

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

<b>Road No./County:</b>	Rochester Road/Noble County
<b>Designation Number(s):</b>	1902840
<b>Project Description/Termini:</b>	Bridge Project in Noble County along Rochester Road. The project begins approximately 0.248 mile north of U.S. 6 and proceeds approximately 549 feet north to 0.352 mile north of U.S. 6.

<b>X</b>	<b>Categorical Exclusion, Level 2</b> – Required Signatories: INDOT DE and/or INDOT ESD
	<b>Categorical Exclusion, Level 3</b> – Required Signatories: INDOT ESD
	<b>Categorical Exclusion, Level 4</b> – Required Signatories: INDOT ESD and FHWA
	<b>Environmental Assessment (EA)</b> – Required Signatories: INDOT ESD and FHWA
	<b>Additional Investigation (AI)</b> – 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**

	_____	2-23-2022
	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:** Carson J. Hoogewerf, Lochmueller Group

Indiana Department of Transportation

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Part I - Public Involvement

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

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

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

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

Notice of Entry letters were mailed to potentially affected property owners near the project area on November 5, 2020 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, page G1.

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

Public Controversy on Environmental Grounds

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

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

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

Sponsor of the Project: Noble County INDOT District: Fort Wayne

Local Name of the Facility: Noble Co. Bridge No. 69, along Rochester Road

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

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

PURPOSE AND NEED:

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

Need: The need for the project stems from the deteriorated condition of the bridge. According to the structure inspection report dated April 8, 2021, the wearing surface exhibited deterioration including map cracking, unevenness, and potholes and was rated 4 (poor) out of 9. The bridge deck exhibited seepage and leaking joints and was rated 5 (fair) out of 9. The superstructure exhibited seepage with efflorescence, beam separation, delamination, shifted beams, hairline coping cracks in two beams, and high chloride levels and was rated 5 (fair) out of 9. The substructure featured deterioration including undercutting of the north abutment, exposed footing on piles, visible shell pile, and hairline vertical cracks and was rated 5 (fair) out of 9. The channel featured no protection at the abutments with direct flow against the abutments and was rated 5 (fair) out of 9 (major damage). Condition ratings range from 0, which represents a failed component or structure, to 9, which represents a new component or structure with no deficiencies.

Purpose: The purpose of the project is to improve the condition of the structure and its component ratings to at least 7 (good) out of 9.

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**PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):**

County: Noble

Municipality: Outside Ligonier, Indiana

Limits of Proposed Work: Along Rochester Road the project begins approximately 0.248 mile north of U.S. 6 and proceeds approximately 549 feet north to 0.352 mile north of U.S. 6.

Total Work Length: 0.104 Mile(s)

Total Work Area: 1.04 Acre(s)

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

<b>Yes<sup>1</sup></b>	<b>No</b>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date: <u>N/A</u>	

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

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

**Location:**

The proposed project is located in Noble County, Indiana along Rochester Road (also known as CR N 750 W) east of Ligonier, Indiana, approximately 0.24 mile north of U.S. 6. Specifically, the project is located in Section 26, Township 35 North, Range 8 East in Perry Township as depicted on the Ligonier U.S. Geological Survey (USGS) 1:24,000 scale quadrangle (Appendix B, B2).

**Existing Conditions:**

Rochester Road is a north/south route and is functionally classified as a local road. The typical cross section of Rochester Road consists of two 10-foot wide travel lanes, one in each direction, with no shoulders present. The posted speed limit at the project location is 30 miles per hour. Bridge No. 57-00069 was built in 1971 and is a single-span, prestressed concrete box beam structure that carries Rochester Road over Elkhart River. The clear roadway width is 22.0 feet, out-to-out deck width is 24.3 feet, and the bridge span is 86.2 feet. Existing deficiencies include deterioration of the wearