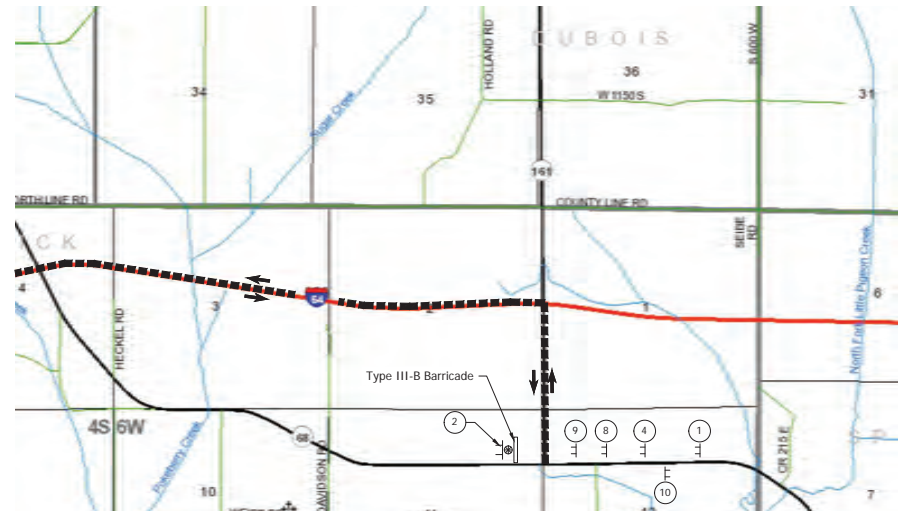
PRINT DATE: 1/11/23 10:23 AM; PLOT DATE: 1/11/23 10:23 AM; EDITED BY: VS ENGINEERING; DRAWING FILE: I:\2002063\B-43235\068-87-10763\068-87-10763.DWG; TITLE: BRIDGE PLANS



DETOUR PLAN
Not To Scale



DETAIL "A"
Not To Scale



DETAIL "B"
Not To Scale

- NOTES
1. Driveway Access To Remain Open At All Times.
 2. Refer to INDOT Standard Drawings E 801-TCDT, E 801-TCSN, E 801-TCLG For Further Details of Traffic Control Signs.

PRINT DATE: 1/23/21 11:51 AM. DESIGNED BY: JHUBMAN. DRAWING FILE: I:\2020\2063\B-43235\801-TCDET\INDOT\B-43235\2002063.DWG

LEGEND

	CONSTRUCTION SIGN W/TYPE "A" LIGHT		DIRECTION OF DETOUR
	CONSTRUCTION SIGN		
	BARRICADE TYPE III-A OR TYPE III-B AS NOTED		
	DETOUR ROUTE		



RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: JHH _____	DRAWN: JST _____	
CHECKED: DJK _____	CHECKED: JHH _____	

INDIANA DEPARTMENT OF TRANSPORTATION
MAINTENANCE OF TRAFFIC DETOUR PLAN

SCALE AS NOTED	BRIDGE FILE 068-87-10763
	DESIGNATION 2002063
	SHEET 5 OF 17
CONTRACT B-43235	PROJECT 2002063

Categorical Exclusion
Appendix C
Early Coordination



October 6, 2022

Sample Early Coordination Letter

«Name»

«Title»

«Address1»

«Address2»

«City», «State» «Zip»

Re: Des. No.: 2002063
Bridge Project
State Project
State Road (SR) 68 over Mill Creek, 0.26 Mile East of SR 61
Warrick County, Indiana

Dear «Salu»:

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) intend to proceed with a bridge project on SR 68 in Warrick County (Des. No. 2002063).

This letter is part of the early coordination phase of the environmental review. At this time, we are requesting comments from your area of expertise regarding any possible environmental effects (social and natural) associated with this project. **Please use the above Des. No. and project description in your reply.** Your comments will be incorporated into the formal environmental study. Your cooperation in this endeavor is appreciated.

Project Location and Existing Conditions

The proposed project is located on SR 68 over Mill Creek, 0.26 mile east of SR 61 in Warrick County. Specifically, the project is located in Section 3, Township 4 South, Range 8 West in Hart Township as depicted on the Lynnville U.S. Geological Survey 1:24,000 scale quadrangle. Adjacent land use is residential and commercial, as well as wooded riparian corridor associated with Mill Creek.

Within the project area, SR 68 is functionally classified as a major collector roadway. The majority of the existing cross section is urban and approximately 38 feet wide with three lanes, curb and gutter, sidewalks, and enclosed drainage. At the south end of the pavement section, there is a small portion of the urban cross section that reduces in width slightly to approximately 35 feet wide and transitions into two lanes. At the north end of the project, the urban cross section transitions into a more rural, two-lane cross section with 12-foot travel lanes and 10-foot shoulders. The rural cross section does not have curb or sidewalk and has open drainage. Please see attachments for maps and photographs of the proposed project area.

Draft Purpose and Need

The need for this project is due to the deteriorating condition of the existing bridge. According to the July 9, 2021 Bridge Inspection Report, the deck underside surfaces are exhibiting intermittent cracking with efflorescence. One minor spall and two impending spalls were noted. The superstructure is exhibiting widespread longitudinal cracking along most of the beam lengths with pronounced efflorescence. Map cracking, rust stains, and spalls were also noted on the superstructure. The substructure is exhibiting exposed reinforcing, full height vertical cracking, moisture stains, and rust stains.

The current INDOT Bridge Inspection Application System (BIAS) rating for the deck, substructure, and superstructure is 5 (fair condition). INDOT BIAS ratings range from 0 to 9, with a rating of 0 assigned to structures in failed condition and a rating of 9 assigned to structures in excellent condition.

The purpose of the project is to address the deterioration of the existing bridge and provide a structure with a rating of 7 (good condition) or better.

Proposed Project

The proposed project will replace the existing single span reinforced concrete girder bridge. The clear roadway width is 24 feet with 11-foot lanes and 1-foot paved shoulders. The proposed replacement bridge is anticipated to be a precast reinforced concrete three-sided structure. The minimum clear roadway width will be 30 feet with 11-foot lanes and 4-foot shoulders. The approach roadway outside of guardrail limits will utilize 11-foot lanes and 2-foot paved shoulders. A 2-foot guardrail offset will be used, making the paved shoulder width 4 feet at the guardrail. There are no proposed curbs or sidewalks at this structure. The proposed structure will likely create a grade raise requiring a vertical alignment and approach work to tie into the existing profile. Up to 2.5 acres of tree clearing is anticipated as part of the project.

The proposed maintenance of traffic (MOT) will include a detour using SR 61, I-64, and SR 161.

Construction is anticipated to begin in August 2024.

Right-of-Way (ROW)

This project will require 0.09 acre of temporary right-of-way (ROW) and 1.03 acres of permanent ROW.

Environmental Resources

A Red Flag Investigation (RFI) was performed for a 0.5-mile radius of the Des 2002063 project area. Several "Red Flags" were identified; however, not all will impact the proposed project. One recreational facility, one NWI-Line segment, and two stream segments are located within or adjacent to the project area. This project is within the Indiana Karst Region as shown in INDOT's *Protection of Karst Features During Project Development and Construction* dated July 15, 2021.

Section 106

The *National Register of Historic Places* (NRHP) and the *Indiana Register of Historic Sites and Structures* (State Register) were reviewed using the *State Historic Architectural and Archaeological Research Database* (SHAARD) and the *Indiana Historic Buildings, Bridges, and Cemeteries Map* (IHBBCM). No resources listed in the NRHP or State Register located within the project area. The *Gibson County & Warrick County Interim Report* (1984) was examined, and it was determined that there are historic properties within the vicinity of the project area rated Contributing. *The Indiana Historic Bridge Inventory Volume 2: Listing of Historic and Non-Historic Bridges* (February 2009) by Mead & Hunt was reviewed. Bridge No. 068-87-01583 is listed as a bridge not eligible for the NRHP. No cemeteries were located near the project area. Due to the scope of the project

and the previously determined NRHP eligibility for the bridge in this undertaking, it is anticipated that this project will qualify for the Minor Projects Programmatic Agreement (MPPA) under Category B-12.

Range-wide Informal Programmatic Consultation

Warrick County is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*). Adjacent land use is primarily residential and commercial with a wooded riparian corridor associated with Mill Creek. A determination key has been completed using the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) portal and the project received a finding of “Not Likely to Adversely Affect”.


Early Coordination

This letter is part of the early coordination review process. You are asked to review this information and provide any comments you may have relative to anticipated impacts of the project on areas in which you have jurisdiction or special expertise. We will incorporate your comments into a study of the project’s environmental impacts. To facilitate the development of this project, you are asked to reply within **30 calendar days** of receipt of this letter. If no response is received by that date, it will be assumed you have no comments at the present time. However, should you find that an extension to the response time is needed, a reasonable amount of time may be granted upon request.

If you have any questions regarding this project, please feel free to contact me at (812) 759-4177 or at kenan.lochmueller@lochgroup.com. Additionally, should you want to contact the sponsor of this project, INDOT, please contact the Project Manager, Matthew Bullock, at 812-830-9683 or at mbullock1@indot.in.gov

Thank you in advance for your input.

Sincerely,



Kenan Lochmueller
Environmental Department
Lochmueller Group, Inc.

Attachments were not included in this document to reduce redundancy and keep the file size smaller

Attachments:

- General Location Map
- USGS Topographic Map
- Red Flag Investigation Maps
- Photographs

Distribution List:

- FHWA – Indiana Division (electronic submission)
- Indiana Geological and Water Survey (online submission)
- IDNR, Division of Fish and Wildlife (electronic submission)
- National Park Service (electronic submission)
- IDEM Groundwater (online submission)
- U.S. Housing and Urban Development (electronic submission)
- INDOT, Vincennes District (electronic submission)

- Natural Resources Conservation Service, Indianapolis Office (electronic submission)
- U.S. Army Corps of Engineers (electronic submission)
- US Coast Guard, Eighth District (electronic submission)
- Evansville Metropolitan Planning Organization
- Warrick County Highway Department
- Warrick County Council
- Warrick County Board of Commissioners
- Warrick County School Corporation
- Warrick County Surveyor
- Warrick County Emergency Management Agency
- Warrick County Sheriff's Office
- Warrick County Highway Engineer
- Lynnville Fire Department
- Lynnville Volunteer Fire Department
- Lynnville Town Superintendent
- Lynnville Town Board
- Lynnville Summer League Inc.



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:
Project Code: 2022-0075087
Project Name: Des 2002063; SR 68 over Mill Creek Bridge Project

September 26, 2022

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: 2022-0075087

Project Name: Des 2002063; SR 68 over Mill Creek Bridge Project

Project Type: Bridge - Replacement

Project Description: Des 2002063 is a bridge project located on State Road (SR) 68, approximately 0.26 mile east of SR 61 in Warrick County, Indiana. The proposed work is to replace the existing bridge, Structure No. 068-87-01583 (NBI:024490). This will likely require widening of the roadway within the project area. Adjacent land use consists of residential, and commercial properties, as well as a wooded riparian corridor associated with Mill Creek. The wooded riparian corridor would be considered suitable summer habitat for the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*). Approximately 2.5 acres of tree/brush removal is anticipated. All tree clearing will take place within 100 feet of the roadway. Tree species that will be potentially removed include Red Maple (*Acer rubrum*), Boxelder (*Acer negundo*), Black locust (*Robinia pseudoacacia*), Slippery elm (*Ulmus rubra*), Black cherry (*Prunus serotina*), and American sycamore (*Plantanus occidentalis*). Tree Clearing will occur during the inactive season (October 1st-March 31st). Mitigation is not anticipated. The Bridge Inspection Report dated July 9, 2021 indicated that no evidence of bats was seen or heard under the structure. A review of the USFWS database by INDOT Vincennes District environmental staff on April 11, 2022 did not indicate the presence of endangered bat species in or within 0.5-mile of the project area. A Bridge/Structure Bat Assessment Form completed on July 12, 2022, indicated that there was no guano, staining, or live bats present. Timing of work for the project is anticipated to be from August 2024 to July 2025. No temporary or permanent lighting is anticipated.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@38.1983783,-87.29211319979231,14z>



Counties: Warrick 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 Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

Mammals

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

Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> 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 Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their 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 <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Jul 31
Cerulean Warbler <i>Dendroica cerulea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974	Breeds Apr 23 to Jul 20

NAME	BREEDING SEASON
<p>Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds Mar 15 to Aug 25
<p>Field Sparrow <i>Spizella pusilla</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA</p>	Breeds Mar 1 to Aug 15
<p>Henslow's Sparrow <i>Ammodramus henslowii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3941</p>	Breeds May 1 to Aug 31
<p>Kentucky Warbler <i>Oporornis formosus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds Apr 20 to Aug 20
<p>Lesser Yellowlegs <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679</p>	Breeds elsewhere
<p>Prairie Warbler <i>Dendroica discolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 1 to Jul 31
<p>Prothonotary Warbler <i>Protonotaria citrea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds Apr 1 to Jul 31
<p>Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 10 to Sep 10
<p>Rusty Blackbird <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA</p>	Breeds elsewhere
<p>Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	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 (—)

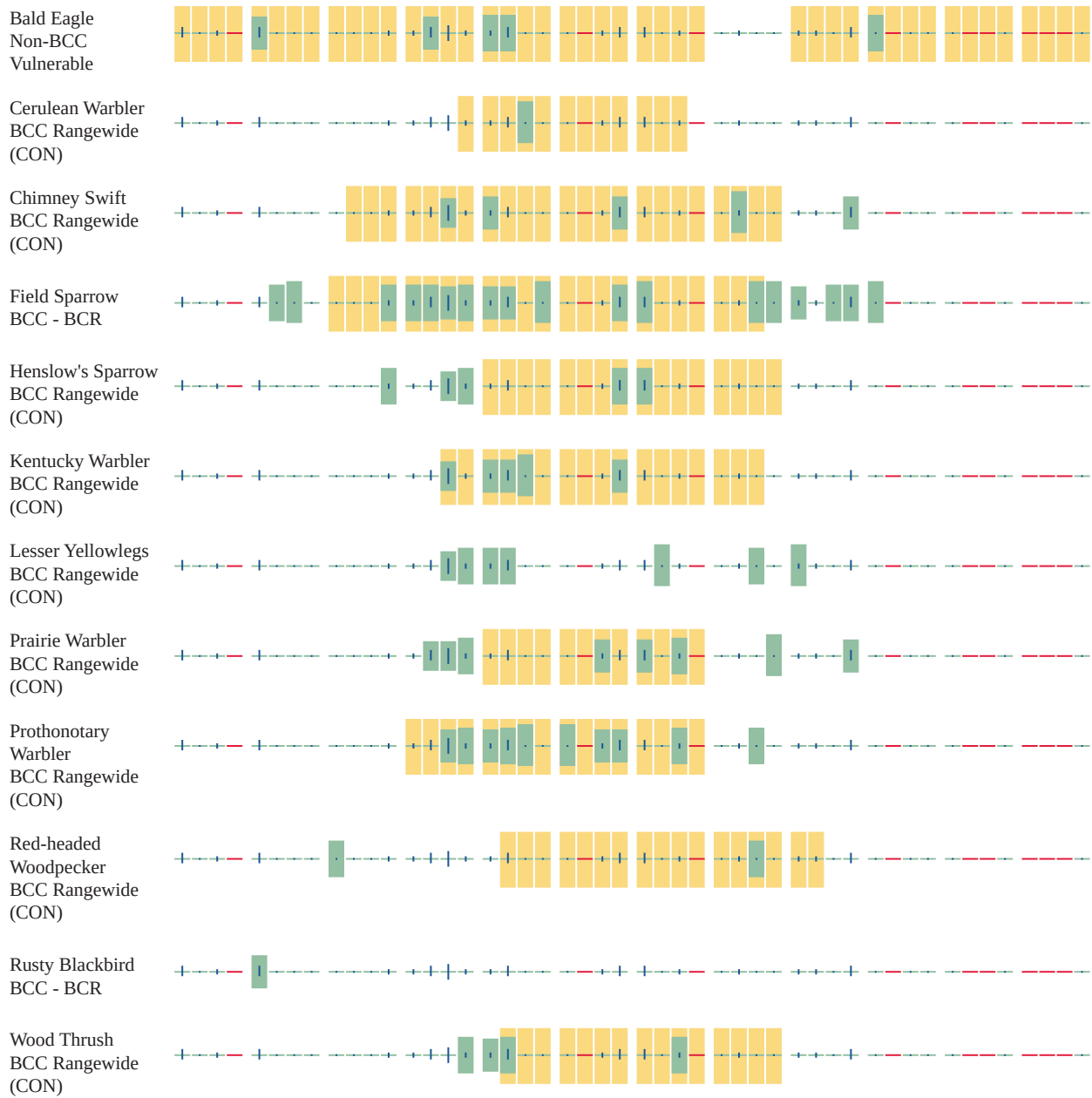
A week is marked as having no data if there were no survey events for that week.

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.

■ probability of presence ■ breeding season | survey effort — no data

SPECIES JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC



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-incident-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.

RIVERINE

- [Riverine](#)



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:

September 27, 2022

Project code: 2022-0075087

Project Name: Des 2002063; SR 68 over Mill Creek Bridge Project

Subject: Concurrence verification letter for the 'Des 2002063; SR 68 over Mill Creek Bridge Project' 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 September 27, 2022 to verify that the **Des 2002063; SR 68 over Mill Creek Bridge Project** (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

Des 2002063; SR 68 over Mill Creek Bridge Project

Description

Des 2002063 is a bridge project located on State Road (SR) 68, approximately 0.26 mile east of SR 61 in Warrick County, Indiana. The proposed work is to replace the existing bridge, Structure No. 068-87-01583 (NBI:024490). This will likely require widening of the roadway within the project area. Adjacent land use consists of residential, and commercial properties, as well as a wooded riparian corridor associated with Mill Creek. The wooded riparian corridor would be considered suitable summer habitat for the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*). Approximately 2.5 acres of tree/brush removal is anticipated. All tree clearing will take place within 100 feet of the roadway. Tree species that will be potentially removed include Red Maple (*Acer rubrum*), Boxelder (*Acer negundo*), Black locust (*Robinia pseudoacacia*), Slippery elm (*Ulmus rubra*), Black cherry (*Prunus serotina*), and American sycamore (*Plantanus occidentalis*). Tree Clearing will occur during the inactive season (October 1st-March 31st). Mitigation is not anticipated.

The Bridge Inspection Report dated July 9, 2021 indicated that no evidence of bats was seen or heard under the structure. A review of the USFWS database by INDOT Vincennes District environmental staff on April 11, 2022 did not indicate the presence of endangered bat species in or within 0.5-mile of the project area. A Bridge/Structure Bat Assessment Form completed on July 12, 2022, indicated that there was no guano, staining, or live bats present.

Timing of work for the project is anticipated to be from August 2024 to July 2025. No temporary or permanent lighting is anticipated.

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 triangulation/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 triangulation/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

- *BIAS and Bat assessment pages 2.pdf* <https://ipac.ecosphere.fws.gov/project/4DKKXYVP4JC77EJWOSDGAR6UUI/projectDocuments/117420287>

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?

No

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

No

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

No

33. 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

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

No

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

Automatically answered

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

36. 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.

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

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the 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.

38. 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

39. **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

40. **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

41. **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

42. **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

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.

2.5

4. Please describe the proposed bridge work:

The proposed work is to replace the existing bridge, Structure No. 068-87-01583. This will likely require widening of the roadway within the project area.

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

August 2024 to July 2025

6. Please enter the date of the bridge assessment:

July 12, 2022

Avoidance And Minimization Measures (AMMs)

This determination key result includes the commitment 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.

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.









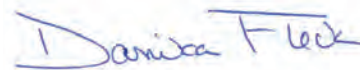
Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

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.

Bridge/Structure Bat Assessment Form

Date & Time of Assessment 07/12/2022; 11:15am EST	DOT Project Number Des No 2002063	Route/Facility Carried SR 68	County Warrick
Federal Structure ID NBI:024490	Structure Coordinates (latitude and longitude) 38.19815 -87.29264	Structure Height (approximate) 24 feet	Structure Length 39 feet
Structure Type (check one)		Structure Material (check all that apply)	
<i>Bridge Construction Style</i>		<i>Deck Material</i>	<i>Beam Material</i> <i>End/Back Wall Material</i>
<input type="radio"/> Cast-in-place 	<input checked="" type="radio"/> Pre-stressed Girder 	<input type="checkbox"/> Metal	<input type="checkbox"/> None <input checked="" type="checkbox"/> Concrete
<input type="radio"/> Flat Slab/Box 	<input type="radio"/> Steel I-beam 	<input checked="" type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Concrete
<input type="radio"/> Truss 	<input type="radio"/> Covered 	<input type="checkbox"/> Timber	<input type="checkbox"/> Steel
<input type="radio"/> Parallel Box Beam 	<input type="radio"/> Other:	<input type="checkbox"/> Open grid	<input type="checkbox"/> Timber
		<input type="checkbox"/> Other:	<input type="checkbox"/> Other:
<i>Culvert Type</i>	<i>Other Structure</i>	<i>Culvert Material</i>	
<input type="radio"/> Box	<input type="radio"/>	<input type="checkbox"/> Metal	<input type="radio"/> Yes <input type="radio"/> No
<input type="radio"/> Pipe/Round	<input type="radio"/>	<input type="checkbox"/> Concrete	<input type="radio"/> Unknown
<input type="radio"/> Other:	<input type="radio"/>	<input type="checkbox"/> Plastic	<i>Notes:</i>
		<input type="checkbox"/> Stone/Masonry	
		<input type="checkbox"/> Other:	
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)	
<input checked="" type="checkbox"/> Bare ground	<input type="checkbox"/> Open vegetation	<input type="checkbox"/> Agricultural	<input type="checkbox"/> Grassland
<input type="checkbox"/> Rip-rap	<input checked="" type="checkbox"/> Closed vegetation	<input checked="" type="checkbox"/> Commercial	<input type="checkbox"/> Ranching
<input checked="" type="checkbox"/> Flowing water	<input type="checkbox"/> Railroad	<input checked="" type="checkbox"/> Residential-urban	<input type="checkbox"/> Riparian/wetland
<input type="checkbox"/> Standing water	<input type="checkbox"/> Road/trail - Type:	<input type="checkbox"/> Residential-rural	<input type="checkbox"/> Mixed use
<input type="checkbox"/> Seasonal water	<input type="checkbox"/> Other:	<input checked="" type="checkbox"/> Woodland/forested	<input type="checkbox"/> 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)	
<input checked="" type="checkbox"/> All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas	<input type="checkbox"/> Not present	<input type="checkbox"/> Visual - live # dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input checked="" type="checkbox"/> Concrete surfaces (open roosting on concrete)	<input type="checkbox"/> Not present	<input type="checkbox"/> Visual - live # dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input checked="" type="checkbox"/> Spaces between concrete end walls and the bridge deck	<input type="checkbox"/> Not present	<input type="checkbox"/> Visual - live # dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Crack between concrete railings on top of the bridge deck 	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live # dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input checked="" type="checkbox"/> Vertical surfaces on concrete I-beams	<input type="checkbox"/> Not present	<input type="checkbox"/> Visual - live # dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input checked="" type="checkbox"/> Spaces between walls, ceiling joists	<input type="checkbox"/> Not present	<input type="checkbox"/> Visual - live # dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Weep holes, scupper drains, and inlets/pipes	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live # dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input checked="" type="checkbox"/> All guiderails	<input type="checkbox"/> Not present	<input type="checkbox"/> Visual - live # dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input checked="" type="checkbox"/> All expansion joints	<input type="checkbox"/> Not present	<input type="checkbox"/> Visual - live # dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
Name: Danika Fleck		Signature: 	

Kenan Lochmueller

From: Falls, Ryan G <RFalls@indot.IN.gov>
Sent: Tuesday, September 27, 2022 7:16 AM
To: Kenan Lochmueller; Wright, Kristy
Cc: Daniel Townsend; Holly Hume
Subject: NLAA: Request for IPaC Finding Review - Des 2002063; SR 68 over Mill Creek

EXTERNAL

The document's finding of May Effect, NLAA-With AMMs for DES 2002063 has been deemed sufficient. It has been verified and submitted to USFWS. The Service has 14 days after the "Not Likely to Adversely Affect" determination letter is generated. They will review that information once it is received; if you do not receive a response within 14 days, they have no additional comments for the two bats covered under the programmatic. The NEPA document submittal may not occur until this review period has ended. The Official Species List and Concurrence Verification Letter are now immediately available for your use. It is suggested that these documents be downloaded at this time. This concludes the IPaC phase of coordination with the Vincennes environmental office.

Ryan Falls

Capital Program Management-Senior Environmental Manager Supervisor

Indiana Department of Transportation

3650 South US Highway 41

Vincennes, IN 47591

Email: rfalls@indot.IN.gov

Cell: 812-582-1387



From: Kenan Lochmueller <Kenan.Lochmueller@lochgroup.com>
Sent: Monday, September 26, 2022 4:53 PM
To: Falls, Ryan G <RFalls@indot.IN.gov>; Wright, Kristy <KWright@indot.IN.gov>
Cc: Daniel Townsend <DTownsend@lochgroup.com>; Holly Hume <HHume@lochgroup.com>
Subject: RE: 1st Comments: Request for IPaC Finding Review - Des 2002063; SR 68 over Mill Creek

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

Mr. Falls,


The NBI number has been added to the description and Bridge assessment



 **Web:** <http://lochgroup.com>

Kenan Lochmueller

Environmental Specialist I

 **Lochmueller Group**
6200 Vogel Road, Evansville, IN 47715

 **Email:** Kenan.Lochmueller@lochgroup.com



INDIANA
GEOLOGICAL SURVEY

Organization and Project Information

Project ID:
Des. ID: Des No. 2002063
Project Title: SR 68 Bridge Project
Name of Organization: Lochmueller Group
Requested by: Kenan Lochmueller

Environmental Assessment Report

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

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

DISCLAIMER:

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

This information was furnished by Indiana Geological Survey

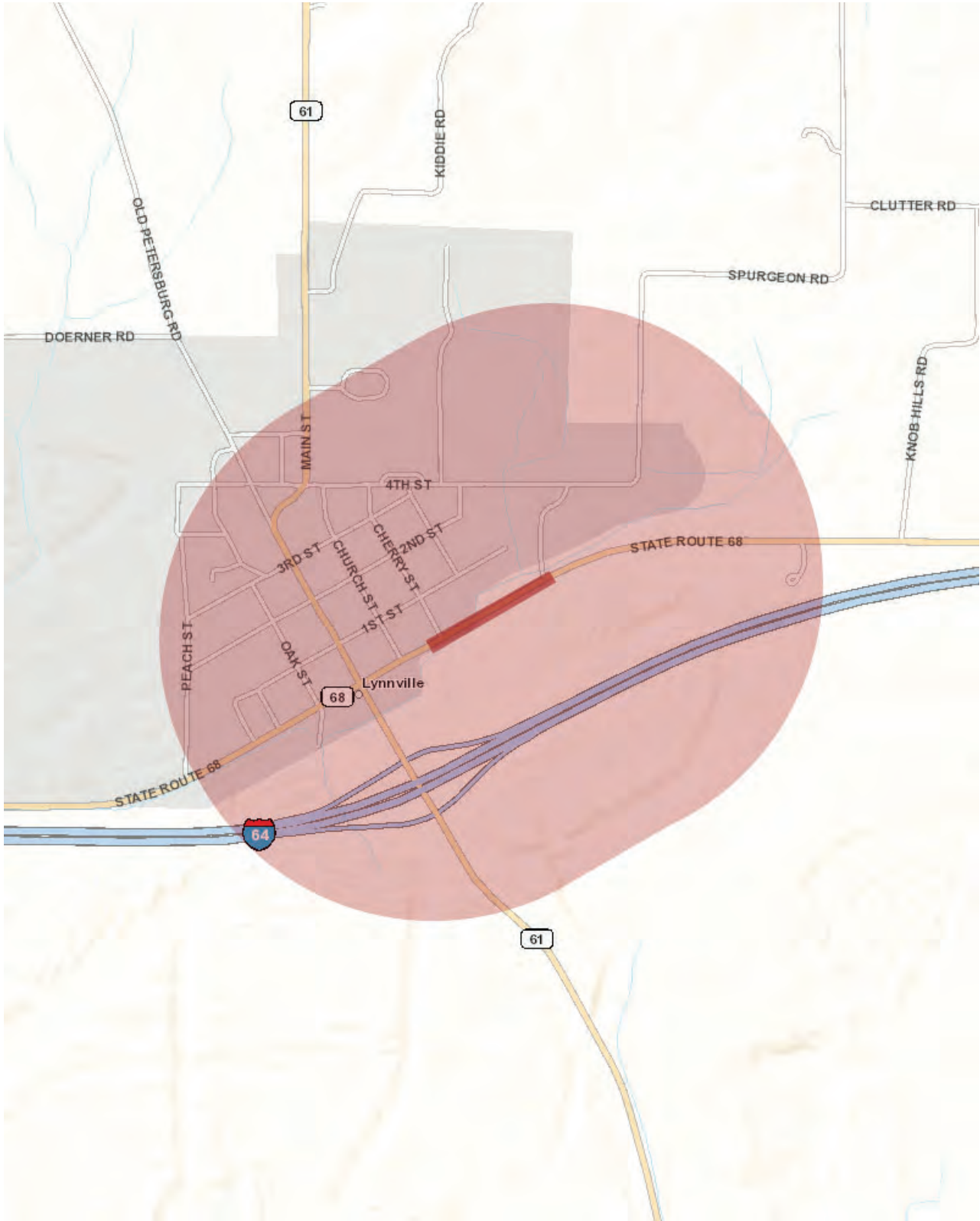
Address: 420 N. Walnut St., Bloomington, IN 47404

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: October 06, 2022







Metadata:

- https://maps.indiana.edu/metadata/Geology/Coal_Mines_Surface.html
- https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html
- https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html

October 11, 2022

Kenan Lochmueller
6200 Vogel Road
Evansville, Indiana 47715

Dear Mr. Lochmueller:

The proposed bridge project on SR 68, 0.26 miles east of SR 61 in Warrick County, Indiana, (Des. No. 2002036) as referred to in your letter received October 6, 2022, will not cause a conversion of prime farmland.

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

Sincerely,

JOHN ALLEN Digitally signed by JOHN ALLEN
Date: 2022.10.11 16:15:52 -04'00'

JOHN ALLEN
State Soil Scientist

Enclosure

Kenan Lochmueller

From: Falls, Ryan G <RFalls@indot.IN.gov>
Sent: Friday, October 14, 2022 11:16 AM
To: Kenan Lochmueller
Cc: Holly Hume; Daniel Townsend
Subject: RE: Early Coordination - Des 2002063 SR 68 Bridge Project

EXTERNAL

Kenan Lochmueller,

At this time, our office has no comment on this project. Thank you for the opportunity to respond to early coordination.

Ryan Falls

Capital Program Management-Senior Environmental Manager Supervisor

Indiana Department of Transportation
3650 South US Highway 41
Vincennes, IN 47591

Email: rfalls@indot.IN.gov

Cell: 812-582-1387



From: Kenan Lochmueller <Kenan.Lochmueller@lochgroup.com>
Sent: Thursday, October 6, 2022 3:47 PM
To: Falls, Ryan G <RFalls@indot.IN.gov>
Cc: Holly Hume <HHume@lochgroup.com>; Daniel Townsend <DTownsend@lochgroup.com>
Subject: Early Coordination - Des 2002063 SR 68 Bridge Project

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

Dear Mr. Falls,

We are working on the environmental document for a bridge located on SR 68, 0.26 miles east of SR 61 in Warrick County, IN (Des 2002063). The early coordination package is attached for your review and comment.

Thank you,

Kenan Lochmueller




 **Web:** <http://lochgroup.com>



Kenan Lochmueller

Environmental Specialist I

 **Lochmueller Group**
6200 Vogel Road, Evansville, IN 47715

 **Email:** Kenan.Lochmueller@lochgroup.com

Kenan Lochmueller

From: Bullock, Matthew K <MBullock1@indot.IN.gov>
Sent: Thursday, August 10, 2023 9:49 AM
To: Kenan Lochmueller
Subject: RE: Sample Early Coordination Letter - Des 2002063 SR 68 Bridge Project

EXTERNAL

Thanks,

Matthew Bullock
Project Manager
Vincennes District
Teams Call, Click [Here](#)
Cell: (812) 830-9683
Email: mbullock1@indot.in.gov



From: Kenan Lochmueller <Kenan.Lochmueller@lochgroup.com>
Sent: Thursday, August 10, 2023 10:33 AM
To: Bullock, Matthew K <MBullock1@indot.IN.gov>
Subject: Sample Early Coordination Letter - Des 2002063 SR 68 Bridge Project

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Per a recent change in the CE guidance language, we are required to document when a sample of the Early Coordination Letter was sent to the INDOT Project Manager. I don't see that we provided any official documentation of that. Here is a copy of the sample Early Coordination Letter for Des. No. 2002063 Bridge Project SR 68 over Mill Creek in Warrick County, IN. Initial Letters were sent out on October 6, 2022.



 **Web:** <http://lochgroup.com>
  

Kenan Lochmueller

Environmental Specialist I

 **Lochmueller Group**
6200 Vogel Road, Evansville, IN 47715
 **Email:** Kenan.Lochmueller@lochgroup.com
 **Direct:** 812.759.4177

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

DNR #: ER-25058

Request Received: October 6, 2022

Requestor: Lochmueller Group Inc
Kenan Lochmueller
6200 Vogel Road
Evansville, IN 47715

Project: SR 68 bridge replacement over UNT Big Creek (Mill Creek), 0.26 miles east of SR 61, Lynnville; Des #2002063

County/Site info: Warrick

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 & Wildlife Passage:
The photos submitted show that there are natural surfaces at each abutment wall that likely facilitate wildlife passage under the bridge (grassy stream bank slope on the west side and accumulated stream substrate on the east side). Maintaining or improving fish and wildlife passage at existing or proposed crossing locations is a priority for the Division of Fish & Wildlife (DFW) to reduce wildlife mortality along roadways. The DFW has outlined different requirements for different types of crossing structure impacts. For crossing replacements, the new structure must include wildlife passage appropriate for the type of replacement structure being proposed. If the replacement structure is sized to accommodate white-tailed deer passage then it should be included in the design of the new structure. If white-tailed deer passage is not possible with the existing structure, deer passage still needs to be considered in the design and at minimum the bank lines must be restored within structures to allow for smaller wildlife passage above the ordinary high water mark. All wildlife passage designs must include a smooth level pathway a minimum of 1-2 feet in width composed of natural substrate (soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. The stream crossing repairs or modifications, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. Upgrading wildlife passage for rehabilitated/modified structures is encouraged whenever possible to improve wildlife/vehicle safety.

Attachments: A - Bridge Exemption Criteria

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

There are a number of techniques and materials for incorporating wildlife passage into the design of a crossing structure. Coordination with a Regional Environmental Biologist to address wildlife passage issues before submitting a permit application (if required) is encouraged to avoid delays in the permitting process. The following links are good resources to consider in the design of stream crossing structures to maintain fish and wildlife passage:

<https://www.fs.usda.gov/ccrc/tool/fishxing-fish-passage-learning-systems>,
<https://www.fs.usda.gov/wildlifecrossings/library/index.php>,
https://www.fhwa.dot.gov/clas/ctip/wildlife_crossing_structures/,
<https://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf>.

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; and have stream depth, channel width, and water velocities during low-flow conditions that are approximate to those in the natural stream channel.

2) Riparian Habitat:

The proposed tree clearing amount of up to 2.5 acres seems excessive in comparison to recent similar bridge replacement projects and every effort should be made to avoid and minimize those impacts by, for example, locating any equipment staging and storage in unforested locations like in the northwest corner of the bridge.

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

The mitigation site should be located in the floodway, downstream of the one (1) square mile drainage area of that stream (or another stream within the 8-digit HUC, preferably as close to the impact site as possible) and adjacent to existing forested riparian habitat.

3) Bird Nesting:

The photos submitted show bird nests under the bridge deck. Monitor the bridges for bird nesting activity prior to construction. If any bird nests with eggs or young are found

Attachments: A - Bridge Exemption Criteria

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

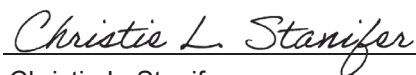
on the existing structures, do not work on the bridges from March 15 through September 7. If construction is planned during this time and active nests are present, prior approval from the USDA must be secured by contacting: Wildlife Services State Director, USDA Wildlife Services, 901 W. State Street, W. Lafayette, IN 47907; (765) 494-6229; request Form 37 and any other required documentation and follow the USDA's instructions.

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 with a mixture of native grasses, sedges, wildflowers, and also native hardwood trees and shrubs if any woody plants are disturbed during construction as soon as possible upon completion. Do not use any varieties of Tall Fescue or other non-native plants, including prohibited invasive species (see 312 IAC 18-3-25).
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. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
8. Do not deposit or allow construction/demolition materials or debris to fall or otherwise enter the waterway. Any incidental fallen material or debris in the waterway must be removed within 24 hours using best management practices, particularly lifting material out of the waterway and not dragging it across the streambed whenever possible.
9. 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.
10. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

Contact Staff:

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
Environ. Coordinator
Division of Fish and Wildlife

Date: November 4, 2022

TELEPHONE RECORD

Date of Call:	12/06/2023	Phone Number:	(812) 922-5111
Order Number:		Conversation With:	Lauri Stockus
Submitted By:	Kenan Lochmueller	Company Name:	Lynnville Town Hall
Copies To:	N/A	Project:	121-0005-02B SR 68 over Mill Creek
Subject:	Lynnville Summer League Ball Park Jurisdiction		

Remarks:

Lauri Stockus, Lynnville Town Hall Clerk, was called to ask questions about who holds jurisdiction of the Lynnville Summer League Ballpark and if the Lynnville Park Board had jurisdiction. When asked, Ms. Stockus informed Lochmueller Group that Lynnville Park Board does not exist. She further clarified that the existing Lynnville Park Superintendent only oversees Lynnville Park, a local campground. Furthermore, she confirmed that the Town of Lynnville does not have any governing body that manages the Lynnville Summer League Ball Park. Ms. Stockus then provided contact information to Lochmueller Group of Lynnville Summer League Incorporated, the governing body of the Lynnville Summer League Ballpark.

6200 Vogel Road
Evansville, Indiana 47715

PHONE: 812.479.6200 • TOLL FREE: 800.423.7411

TELEPHONE RECORD

Date of Call: 12/07/2023 **Phone Number:** (812) 499-4221

Order Number: **Conversation With:** David Smith

Submitted By: Kenan Lochmueller **Company Name:** Lynnville Summer League Incorporated

Copies To: N/A **Project:** 121-0005-02B SR 68 over Mill Creek

Subject: Lynnville Summer League Ball Park Jurisdiction

Remarks:

David Smith, President of Lynnville Summer League Inc., was called to ask if Lynnville Summer League Ball Park was owned, operated, or funded by the Town of Lynnville in any capacity. Mr. Smith clarified that the Town of Lynnville, in no way, has any affiliation with the ballpark. He confirmed that Lynnville Summer League Ball Park is privately owned and operated by himself and various board members of Lynnville Summer League Inc. He confirmed that the park is exclusively funded by player registration fees, concession sales, and fundraising and that they do not receive government funding. Lochmueller Group explained the nature of the bridge replacement and how closures may affect the ballpark. He agreed that the maintenance of traffic closures would not severely impact the park as barricades would be placed away from the entrance to the park.

6200 Vogel Road
Evansville, Indiana 47715

PHONE: 812.479.6200 • TOLL FREE: 800.423.7411

Categorical Exclusion

Appendix D

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

Minor Projects PA Project Submittal and Assessment Form

SECTION 1

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

Part 1: Project Information-Completed by Applicant (Consultant/PM/Project Sponsor/INDOT District Staff)*

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

Original Submission Date: April 26, 2023

Amended Submission Date*:

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

Submitted By (Provide Name and Firm/Organization): Hannah Blad, Lochmueller Group

Project Designation Number: 2002063

Route Number: State Road (SR) 68

Feature crossed (if applicable): Mill Creek

City/Township: Hart Township

County: Warrick County

Project Description:*

**Provide a full project description—include the same level of specificity and detail as expected in the NEPA document—in order to ensure a timely review by INDOT-CRO staff. For bridge and culvert projects, include specific details on the rehab or replacement including potential changes to width, height and materials. Be sure to include the specific elements listed below as applicable.*

The need for this project is due to the deteriorating condition of the existing bridge. According to the July 9, 2021 Bridge Inspection Report, the deck underside surfaces are exhibiting intermittent cracking with efflorescence. One minor spall and two impending spalls were noted. The superstructure is exhibiting widespread longitudinal cracking along most of the beam lengths with pronounced efflorescence. Map cracking, rust stains, and spalls were also noted on the superstructure. The substructure is exhibiting exposed reinforcing, full height vertical cracking, moisture stains, and rust stains.

The current INDOT Bridge Inspection Application System (BIAS) rating for the deck, substructure, and superstructure is 5 (fair condition). INDOT BIAS ratings range from 0 to 9, with a rating of 0 assigned to structures in failed condition and a rating of 9 assigned to structures in excellent condition.

The purpose of the project is to address the deterioration of the existing bridge and provide a structure with a rating of 7 (good condition) or better.

The proposed project will replace the existing single span reinforced concrete girder bridge. The clear roadway width is 24 feet with 11-foot lanes and 1-foot paved shoulders. The proposed replacement bridge is anticipated to be a precast reinforced concrete three-sided structure. The minimum clear roadway width will be 30 feet with 11-foot lanes and 4-foot shoulders. The approach roadway outside of

Minor Projects PA Project Submittal and Assessment Form

guardrail limits will utilize 11-foot lanes and 2-foot paved shoulders. A 2-foot guardrail offset will be used, making the paved shoulder width 4 feet at the guardrail. There are no proposed curbs or sidewalks at this structure. The proposed structure will likely create a grade raise requiring a vertical alignment and approach work to tie into the existing profile. Up to 2.5 acres of tree clearing is anticipated as part of the project. This project will require 1.0 acres of permanent right-of-way (ROW) and 0.2 acre of reacquisition ROW.

The proposed maintenance of traffic (MOT) will include a detour using SR 61, I-64, and SR 161.

Construction is anticipated to begin in August 2024.

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

N/A

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

Feature Crossed: Mill Creek

Structure Number: 068-87-01583

NBI Number: 024490

Structure Type: reinforced concrete girder

For bridge projects, is the bridge included in INDOT's Historic Bridge Inventory (<https://www.in.gov/indot/2531.htm>)?

Yes No

If yes, did the inventory determine the bridge eligible for or listed in the National Register of Historic Places? Please provide page # of entry in Historic Bridge Inventory.

Yes No

Inventory Page #1056

Will there be right-of-way acquisition as part of this project?

Yes No

If yes was checked above, please check all that apply:

Permanent Temporary Reacquisition

If applicable, identify right-of-way acquisition locations in text below and in attached mapping. Please specify how much (both temporary and permanent) and indicate what activities are included in the proposed right-of-way:

Approximately 0.54 acre of ROW is anticipated to be acquired on the south side of SR 68.

Approximately 0.42 acre of ROW is anticipated to be acquired on the north side of SR 68.

Within the proposed ROW these activities will occur: tree removal, grading, construction access to bridge, guardrail replacement, and shoulder paving.

Version Date April 2022

Page 2 | 6

Minor Projects PA Project Submittal and Assessment Form

Approximately 0.2 acre of reacquisition ROW of the existing roadway. Within this ROW bridge construction will take place along with road reconstruction.

Is there any potential for additional temporary right-of-way to be needed later for purposes such as access, staging, etc.?

Yes No

Archaeology (check one):

All proposed activities are presumed to occur in previously disturbed soils*
**INDOT-CRO will notify you if project area includes undisturbed soils and requires an archaeological reconnaissance.*

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

Please specify all applicable categories and condition(s) (highlight applicable conditions in yellow)*:

**Include full category text, including any conditions. INDOT-CRO will finalize categories upon their review.*

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.

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)

Minor Projects PA Project Submittal and Assessment Form

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

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

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

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

Part II: Completed by INDOT-CRO

Amendments will be shown in red font.

Information reviewed (please check all that apply):

- General project location map USGS map Aerial photograph Soil survey data
- General project area photos Archaeology Reports Historic Property Reports
- Indiana Historic Buildings, Bridges, and Cemeteries Map/Interim Report
- Bridge inspection information/BIAS Historic Bridge Inventory Database
- SHAARD SHAARD GIS Streetview Imagery County GIS Data/Property Cards

Other (please specify):

Lawhorn, Ashley

2023 A Phase Ia Archaeological Survey for a Bridge Replacement Along SR 68 Over Mill Creek 0.26 Miles East of SR 61, in Warrick County, Indiana (Des. No. 2002063). Cultural Resource Analysts, Evansville. Document on file at INDDOT CRO.

Minor Projects PA Project Submittal and Assessment Form

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) architectural historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 performed a desktop review. An area of potential effects (APE) of 0.125 mile was examined. This is an adequate APE due to the built-up and heavily vegetated nature of the area around the bridge, which hampers visibility. First, the historian checked the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Warrick County. No listed properties are located within the APE.

The Warrick County data for the Indiana Historic Sites and Structures Inventory (IHSSI; 2010) was reviewed through the Indiana State Historic Architectural and Archaeological Research Database (SHAARD), and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). The following IHSSI properties are recorded within the APE:

173-374-05005, Queen Anne/Craftsman Bungalow, 314 E First St, "contributing"
173-374-05008, Bungalow, 224 E SR 68, "contributing"
173-374-05016, Duplex Bungalow, 228 E First St, "contributing"
173-374-05019, Gable-front Bungalow, 127 E SR 68, "contributing"
173-374-05020, Gable-front Bungalow, 120 Church St, "contributing"
173-374-05021, American Small House, 419 E First St, "contributing"
173-374-05039, American Small House, 202 E SR 68, "contributing"
HB-2850, Indiana State Highway Bridge Number 68-87-1583, SR 68 over Mill Creek, "contributing"

According to the IHSSI rating system, generally properties rated "contributing" do not possess the level of historical or architectural significance necessary to be considered individually National Register eligible, although they would contribute to a historic district. If they retain material integrity, properties rated "notable" might possess the necessary level of significance after further research. Properties rated "outstanding" usually possess the necessary level of significance to be considered National Register eligible, if they retain material integrity. Historic districts identified in the IHSSI are usually considered eligible for the National Register.

The other properties in the APE were examined through online property record cards and online street-level photography, and are summarized below:

On the north side of SR 68 from east to west:

- 1) Lynnville Sewage Plant, NW corner of SR 68 and Spurgeon Rd, c.1980s utilitarian buildings
- 2) 318 E SR 68, c1950 wood-frame, front-gable house with detached garage
- 3) IHSSI No. 173-374-05008
- 4) 220 E SR 68, c1950 wood-frame, side-gable house with vinyl siding and windows; modern outbuildings & pool
- 5) 216 E SR 68, c1955 wood-frame, hipped-roof house with metal siding and vinyl windows; modern outbuildings & pool
- 6) IHSSI No. 173-374-05039

On the south side of SR 68 most of the APE is comprised of 30 lots that are part of the Lynn Ridge Estates Subdivision. Some of the lots front SR 68, but most are along Lynn Ridge Circle south of SR 68. A little more than half of the lots have buildings from c2007; the rest are undeveloped. To the west of Lynn Ridge Estates are

Minor Projects PA Project Submittal and Assessment Form

two pole-barn commercial buildings from the late-20th century. An early-mid-20th century frame house with vinyl siding and windows is to the west of that at 201 SR 68, and then IHSSI No. 173-374-05019.

Aside from the IHSSI properties mentioned above, the properties in the northern and western portion of the APE along First, Church, and Cherry streets are primarily early-mid-20th centuries houses with various material integrity alterations. Alterations include vinyl siding and windows, enclosed and/or modern porches, and additions. A couple of mid-20th century ranch houses, lack significance, are also present.

None of the properties mentioned above warrant an IHSSI rating higher than contributing. None of the properties within the APE appear to rise to the level of significance to be considered National Register eligible individually; nor does the potential for a historic district appear to exist due to the lack of a cohesive grouping of buildings with sufficient integrity and significance from the relative same time period.

With regard to the bridge itself, INDOT Bridge No. 068-87-01583, carrying SR 68 over Mill Creek, is a reinforced concrete girder and beam structure that was built in 1933. It was determined not to be National Register eligible in the Historic Bridge Inventory (Vol. 2, Section 2, page 1056).

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 Cultural Resource Analysts (Lawhorn 2023). No archaeological sites were previously recorded within or adjacent to the project area.

A 1.67-acre survey area was investigated via a combination of systematic shovel probing (n=20), bucket augering in alluvial soils (n=2), and visual inspection of obviously disturbed areas. No archaeological resources were documented as a result of the survey, no potential for deeply buried sites was observed, and no additional investigation is recommended (Lawhorn 2023). Therefore, there are no archaeological concerns provided that the project scope and footprint do 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 discovery will be stopped, and INDOT-CRO and the Indiana Department of Natural Resources-Division of Historic Preservation and Archaeology (IDNR-DHPA) will be notified immediately.

INDOT-CRO staff reviewer(s): Mary Kennedy and Matt Coon

INDOT Approval Date: September 21, 2023

Amendment Approval Date (if applicable):

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

Categorical Exclusion

Appendix E

**Red Flag Investigation
& Hazardous Materials**



INDIANA DEPARTMENT OF TRANSPORTATION

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

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

Eric Holcomb, Governor
Michael Smith, Commissioner

Date: October 5, 2022

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

From: Kenan Lochmueller
Lochmueller Group, Inc.
6200 Vogel Road
Evansville, IN 47715
kenan.lochmueller@lochgroup.com

Re: RED FLAG INVESTIGATION
DES. No. 2002063, State Project
Bridge Replacement Project
State Road (SR) 68 over Mill Creek, 0.26 Mile East of SR 61
Warrick County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: The Indiana Department of Transportation (INDOT) proposes replacement of the existing SR 68 over Mill Creek bridge (068-087-01583, NBI 024490) in Warrick County. The bridge replacement will likely require widening of the existing roadway. There is potential for channel realignment as the channel bends next to the roadway to the west of the bridge.

Bridge Work Included in Project: Yes No Structure #(s) 068-87-01583

If this is a bridge project, is the bridge Historical? Yes No , Select Non-Select

(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).

Culvert Work Included in Project: Yes No Structure #(s) _____

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

Type and proposed depth of excavation: Excavation will be required for bridge removal, widening, pavement replacement, and new bridge foundations. Excavation anticipated to a maximum depth of 8 feet but if piles are utilized, then could be driven to 50 feet.

Maintenance of traffic (MOT): The MOT will include a detour utilizing SR 61, I-64, and SR 161.

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	2	Recreational Facilities	2
Airports ¹	N/A	Pipelines	1
Cemeteries	1	Railroads	N/A
Hospitals	N/A	Trails	2
Schools	1	Managed Lands	N/A

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

Explanation:

Religious facilities: Two (2) religious facilities are located within the 0.5 mile search radius. The nearest religious facility, United Methodist Church, is located 0.19 mile northwest of the project area. No impact is expected.

Cemeteries: One (1) cemetery is located within the 0.5 mile search radius. The cemetery, Lynnville cemetery, is located 0.44 mile northwest of the project area. No impact is expected.

Schools: One (1) school is located within the 0.5 mile search radius. The school, Lynnville Elementary school, is 0.27 mile northwest of the project area. No impact is expected.

Recreational Facilities: Two (2) recreational facilities are located within the 0.5 mile search radius. The facility, Lynnville Summer League Ball Park, is adjacent to the project area. Coordination with Lynnville Park Board will occur.

Pipelines: One (1) pipeline segment is located within the 0.5 mile search radius. The segment, Southern Indiana Gas & Electric Co, is located approximately 0.34 mile west of the project area. No impacts is expected.

Trails: One (1) trail is located within the 0.5 mile search radius. The trail, Tecumseh trail, is located approximately 0.47 mile southwest 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	18
Canal Structures – Historic	N/A	Lakes	28
NPS NRI Listed	N/A	Floodplain - DFIRM	N/A
NWI-Lines	2	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	N/A	Sinkhole Areas	N/A
Rivers and Streams	15	Sinking-Stream Basins	N/A

If unmapped water features are identified that might impact the project area, direct coordination with INDOT ESD Ecology and Waterway Permitting will occur.

Explanation:

NWI-Lines: Two (2) NWI-Line segments are located within the 0.5 mile search radius. One (1) NWI-Line segment is located within the project area. A Waters of the US Report is recommended based on mapped features, and coordination with INDOT ESD Ecology and Waterway Permitting will occur.

Rivers and Streams: Fifteen (15) stream segments are located within the 0.5 mile search radius. Two (2) stream segments, Mill Creek, are located within the project area. A Waters of the US Report is recommended based on mapped features, and coordination with INDOT ESD Ecology and Waterway Permitting will occur.

NWI Wetlands: Eighteen (18) NWI wetlands are located within the 0.5 mile search radius. The nearest wetland is located approximately 0.04 mile east of the project area. No impact is expected.

Lakes: Twenty-eight (28) lakes are located within the 0.5 mile search radius. The nearest lake is located 0.04 mile east of the project area. No impact is expected.

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	13	Mines – Underground	N/A

Explanation:

Mines – Surface: Thirteen (13) surface mines are located within the 0.5 mile search radius. The nearest underground mine is located approximately 0.03 mile east of the project area. No impact is expected.

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	1

Solid Waste Landfill	N/A	NPDES Facilities	3
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	4
Leaking Underground Storage (LUST) Sites	5	Notice of Contamination Sites	N/A

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

Explanation:

Leaking Underground Storage (LUST) Sites: Five (5) LUST sites are located within the 0.5 mile search radius. The nearest LUST, in association with County Cupboard 1, SR 68 and SR 61, Agency Interest (AI) ID 58921, is located approximately 0.11 mile west of the project area. IDEM issued a No Further Action Approval Determination Pursuant to Remediation Closure Guide on February 28, 2018. Screening levels of soil, groundwater, and vapor intrusion are not exceeded on the site. No impact is expected.

Institutional Controls: One (1) institutional controls site is located within the 0.5 miles search radius. Rocket Wholesale Incorporated, 107 North Main Street, AI ID 59046, is located approximately 0.15 mile west from the project area. IDEM issued a No Further Action Approval Determination Pursuant to Remediation Closure Guide on June 25, 2007. No impact is expected.

NPDES Facilities: Three (3) NPDES facilities are located within the 0.5 mile search radius. The nearest NPDES Facility, Lynnville WWTP, Permit number IN0040282; 11455 Spurgeon Rd, Lynnville, IN, is located 0.05 mile north of the project area. No impact is expected.

NPDES Pipe Locations: Four (4) NPDES Pipe Locations are located within the 0.5 mile search. The nearest NPDES Pipe Location, in association with Lynnville WWTP, is located 0.04 mile north of the project area. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

The Warrick County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high-quality natural communities is provided at https://www.in.gov/dnr/nature-preserves/files/np_warrick.pdf. 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 the town of Lynnville and surrounded by mature woods and scattered residences. The July 9, 2021 inspection report for Bridge 068-87-01583 states that no evidence of bats was seen or heard under the bridge. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Project".

RECOMMENDATIONS SECTION

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

INFRASTRUCTURE:

Recreational Facilities: One (1) recreational facility, Lynnville Summer League Ball Park, is adjacent to the project area. Coordination with Lynnville Park Board will occur.

WATER RESOURCES:

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

- One (1) NWI-Line segment is located within the project area.
- Two (2) stream segments, Mill Creek, are located within the project area.

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

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

INDOT ESD concurrence: Chad Pitcher, CHMM (Signature)
 Digitally signed by Chad Pitcher, CHMM
 Date: 2022.10.05 08:03:41 -04'00'

Prepared by:
Kenan Lochmueller
Environmental Specialist I
Lochmueller Group, Inc.

Graphics:

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

SITE LOCATION: YES

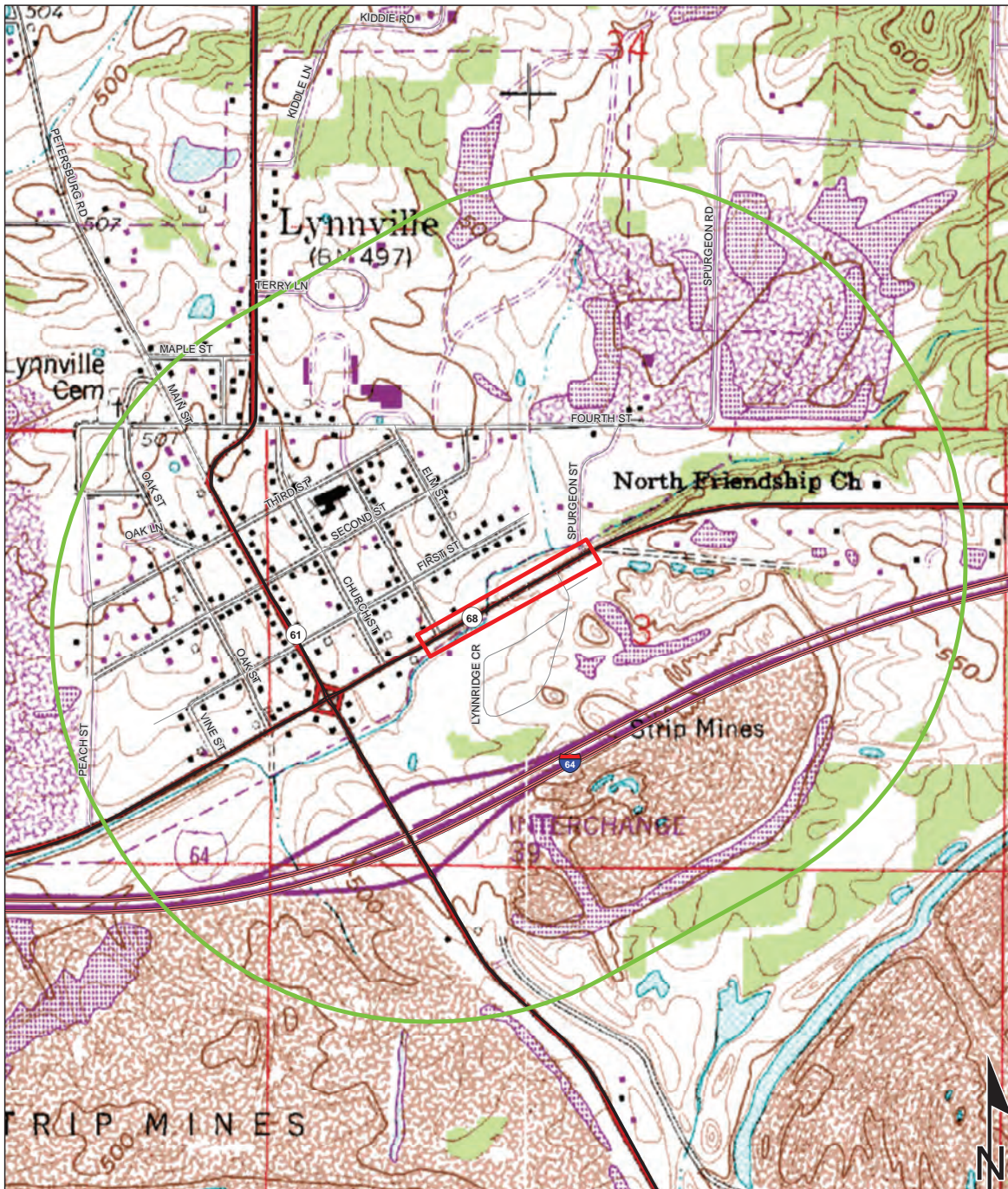
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: YES

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Site Location
 SR 68 Over Mill Creek, 0.26 Mile East of SR 61
 Des. No. 2002063, Bridge Replacement Project
 Warrick County, Indiana



Sources: 0.15 0.075 0 0.15 Miles
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.

LYNNVILLE QUADRANGLE
 INDIANA
 7.5 MINUTE SERIES
 (TOPOGRAPHIC)

Red Flag Investigation - Infrastructure
 SR 68 Over Mill Creek, 0.26 Mile East of SR 61
 Des. No. 2002063, Bridge Replacement Project
 Warrick County, Indiana



Sources: 0.15 0.075 0 0.15 Miles
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		Recreation Facility		Project Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Local Road

Red Flag Investigation - Water Resources
 SR 68 Over Mill Creek, 0.26 Mile East of SR 61
 Des. No. 2002063, Bridge Replacement Project
 Warrick County, Indiana

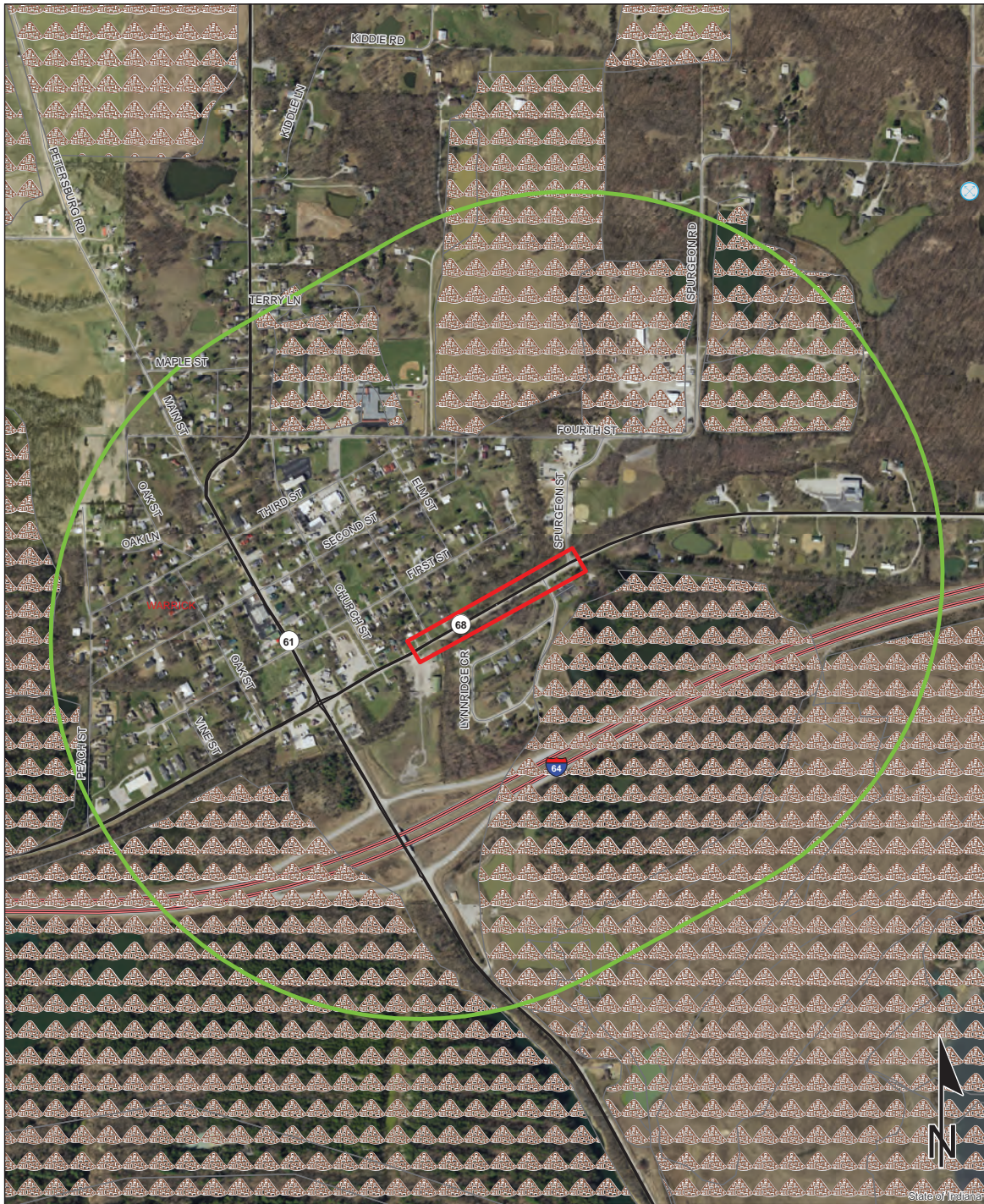


Sources:
Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

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

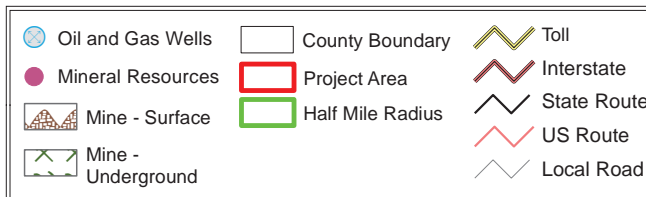
Red Flag Investigation - Mining and Mineral Exploration
 SR 68 Over Mill Creek, 0.26 Mile East of SR 61
 Des. No. 2002063, Bridge Replacement Project
 Warrick County, Indiana



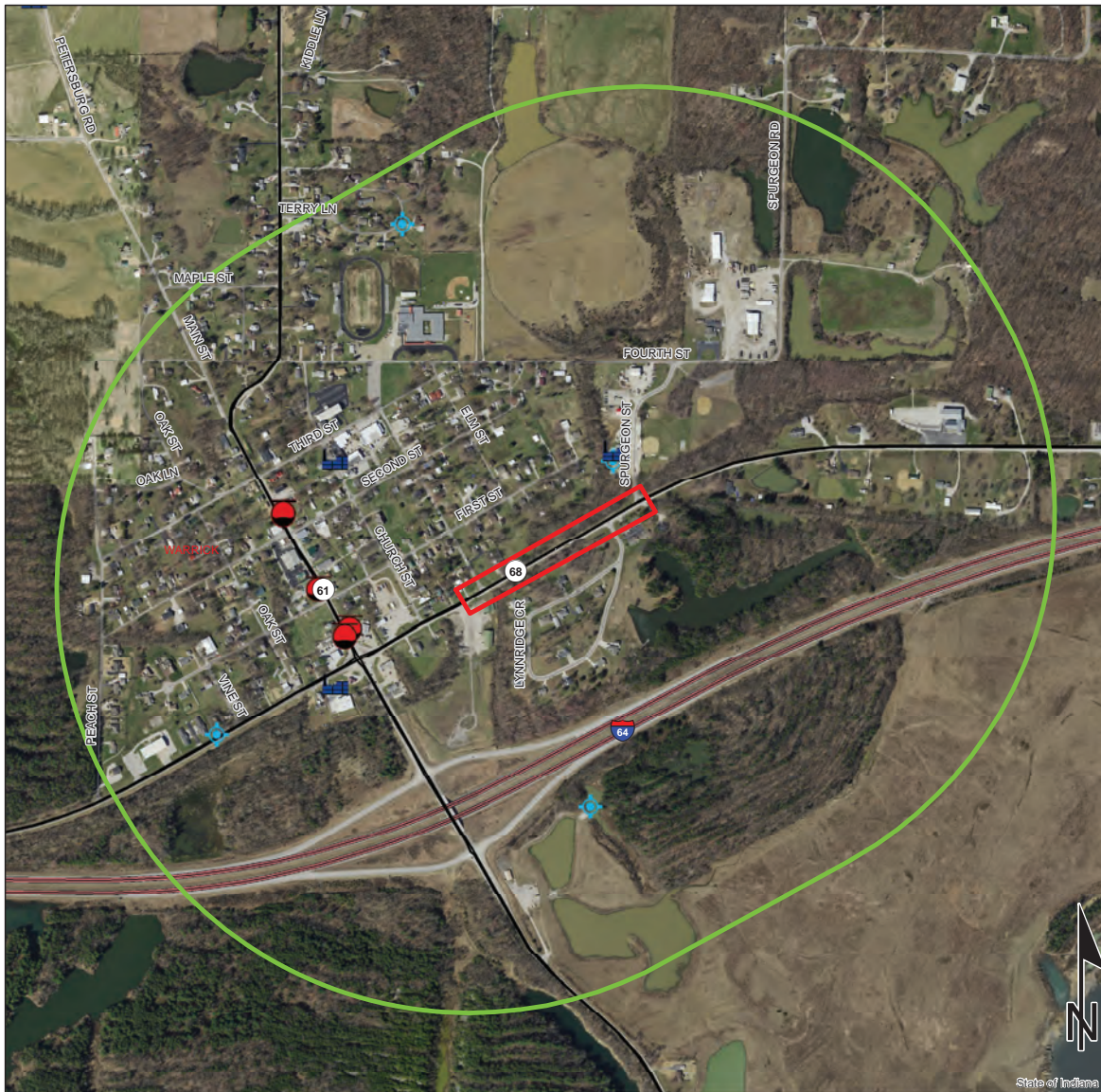
0.15 0.075 0 0.15
 Sources: Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library

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.



Red Flag Investigation - Hazardous Material Concerns
 SR 68 Over Mill Creek, 0.26 Mile East of SR 61
 Des. No. 2002063, Bridge Replacement Project
 Warrick County, Indiana



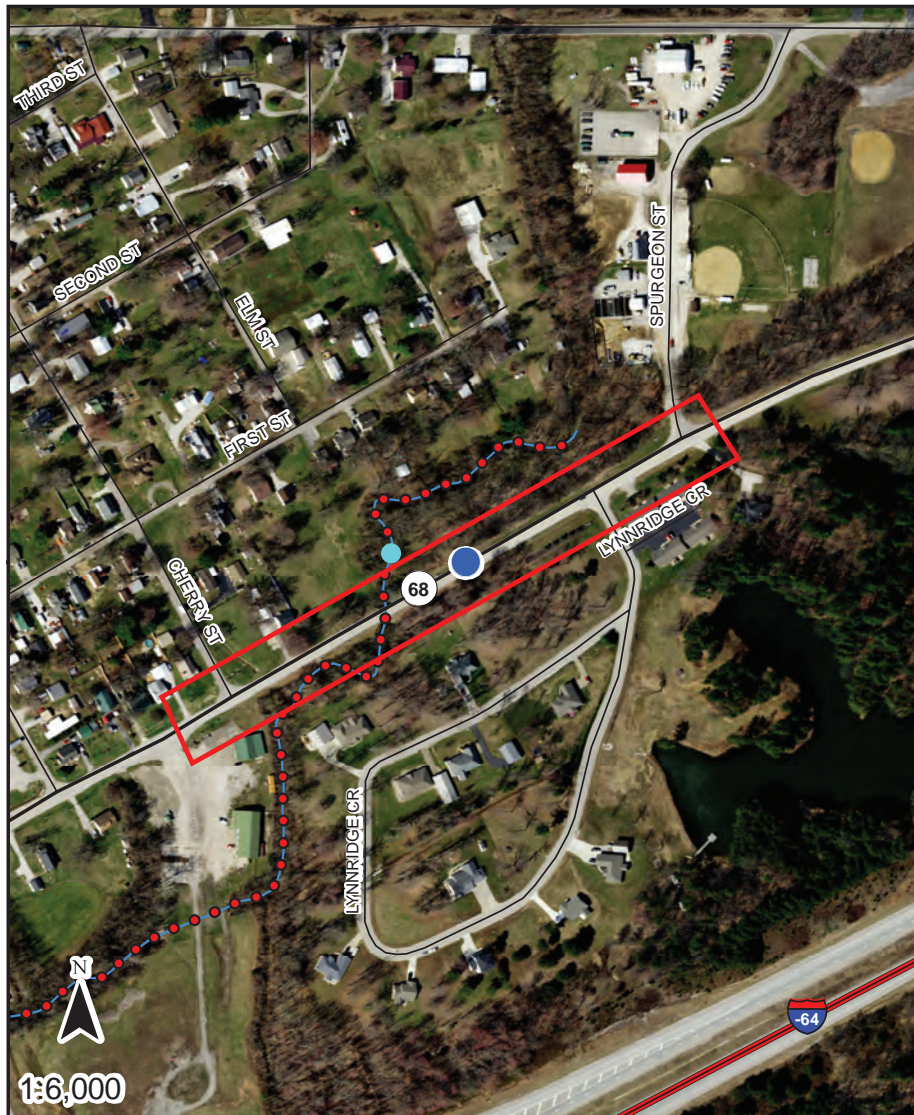
	Brownfield		RCRA Generator/TSD		Institutional Controls
	RCRA Corrective Action Sites		Restricted Waste Site		County Boundary
	Confined Feeding Operation Notice_of_Contamination		Septage Waste Site		Project Area
	Construction/Demolition Site		Solid Waste Landfill		Half Mile Radius
	Infectious/Medical Waste Site		State Cleanup Site		Toll
	Leaking Underground Storage Tank		Superfund		Interstate
	Manufactured Gas Plant		Tire Waste Site		State Route
	NPDES Facilities		Underground Storage Tank		US Route
	NPDES Pipe Locations		Voluntary Remediation Program		Local Road
	Open Dump Waste Site		Waste Transfer Station		



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

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

Categorical Exclusion
Appendix F
Water Resources



- Point of Interest
- Base Flood Elevation Point

Flood Elevation Points

- JURISDICTIONAL UNSTUDIED STREAM

Rivers and Streams at least 1 square mile

Drainage Area (sq. miles)

— 1 - 10

Point of Interest Coordinates (WGS84)

Long: -87.2919685504

Lat: 38.1984750359

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

County: **Warrick**

Approximate Ground Elevation: **472.4 feet (NAVD88)**

Stream Name:
Unnamed Tributary

Base Flood Elevation: **Not Available**

Drainage Area: **Not available**

Best Available Flood Hazard Zone: **Not Mapped**

National Flood Hazard Zone: **Not Mapped**

Is a Flood Control Act permit from the DNR needed for this location? **See following pages**

Is a local floodplain permit needed for this location? **Contact your local Floodplain Administrator-**

Floodplain Administrator: **Molly Barnhill, Executive Director**

Community Jurisdiction: **Warrick County, County proper**

Phone: **(812) 897-6190**

Email: **mbarnhill@warrickcounty.gov**

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

Date Generated: 12/19/2022

Mary M. Moffett
Approved 1/5/2023

SR 68 OVER MILL CREEK BRIDGE REPLACEMENT PROJECT WARRICK COUNTY, IN

January 4, 2023
Waters of the U.S. Report
Prepared by: Sean Hollen

Des. No.: 2002063
Contract No.: B-43235



Lochmueller Group, Inc.
6200 Vogel Road
Evansville, Indiana 47715
Phone: 812.479.6200

**Waters of the U.S. Report
 SR 68 over Mill Creek in Warrick County
 Bridge Replacement Project
 Des. No. 2002063**

Date(s) of Field Reconnaissance

July 12, 2022

Location

The project is located on State Road (SR) 68 in Warrick County, Indiana (Page A1).

- Hart Township, Warrick County, Indiana
- Section 3, Township 4 South, Range 8 West
- Lynnville 1:24,000 United States Geological Survey (USGS) Quadrangle (Pages A2 and A3)
- Latitude / Longitude: 38.19815/-87.29264

Project Description

The Bridge Replacement Project is located on SR 68 over Mill Creek, 0.26 mile east of SR 61 in Warrick County, IN. The bridge is a single-span (36 feet) reinforced concrete girder bridge. The proposed work is to replace the existing bridge structure with a new precast concrete three-sided structure. The proposed out-to-out width would be 32 feet and the proposed clear roadway would be 30 feet. There are no proposed curbs or sidewalks for the new structure.

The Waters of the U.S. (WOTUS) investigation survey area limits were defined as approximately 1,400 feet in length along SR 68 with 90 feet north and south of the center line of SR 68, approximately 26 feet north and 26 feet south of the edge of pavement, totaling 6.08 acres. The landscape surrounding the survey area is predominantly residential properties and a wooded area.

Soils

According to the Soil Survey Geographic (SSURGO) Database dated June 2020 for Warrick County, Indiana, the project area does not contain nationally listed hydric soils (Page A4). Steff silt loam is listed as predominately non hydric soil and Hosmer silt loam is listed as nonhydric soil.

Soil Name	Map Abbreviation	Hydric Range	Hydric Rating
Steff silt loam, 0 to 2 percent slopes, frequently flooded	Se	Predominately Nonhydric (1 to 32%)	2%
Hosmer silt loam, 2 to 5 percent slopes	HoB	Nonhydric (0%)	0%
Hosmer silt loam, 2 to 5 percent slopes, severely eroded	HoB3	Nonhydric (0%)	0%



National Wetlands Inventory (NWI) Information

There are two NWI mapped linear wetland features, R2UBHx and R4SBC, identified within the survey area (Page A5). The nearest U.S. Fish and Wildlife Service (USFWS) mapped NWI features adjacent to the survey area limits are a PUBGx located to the east of the survey area.

Wetland Type	Description	Location
R2UBHx	Riverine, lower perennial, unconsolidated bottom, permanently flooded, excavated	Within survey area (Mill Creek)
R4SBC	Riverine, intermittent, streambed bottom, seasonally flooded	Within survey area
PUBGx	Palustrine, unconsolidated bottom, intermittently exposed, excavated	0.04 mile east of survey area

12-Digit HUC (Hydrologic Unit Code)

The SR 68 over Mill Creek Bridge Replacement Project is within the 051402020201 12-Digit HUC (Headwaters Big Creek) (Page A2). The watershed area for the survey area was determined to be 1.08 square miles using USGS *StreamStats* (<https://water.usgs.gov/osw/streamstats>), with the watershed area of Mill Creek being 1.03 square miles and the watershed area of UNT to Mill Creek being 0.05 square miles (Page A6).

FEMA Floodway/Floodplain

The Federal Emergency Management (FEMA) Flood Map Service Center (<https://msc.fema.gov/portal/home>) and the Indiana Floodplain Information Portal (<https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e>) Best Available Flood Zone data indicates that the survey area is not mapped within a floodway (Page A7).

Attached Documents

- ~~Location Map~~
- ~~USGS Topographic Map (1:24,000)~~
- ~~USGS Topographic Map (1:12,000)~~
- USDA SSURGO Soils Map
- USFWS NWI Features Map
- StreamStats Watershed Map
- Best Available Flood Hazard Map
- Water Resources Map
- ~~Photo Location Map and Project Photos~~
- USACE Pre-Jurisdictional Determination Form

Note: Certain Attachments have been removed to avoid duplication

Field Reconnaissance

This field survey was conducted within the growing season. For those features that displayed bed and bank, the ordinary high water mark (OHWM) width and depth was measured at the average dimension observed beyond the influence of bridge and culvert structures. OHWM measurements were also documented for any stream features observed in the field that were not included as blue-line or NHD features.



Stream Feature(s)

The USGS Lynnvilleville 1:24,000 topographic quadrangle includes one blue line stream feature (Mill Creek) within the survey area for the SR 68 over Mill Creek Bridge Replacement Project (Pages A2 and A3). The NHD GIS dataset includes three flow line features associated with Mill Creek, one flow line feature associated with UNT to Mill Creek, and one flow line feature associated with RSD1 within the survey area (Page A7). The blue-line stream features associated with Mill Creek flows into the north side of the survey area and flows through the south side of the survey area and the blue-line stream feature associated with UNT to Mill Creek flows into an existing culvert and connects to Mill Creek through the southwest side of the survey area. The flow line feature associated with RSD1 flows along the south side of SR 68 before connecting to Mill Creek in the center of the survey area. The field investigation identified that Mill Creek and UNT to Mill Creek have a bed, bank and OHWM; however, the flow line feature associated with RSD1 did not have a bed, bank and OHWM. The field investigation also identified a grass-lined, non-mapped roadside ditch, RSD2, that is located along the north side of SR 68 west of Mill Creek which did not exhibit a bed, bank and OHWM.

Mill Creek

Mill Creek is a perennial stream feature that enters the survey area from the northeast and flows southwest beyond the southern survey area (A8). Approximately 546 linear feet of the stream is within the survey area. The USFWS NWI Map identifies this feature as a riverine, intermittent, streambed bottom, seasonally flooded (R4SBC) system (Page A5). According to USGS *StreamStats* (<https://water.usgs.gov/osw/streamstats/>) the drainage area upstream of Mill Creek is approximately 1.03 square miles (Page A6). According to Indiana Floodplain Information Portal (<https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e>), Mill Creek has no recorded base flood elevation or floodway area (Page A7).

Mill Creek has a wide width, flat bottom, streambed that has riffle, run, pool habitat. The substrate is dominated by gravel (60%) with lesser components of sand (20%), cobble (15%), and silt (5%). The stream displays some sinuosity with a flat to moderate gradient. Dominant riparian vegetation is comprised of American sycamore (*Platanus occidentalis*, FACW), black walnut (*Juglans nigra*, FACU), river birch (*Betula nigra*, FACW), American elm (*Ulmus americana*, FACW), Japanese stiltgrass (*Microstegium vimineum*, FAC), false nettle (*Boehmeria cylindrica*, OBL), Virginia creeper (*Parthenocissus quinquefolia*, FACU), jewelweed (*Impatiens capensis*, FACW), and poison ivy (*Toxicodendron radicans*, FAC).

The OHWM at the survey area boundary was measured at 10 feet wide and 0.75 feet deep. Photos 5-8, 13, and 22-23 (Pages A11, A13, and A15) indicate streambed and bank conditions for this reach of Mill Creek. Mill Creek is considered to exhibit average quality based on persistent stream flow, riparian cover, and available species habitat.

Mill Creek is considered to be a relatively permanent waterway (RPW) with a connection to a traditionally navigable waterway (TNW), Ohio River, via Big Creek and Pigeon Creek. Therefore, Mill Creek is subject to USACE jurisdiction under Section 404 of the Clean Water Act. This stream is not subject to USACE jurisdiction under Section 10 of the River and Harbors Act.



UNT to Mill Creek

UNT to Mill Creek is an intermittent stream feature which receives stormwater runoff from the adjacent roadway and residential properties (A8). Approximately 191 linear feet of the stream is within the survey area. According to USGS *StreamStats* (<https://water.usgs.gov/osw/streamstats/>) the drainage area upstream of UNT to Mill Creek is approximately 0.05 square mile (Page A6). UNT to Mill Creek is not shown on the USFWS NWI Map and is not found in the Indiana Floodplain Information Portal (<https://dnrmaps.dnr.in.gov/appsphp/fdms/>).

UNT to Mill Creek has a narrow width, flat bottom, streambed that only displayed run habitat. The substrate is dominated by silt (80%) with lesser components of gravel (10%) and sand (10%). The stream displays little sinuosity with a flat to moderate gradient. Riparian vegetation is comprised primarily of American sycamore (*Platanus occidentalis*, FACW), green ash (*Fraxinus pennsylvanica*, FACW), honeylocust (*Gleditsia triacanthos*, FACU), and Japanese knotweed (*Polygonum cuspidatum*, FACU).

The OHWM at the survey area boundary was measured at 3.6 feet wide and 0.6 feet deep. Photos 14-15 and 17 (Pages A13-A14) indicate streambed and bank conditions for this reach of UNT to Mill Creek. UNT to Mill Creek is considered to exhibit average quality based on riparian cover and available species habitat.

UNT to Mill Creek is considered to be a non-relatively permanent waterway (non-RPW) with a connection to a traditionally navigable waterway (TNW), Ohio River, via Mill Creek, Big Creek and Pigeon Creek. Therefore, UNT to Mill Creek is subject to USACE jurisdiction under Section 404 of the Clean Water Act. This stream is not subject to USACE jurisdiction under Section 10 of the River and Harbors Act.

Stream Summary Table

Water Feature Name	Photo	Lat/Long	OHW Width (ft)	OHW Depth (ft)	USGS Blue-line? Type?	Riffles? Pools?	Substrate	Quality	Likely Waters of U.S.?
Mill Creek	5-8, 13 & 22-23	38.197978/ -87.292672	10	0.75	Yes Perennial	Yes Yes	Gravel, sand, cobble, silt	Average	Yes
UNT to Mill Creek	14-15 & 17	38.197544/ -87.293519	3.6	0.6	No Intermittent	No No	Silt, gravel, sand	Average	Yes

Wetlands

No wetland features were identified within the SR 68 over Mill Creek Bridge Replacement survey area. The dominant vegetation within the survey area is mainly maintained SR 68 right-of-way with portions of residential and forested areas consisting of tall false rye grass (*Schedonorus arundinaceus*, FACU), Kentucky bluegrass (*Poa pratensis*, FAC), poison ivy (*Toxicodendron radicans*, FAC), black cherry (*Prunus serotina*, FACU), red maple (*Acer rubrum*, FAC), Japanese knotweed (*Polygonum cuspidatum*, FACU), box



elder (*Acer negundo*, FAC), jewelweed (*Impatiens capensis*, FACW), and slippery elm (*Ulmus rubra*, FAC). Based on the dominant upland species observed and lack of suitable hydrology, there were no potential wetlands identified within the survey area. The majority of stormwater runoff drains into roadside ditches which leads to Mill Creek. No standing water was observed during the field reconnaissance that would support wetland hydrology or hydrophytic vegetation.

Open Water

There are no open water areas for consideration as WOTUS or non-WOTUS features within the survey area.

Roadside Ditch

Two roadside ditch (RSD) features within the survey area limits were evaluated and documented.

RSD1

RSD1 is a 719-foot long roadside ditch, of which 177 feet is riprap lined and 542 feet is grass lined, located along the south side of SR 68, southeast of Mill Creek. RSD1 receives drainage from the roadway and adjacent residential property and it drains west through culverts under a driveway and road. Photos 1-4 and 20-21 (Pages A10 & A14-A15) indicate conditions along RSD1. The roadside ditch does not exhibit bed and bank with OHWM and is not a realigned segment of a natural stream. RSD1 is not considered a jurisdictional feature.

RSD2

RSD2 is a 145-foot long roadside ditch that is grass lined located along the north side of SR 68 west of Mill Creek. RSD2 receives drainage from the roadway and adjacent residential property which drains east into Mill Creek. Photos 18 and 19 (Page A14) indicate conditions along RSD2. The roadside ditch does not exhibit bed and bank with OHWM and is not a realigned segment of a natural stream. RSD2 is not considered a jurisdictional feature.

Conclusions

The Waters of the U.S. investigation conducted for the SR 68 over Mill Creek Bridge Replacement Project concludes that there are no wetland features and no WOTUS or non-WOTUS open water features identified within the survey area. The two roadside ditches in the survey area lacked bed, bank and OHWM and were identified as non-jurisdictional flow line features. One perennial stream feature (Mill Creek) and one intermittent stream feature (UNT to Mill Creek) was identified within the survey area. Mill Creek and UNT to Mill Creek are likely to be considered under USACE jurisdiction per Section 404 of the CWA. There are no water resources under USACE jurisdiction per Section 10 of the Rivers and Harbors Act within the survey area limits.

Every effort should be taken to avoid and minimize impact to the waterways. If impacts are necessary, then mitigation may be required. The INDOT Environmental Services Division should be contacted immediately if impacts will occur. The final determination of jurisdictional waters is ultimately made by the U.S. Army Corps of Engineers. This report is our best judgment based on the guidelines set forth by the Corps.



Five drainage structures within the survey area were examined on July 12, 2022 for the presence of bat and bird species. There were no documented presence of endangered or threatened species within any of the five structures reviewed within the project survey area. In addition, no direct or indirect signs of bat species were documented within any structure.

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.

Sean Hollen

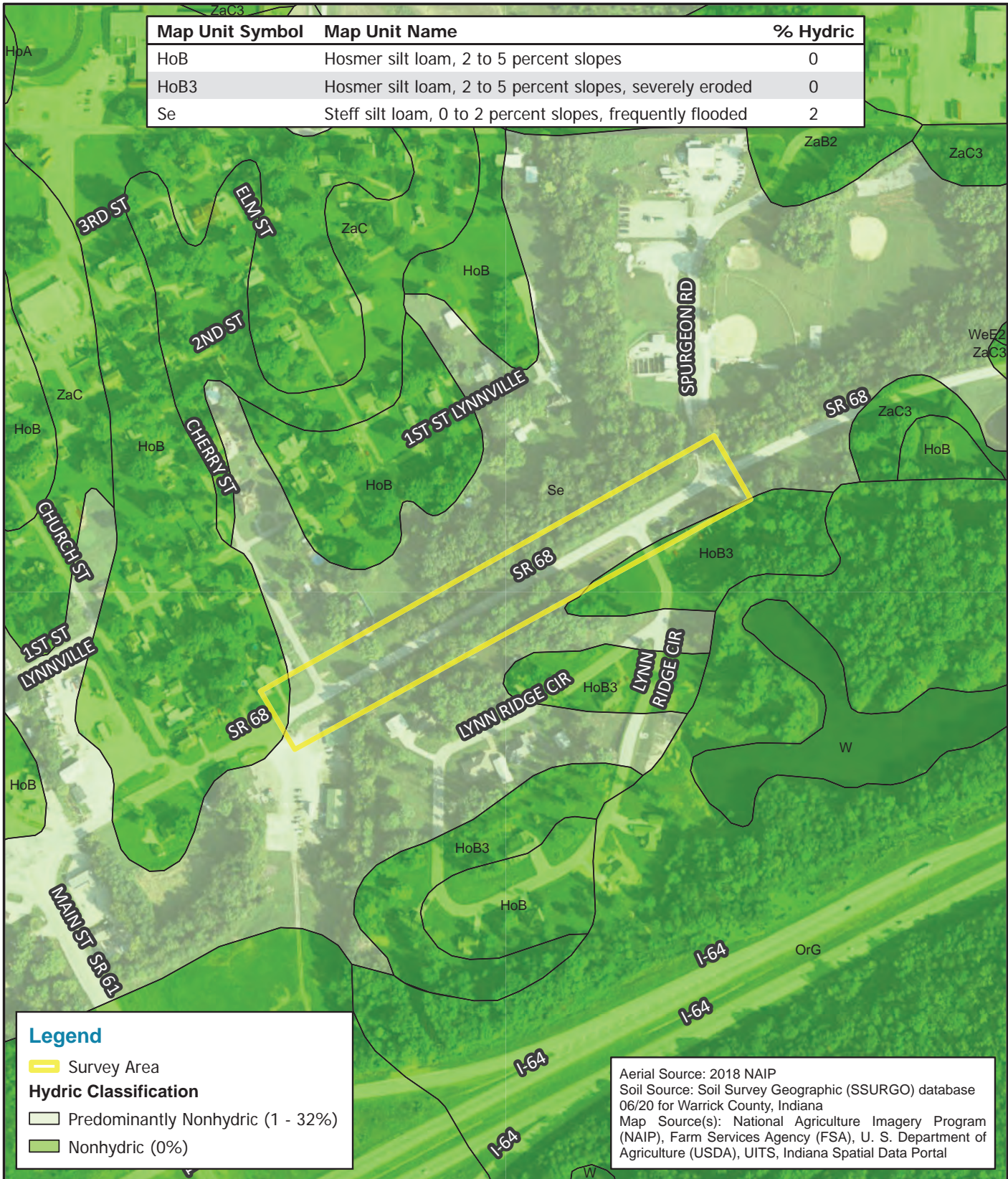


Environmental Specialist I

Lochmueller Group, Inc.



Map Unit Symbol	Map Unit Name	% Hydric
HoB	Hosmer silt loam, 2 to 5 percent slopes	0
HoB3	Hosmer silt loam, 2 to 5 percent slopes, severely eroded	0
Se	Steff silt loam, 0 to 2 percent slopes, frequently flooded	2



Legend

Survey Area

Hydric Classification

Predominantly Nonhydric (1 - 32%)

Nonhydric (0%)

Aerial Source: 2018 NAIP
 Soil Source: Soil Survey Geographic (SSURGO) database 06/20 for Warrick County, Indiana
 Map Source(s): National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal



6200 Vogel Road
 Evansville, Indiana 47715
 Phone: (812) 479-6200
 Toll Free: (800) 423-7411

USDA SSURGO Soils Map

Des. No. 2002063
 Waters of the U.S. Report



County: Warrick
 Township: Hart
 State: Indiana

SR 68 over Mill Creek

Created: 12/12/2022, SHollen



Legend

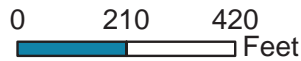
- ▬ Survey Area
- ▬ PUB Wetland
- ▬ Riverine

Aerial Source: 2018 Indiana Map
 Map Source(s): National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal



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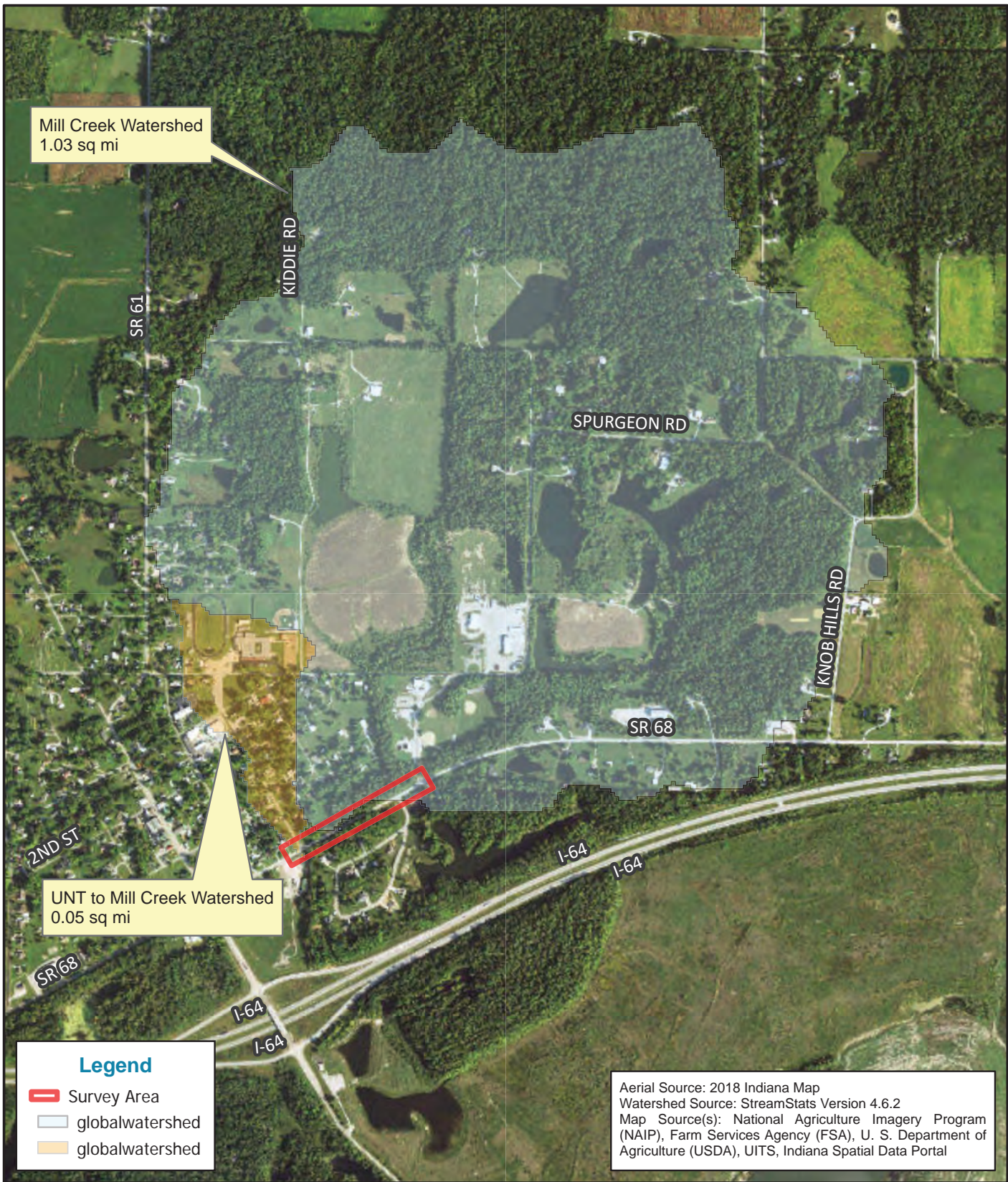
USFWS NWI Map
 Des. No. 2002063
 Waters of the U.S. Report



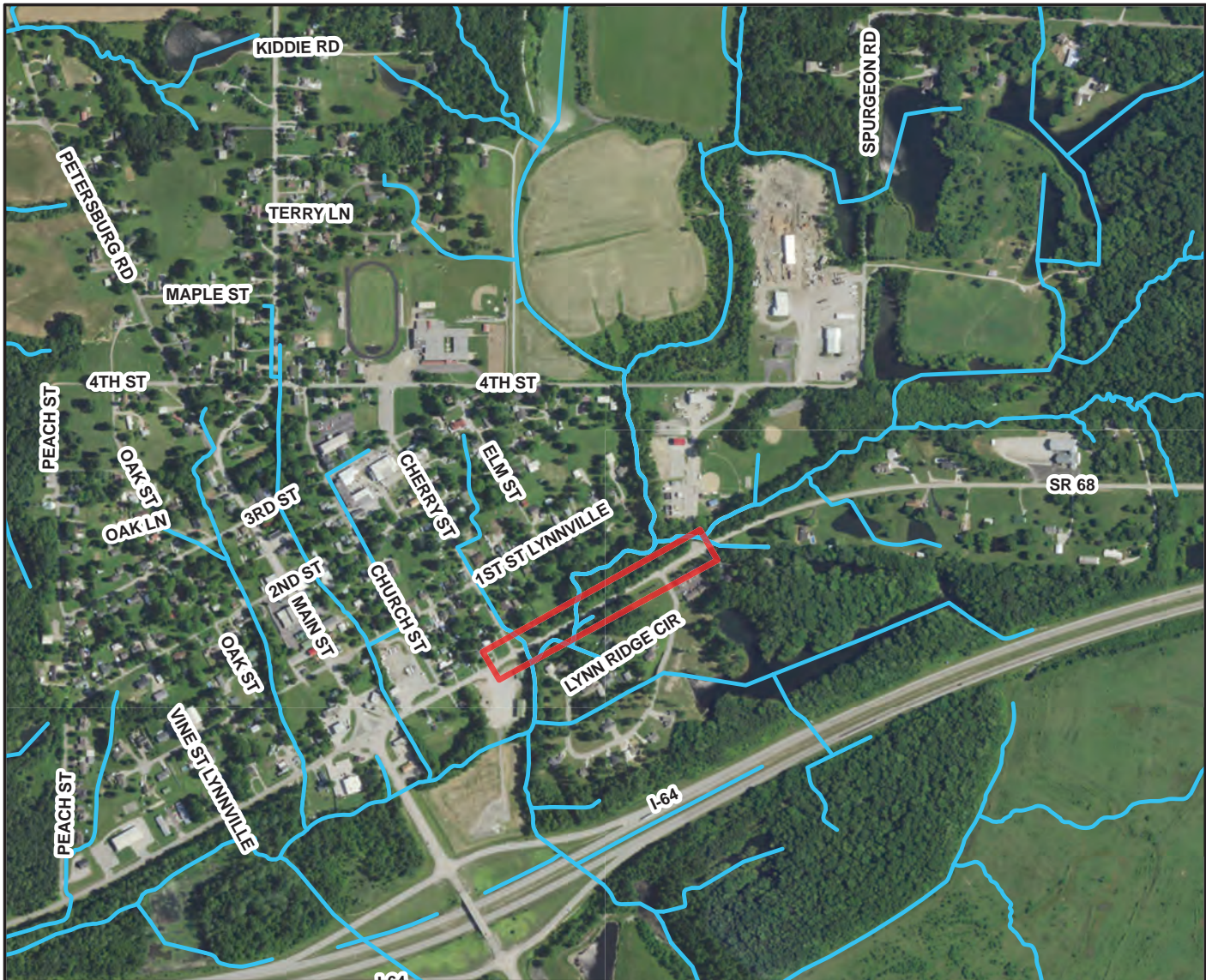
County: Warrick
 Township: Hart
 State: Indiana

SR 68 over Mill Creek

Created: 12/12/2022, SHollen



<p>LOCHMUELLER GROUP</p> <p>3502 Woodview Trace, Suite 150 Indianapolis, IN 46268 Phone: (317) 222-3880 Fax: (317) 222-3881</p>	<p>StreamStats Watershed Map</p> <p>Des. No. 2002063</p> <p>Waters of the U.S. Report</p>	<p>County: Warrick</p> <p>Township: Hart</p> <p>State: Indiana</p>
	<p>0 500 1,000 Feet</p>	<p>SR 68 over Mill Creek</p> <p>Created: 12/12/2022, SHollen</p>

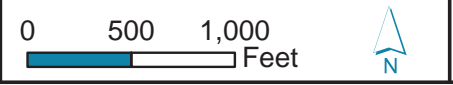


Legend

- Survey Area
- NHD Flowlines
- <all other values>
- FEMA Zone AE Floodway; FEMA Administrative Floodway; AE, NFHL, RIVERINE FLOODWAY SHOWN IN COASTAL ZONE
- DNR Detailed Floodway
- DNR Approximate Floodway
- FEMA Zone A
- FEMA Zone AE; AE, NFHL, COASTAL FLOODPLAIN; AE, NFHL, COMBINED RIVERINE AND COASTAL FLOODPLAIN; AE, NFHL, Coastal Floodplain
- VE, NFHL, Coastal Floodplain; VE, NFHL, <Null>
- DNR Detailed Fringe
- DNR Approximate Fringe
- Additional Floodplain Area; DNR .2 Percent Flood Hazard; X, NFHL, 0.2 PCT ANNUAL CHANCE FLOOD HAZARD IN COASTAL ZONE; X, IDNR_MR, AREA OF MINIMAL FLOOD HAZARD
- FEMA Protected by Levee
- FEMA Floodplain - Ponding (Depth)
- FEMA Floodplain - Sheet Flow (Depth); AO, IDNR_MR, DNR APPROVED STUDY
- Not Mapped

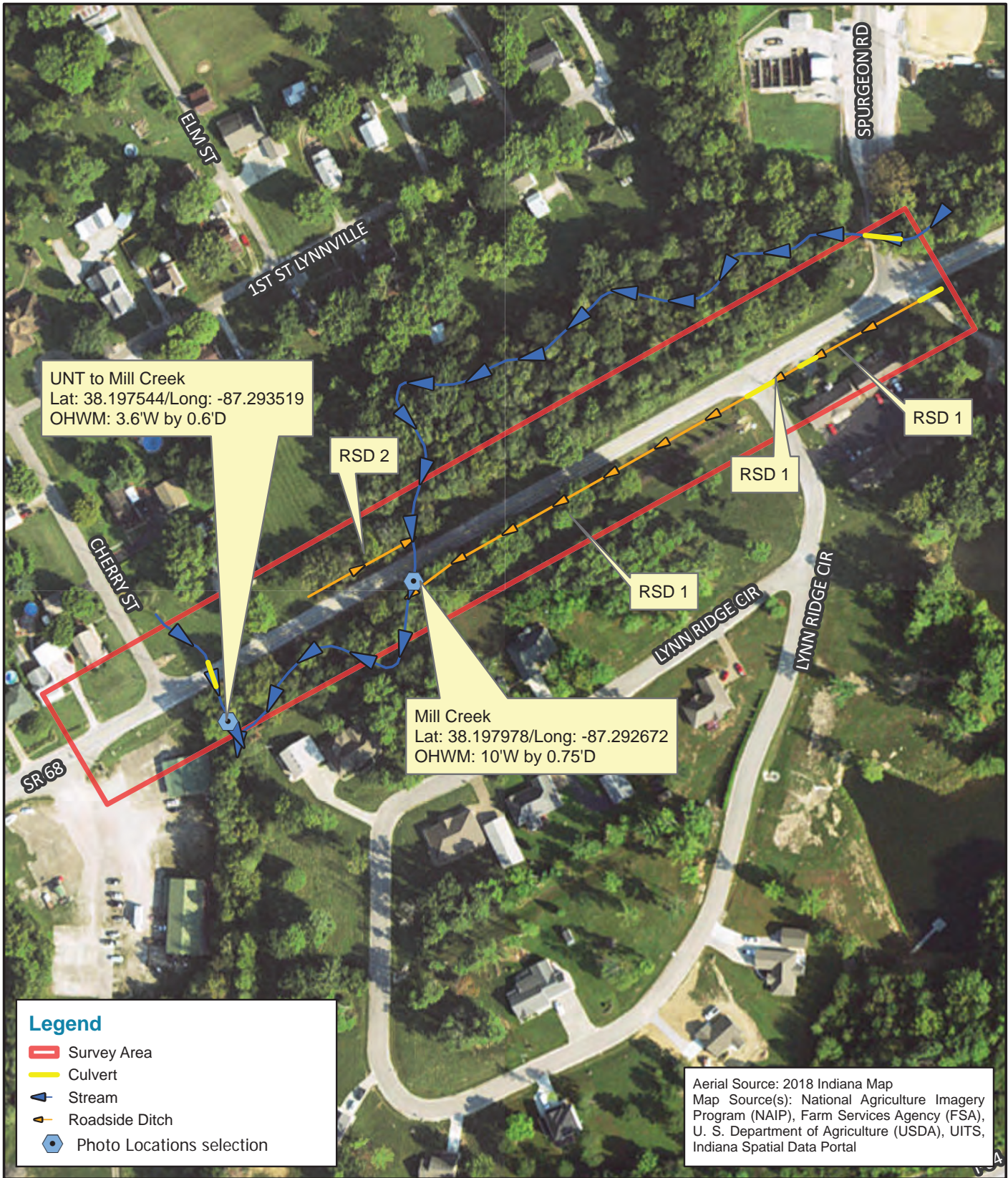
Aerial Source: 2018 Indiana Map
 Map Source(s): Indiana Department of Natural Resources, Division of Water

BA Flood Hazard & NHD Line Map
 Des. No. 2002063
 Waters of the U.S. Report



County: Warrick
 Township: Hart
 State: Indiana

SR 68 over Mill Creek
 Created: 12/12/2022, SHollen



LOCHMUELLER GROUP

6200 Vogel Road
 Evansville, Indiana 47715
 Phone: (812) 479-6200
 Toll Free: (800) 423-7411

Water Resources Map
 Des. No. 2002063
 Waters of the U.S. Report

0 110 220 Feet

N

County: Warrick
 Township: Hart
 State: Indiana

SR 68 over Mill Creek

Created: 12/12/2022, SHollen

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: January 4, 2023

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Sean Hollen, Lochmueller Group, 6200 Vogel Road, Evansville, IN 47715

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

The Bridge Replacement Project (Des. No. 2002063) is located on SR 68 over Mill Creek, 0.26 mile east of SR 61 in Warrick County, IN. The bridge is a single-span (36 feet) reinforced concrete girder bridge. The proposed work is to replace the existing bridge structure with a new precast concrete three-sided structure. The proposed out-to-out width would be 32 feet and the proposed clear roadway would be 30 feet. There are no proposed curbs or sidewalks for the new structure. Two streams, Mill Creek and UNT to Mill Creek, were identified within the survey area.

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

State: **Indiana** County/parish/borough: **Warrick** City: **Lynnville**

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

Lat.: **38.19815° N** Long.: **-87.29264° W**

Universal Transverse Mercator: **45S 525624E 4227841N**

Name of nearest waterbody: **Mill 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)
Mill Creek	38.197978	-87.292672	546 feet	non-wetland	Section 404
UNT to Mill Creek	38.197544	-87.293519	191 feet	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:

- Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
Map: Location map, topographic, soils, NWI, floodplain, aerial.
- Data sheets prepared/submitted by or on behalf of the PJD requestor.
 - Office concurs with data sheets/delineation report.
 - Office does not concur with data sheets/delineation report. Rationale: _____.
- Data sheets prepared by the Corps: _____.
- Corps navigable waters' study: _____.
- U.S. Geological Survey Hydrologic Atlas: _____.
 - USGS NHD data.
 - USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name: Lynnville 1:24,000.
- Natural Resources Conservation Service Soil Survey. Citation: SSURGO Database, June 2020, Warrick Co, IN.
- National wetlands inventory map(s). Cite name: Indiana Geodatabase Wetlands.
- State/local wetland inventory map(s): _____.
- FEMA/FIRM maps: <https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e>.
- 100-year Floodplain Elevation is: _____.(National Geodetic Vertical Datum of 1929)
- Photographs: Aerial (Name & Date): Indiana Map 2018
or Other (Name & Date): Ground Photos July 12, 2022
- 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

Sean Hollen Digitally signed by Sean Hollen
Date: 2023.01.04 13:19:20 -06'00'

Signature and date of
person requesting PJD
(REQUIRED, unless obtaining
the signature is impracticable)¹

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

Categorical Exclusion
Appendix G
Public Involvement



4275 North High School Road, Indianapolis, IN 46254
317.293.3542
www.vsengineering.com

NOTICE OF SURVEY

Sample Notice of Survey Letter

January 10, 2023

RE: SR 68 Small Structure Replacement
Lynnville, Indiana

Dear Property Owner:

Our information indicates that you own or occupy property near this proposed highway project. Our employees will be doing a survey of the project area in the near future. It may be necessary for them to come onto your property to complete this work. This is allowed by law by Indiana Code IC 8-23-7-26. They will show you their identification, if you are available, before coming onto your property. If you have sold this property, or it is occupied by someone else, please let us know the name and address of the new owner or current occupant so we can contact them about the survey.

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

The survey work will include mapping the location of features such as trees, buildings, fences and drives, and obtaining ground elevations. The survey work may also include the identification and mapping of wetlands, archaeological investigations (which may include excavation of small shovel test probes), and various other environmental studies. The survey is needed for the proper planning and design of this highway project. Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If any problems do occur, please contact our field crew or contact me at the phone number or address shown herein.

Sincerely,

VS Engineering, Inc.
Alex Daugherty, PS
Project Surveyor
812-401-0303

Des. No. 2002063

Categorical Exclusion
Appendix H
Air Quality

**Federal Transit
Administration**
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-5253



**U.S. Department
of Transportation**

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

September 1, 2023

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

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

Dear Mr. Smith:

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

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

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

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

Sincerely,

**KELLEY
BROOKINS** Digitally signed by
KELLEY BROOKINS
Date: 2023.08.31
17:33:15 -05'00'

Kelley Brookins
Regional Administrator
FTA Region V

Sincerely,

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

Jermaine R. Hannon
Division Administrator
FHWA Indiana Division



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

August 28, 2023

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

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

Dear Mr. Hannon /Ms. Brookins:

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

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

- | | |
|---|--------------|
| Area Plan Commission of Tippecanoe County (APCTC) | FY 2024-2028 |
| • https://www.tippecanoe.in.gov/DocumentCenter/View/40728/FY-2024-2028-TIP-including-0-amendments | |
| Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) | FY 2024-2028 |
| • https://bloomington.in.gov/sites/default/files/2023-08/BMCMPPO%20FY%202024%20-%202028%20TIP%20-%20006-30-23%20-%20ADOPTED%20FINAL.pdf | |
| Columbus Area Metropolitan Planning Organization (CAMPO) | FY 2024-2028 |
| • https://www.columbus.in.gov/planning/tip/ | |
| Delaware-Muncie Metropolitan Plan Commission (DMMPC) | FY 2022-2025 |
| • <i>Including Amendments/modifications through 2/14/23</i> | |
| • https://www.co.delaware.in.us/egov/documents/1692987897_47263.pdf | |
| Evansville Metropolitan Planning Organization (EMPO) | FY 2024-2028 |
| • http://www.evansvillempo.com/Docs/TIP/TIP_2024-2028/TIP_2024-2028.pdf | |
| Kokomo-Howard County Governmental Coordinating Council (KHCGCC) | FY 2022-2026 |
| • <i>Including Amendments/modification through 7/28/23</i> | |
| • https://www.kokomompo.com/project/tip-2020-2024/ | |

www.in.gov/dot/

An Equal Opportunity Employer



Kentuckiana Regional Planning and Development Agency (KIPDA)	FY 2023-2026
<ul style="list-style-type: none"> • https://www.kipda.org/wp-content/uploads/2023/05/FY2023-TIP-FINAL-5-25.pdf 	
Indianapolis Metropolitan Planning Organization (IMPO)	FY 2024-2027
<ul style="list-style-type: none"> • https://www.indympo.org/whats-underway/irtip 	
Michiana Area Council of Governments (MACOG)	FY 2024-2028
<ul style="list-style-type: none"> • http://www.macog.com/docs/transportation/tip/approved/fy2028tip_projects.pdf 	
Madison County Council of Governments (MCCOG)	FY 2022-2026
<ul style="list-style-type: none"> • <i>Including Amendments/modifications through 7/28/23</i> • https://irp.cdn-website.com/65a760a0/files/uploaded/TIP%202022-2026%20-%20updated%205-1-23.pdf 	
Northeastern Indiana Regional Coordinating Council (NIRCC)	FY 2024-2028
<ul style="list-style-type: none"> • https://www.nircc.com/uploads/1/2/9/8/129837621/final_2024-2028_tip_5-25-23.pdf 	
Northwestern Indiana Regional Planning Commission (NIRPC)	FY 2022-2026
<ul style="list-style-type: none"> • <i>Including Amendments/modifications through 7/25/23</i> • https://nirpc.org/2040-plan/mobility/transportation-improvement-program/ 	
Ohio-Kentucky-Indiana Regional Council of Governments (OKI)	FY 2024-2027
<ul style="list-style-type: none"> • https://www.oki.org/transportation-planning/transportation-improvement-program-tip/ 	
Terre Haute Area Metropolitan Planning Organization (THAMPO)	FY 2024-2028
<ul style="list-style-type: none"> • https://www.terrehautempo.com/images/THAMPO_2024_2028_AdoptionTIP.pdf 	

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

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

Sincerely,



Michael Smith, Commissioner
Indiana Department of Transportation

cc: (w/enclosure): Angelica Salgado, FTA
Cecilia Crenshaw, FTA
Erica Tait, FHWA
Lyndsay Quist, INDOT
Kristin Brier, INDOT
Kathy Eaton-McKalip, INDOT
Louis Feagans, INDOT

April Leckie, INDOT
Roy Nunnally, INDOT
Larry Buckel, INDOT
Jay Mitchell, INDOT
Jason Casteel, INDOT
Michael McNeil, INDOT

Table 4.4: TIP Projects Listing (Cont.)

Sponsor: Indiana Department of Transportation											
Route Des# Length: Description:	Project Limits		Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	State Share
	Planning Reference	Federal Funding Category		Amendment/ Modification Date	2024	2025	2026	2027			
										2024-2028 Estimates	
Warrick County											
Various	Various locations in the Vincennes District		PE							\$ -	\$ -
1700170			RW							\$ -	\$ -
n/a	STBG		CN	\$2,467						\$ 1,974	\$ 493
Contract 40551: Small structure replacement; Includes Des# 1701058, 1702071, 1702072										Project Total *	\$2,635
I-64	CCTV Cameras/Detection from SR 69 to Lanesville		PE							\$ -	\$ -
1802047			RW							\$ -	\$ -
n/a	NHPP		CN	\$2,042						\$ 1,838	\$ 204
Contract 41768: ITS Traffic management systems.										Project Total *	\$2,042
Various	Various locations in the Vincennes District		PE							\$ -	\$ -
1900115			RW							\$ -	\$ -
n/a	STBG		CN	\$6,738						\$ 5,390	\$ 1,348
Contract 42186: Replace Superstructure and Bridge deck overlays; Includes Des# 2000738, 2000739, 2000740, 2000741, 2000768, 2000769										Project Total *	\$7,682
Various	Various locations in the Vincennes District		PE							\$ -	\$ -
2000485			RW							\$ -	\$ -
n/a	STBG		CN	\$964						\$ 771	\$ 193
Contract 42728: Bridge thin deck overlays; Includes Des# 2000486, 2000487, 2000488, 2000720, 2000723										Project Total *	\$1,333
SR 261	Over UNT, 3.7 mi N Jct SR 66		PE							\$ -	\$ -
2001938			RW	\$33						\$ 26	\$ 7
n/a	STBG		CN		\$1,652					\$ 1,322	\$ 330
Contract 43232: Small Structure Replacement with Bridge. Includes Des# 2001942										Project Total *	\$2,094
SR 68	Over Mill Creek, 0.26 mi E of SR 61		PE							\$ -	\$ -
2002063			RW	\$50						\$ 40	\$ 10
n/a	STBG		CN		\$1,613					\$ 1,290	\$ 323
Contract 43235: Bridge replacement										Project Total *	\$1,919
I-64	Various Locations from 2 mi W of SR 165 to 1.27 mi E of SR 3		PE							\$ -	\$ -
2001796			RW							\$ -	\$ -
n/a	NHPP		CN		\$2,733					\$ 2,460	\$ 273
Contract 43255: Small Structures and drains construction										Project Total *	\$3,355
I-64 & SR 64	Various locations in the Vincennes District		PE							\$ -	\$ -
2100669			RW	\$37						\$ 33	\$ 4
n/a	NHPP		CN			\$3,418				\$ 3,076	\$ 342
Contract 43969 Bridge deck overlays. Includes Des# 2100668, 2100717, 2100718, 2100753										Project Total *	\$4,127
SR 61	From SR 66 to E jct with SR 62		PE	\$944	\$8					\$ 762	\$ 190
2200978			RW		\$532					\$ 426	\$ 106
9 mi.	STBG		CN			\$170	\$7,210			\$ 5,904	\$ 1,476
Contract 44501 Concrete pavement restoration. Includes Des# 2200134										Project Total *	\$8,864
I 64	From 3.32 mi E of SR 65 interchange to 1.69 mi W of SR 37 interchange		PE	\$1,270						\$ 1,143	\$ 127
2200518			RW							\$ -	\$ -
76 mi.	NHPP		CN				\$11,684			\$ 10,516	\$ 1,168
Contract 44505: Small structures and drains construction										Project Total *	\$12,954
SR 61	0.21 mi S of SR 68		PE	\$240						\$ 192	\$ 48
2200688			RW							\$ -	\$ -
n/a	STBG		CN				\$902			\$ 722	\$ 180
Contract 44512: Bridge thin deck overlay. Includes Des# 2200714, 2200715										Project Total *	\$1,142
SR 68	From 1.2 mi E. US 41 to 4.0 mi W. of SR 61		PE							\$ -	\$ -
2201132			RW	\$60						\$ 48	\$ 12
9 mi	STBG		CN	\$150	\$575					\$ 580	\$ 145
Contract 44695: Small structures and drains construction										Project Total *	\$920
Various	Various locations in the Vincennes District		PE							\$ -	\$ -
1800949			RW							\$ -	\$ -
	STBG		CN	\$1,531						\$ 1,225	\$ 306
Contract 41765: ITS traffic management systems - Signal controller/communications upgrade; Includes Des# 1900414										Project Total *	\$1,531

Categorical Exclusion
Appendix I
Other Information

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

ProjectNumber	SubProjectCode	County	Property
1800082	1800082	Warrick	Newburgh Community Park and Newburgh Community Pool
1800383	1800383	Warrick	Newburgh-Amax Athletic Park & Ed Gesser Soccer
1800405	18004050	Warrick	Little Pigeon Creek Wetland Conservation Area

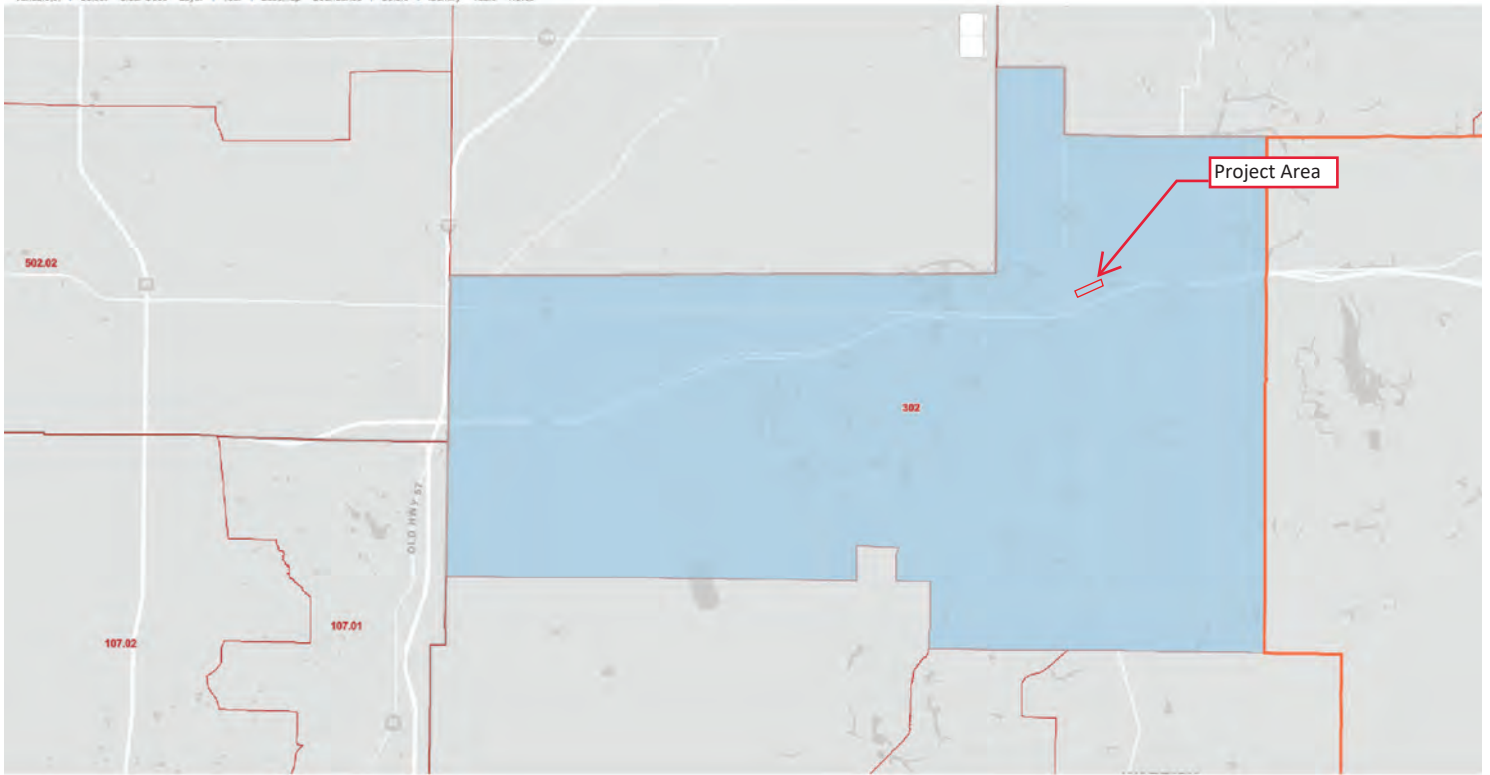
*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with IDNR, Division of Outdoor Recreation, should occur.

American Community Survey

Total—Estimate in 1 Geos in 2021

2021 ACS 5-Year Estimates Detailed Tables

Variables | Select | Clear Geos | Layer | Year | Basemap | Boundaries | Colors | Identify | Table | Notes



Total—Estimate in 2021 Geos: 1
4,018—4,018 1

Styles
— State
— County
[View More](#)

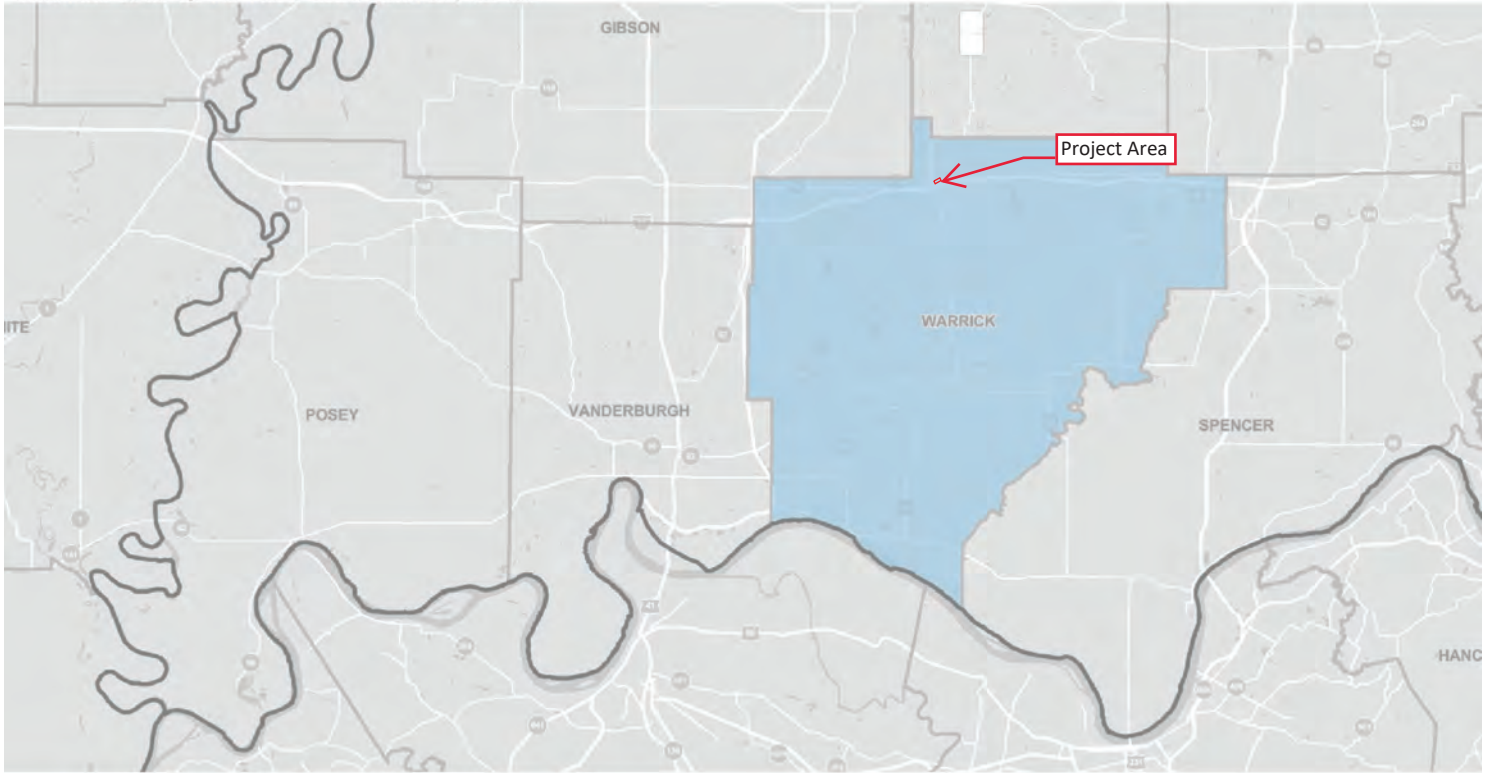
B03002 | 2021 ACS 5-Year Estimates Detailed Tables | 1 mi

American Community Survey

Total—Estimate in 1 Geos in 2021

2021 ACS 5-Year Estimates Detailed Tables

Variable(s) | Select | Clear Geos | Layer | Year | Basemap | Boundaries | Colors | Identify | Table | Notes



Total—Estimate in 2021	Geos:
63,575—63,575	1
Styles	
— State	
— County	

B03002 | 2021 ACS 5-Year Estimates Detailed Tables | 5 mi



POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Warrick County, Indiana

Census Tract 302, Warrick County, Indiana

Label	Estimate	Margin of Error	Estimate	Margin of Error
▼ Total:	62,665	±204	4,007	±375
▼ Income in the past 12 months below poverty level:	3,534	±644	136	±66
▼ Male:	1,640	±356	42	±23
Under 5 years	151	±104	0	±12
5 years	31	±36	0	±12
6 to 11 years	164	±105	3	±4
12 to 14 years	41	±43	3	±5
15 years	67	±67	0	±12
16 and 17 years	36	±42	0	±12
18 to 24 years	229	±130	12	±15
25 to 34 years	106	±66	7	±7
35 to 44 years	148	±80	4	±9
45 to 54 years	369	±139	7	±7
55 to 64 years	138	±93	6	±8
65 to 74 years	83	±51	0	±12
75 years and over	77	±51	0	±12
▼ Female:	1,894	±410	94	±52
Under 5 years	290	±148	4	±5
5 years	8	±13	0	±12
6 to 11 years	70	±45	3	±4
12 to 14 years	19	±18	4	±6
15 years	51	±61	0	±12
16 and 17 years	15	±23	0	±12
18 to 24 years	203	±99	31	±30
25 to 34 years	142	±100	6	±7
35 to 44 years	309	±148	7	±9
45 to 54 years	151	±69	10	±9

Table Notes

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

https://data.census.gov/table?q=B17001&g=0500000US18173_1400000US18173030200

Des. No. 2002063

Appendix I: Other Information

TABLE B17001. POVERTY STATUS BY RACE AND HISPANIC OR LATINO ORIGIN

Survey/Program: American Community Survey

Universe: Population for whom poverty status is determined

Year: 2021

Estimates: 5-Year

Table ID: B17001

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

The 2017-2021 American Community Survey (ACS) data generally reflect the March 2020 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

-

The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.

N

The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.

(X)

The estimate or margin of error is not applicable or not available.

median-

The median falls in the lowest interval of an open-ended distribution (for example "2,500-").

median+

The median falls in the highest interval of an open-ended distribution (for example "250,000+").

**

The margin of error could not be computed because there were an insufficient number of sample observations.

The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.

A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.



HISPANIC OR LATINO ORIGIN BY RACE

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Warrick County, Indiana

Census Tract 302, Warrick County, Indiana

Label	Estimate	Margin of Error	Estimate	Margin of Error
▼ Total:	63,575	*****	4,018	±374
▼ Not Hispanic or Latino:	62,290	*****	3,996	±373
White alone	57,910	±389	3,769	±355
Black or African American alone	1,241	±195	3	±7
American Indian and Alaska Native alone	22	±24	0	±12
Asian alone	1,540	±253	0	±12
Native Hawaiian and Other Pacific Islander alone	6	±11	6	±11
Some other race alone	243	±237	15	±22
▼ Two or more races:	1,328	±455	203	±137
Two races including Some other race	305	±281	0	±12
Two races excluding Some other race, and three or more races	1,023	±322	203	±137
▼ Hispanic or Latino:	1,285	*****	22	±32
White alone	656	±277	20	±31
Black or African American alone	0	±29	0	±12
American Indian and Alaska Native alone	14	±26	0	±12
Asian alone	0	±29	0	±12
Native Hawaiian and Other Pacific Islander alone	0	±29	0	±12
Some other race alone	460	±318	2	±4
▼ Two or more races:	155	±157	0	±12
Two races including Some other race	84	±81	0	±12
Two races excluding Some other race, and three or more races	71	±115	0	±12

Table Notes

HISPANIC OR LATINO ORIGIN BY RACE

U.S. Census Bureau

Survey/Program: American Community Survey

Universe: Total population

Year: 2021

Estimates: 5-Year

Table ID: B03002

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

The Hispanic origin and race codes were updated in 2020. For more information on the Hispanic origin and race code changes, please visit the American Community Survey Technical Documentation website.

The 2017-2021 American Community Survey (ACS) data generally reflect the March 2020 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

-

The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.

N

The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.

(X)

The estimate or margin of error is not applicable or not available.

median-

The median falls in the lowest interval of an open-ended distribution (for example "2,500-")

median+

The median falls in the highest interval of an open-ended distribution (for example "250,000+").

**

The margin of error could not be computed because there were an insufficient number of sample observations.

The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.

A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.

2021 American Community Survey 5-Year Estimates

		<u>COC</u>	<u>AC</u>
		Warrick County, Indiana	Census Tract 302, Warrick County, Indiana
B17001	Low-Income		
001	Population for whom poverty status is determined: Total	62,665	4,007
002	Population for whom poverty status is determined: Income in past 12 months below poverty level	3,534	136
	Percent Low-income (002/001 x 100)	5.64%	3.39%
	125 Percent of COC	7.05%	AC < 125% COC
	Potential Low-income EJ Impact?		No

B03002	Minority		
001	Total Population: Total	63,575	4,018
002	Total Population: Not Hispanic or Latino	62,290	3,996
003	Total Population: Not Hispanic or Latino; White alone	57,910	3,769
004	Total Population: Not Hispanic or Latino; Black or African American alone	1,241	3
005	Total Population: Not Hispanic or Latino; American Indian and Alaska Native alone	22	0
006	Total Population: Not Hispanic or Latino; Asian alone	1,540	0
007	Total Population: Not Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	6	6
008	Total Population: Not Hispanic or Latino; Some other race alone	243	15
009	Total Population: Not Hispanic or Latino; Two or more races	1,328	203
010	Total Population: Hispanic or Latino	1,285	22
011	Total Population: Hispanic or Latino; White alone	656	20
012	Total Population: Hispanic or Latino; Black or African American alone	0	0
013	Total Population: Hispanic or Latino; American Indian and Alaska Native alone	14	0
014	Total Population: Hispanic or Latino; Asian alone	0	0
015	Total Population: Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	0	0
016	Total Population: Hispanic or Latino; Some other race alone	460	2
017	Total Population: Hispanic or Latino; Two or more races	155	0
	Number Non-white/minority (001-003)	5,665	249
	Percent Non-white/Minority (001-003/001 x 100)	8.91%	6.20%
	125 Percent of COC	11.14%	AC < 125% COC
	Potential Minority EJ Impact?		No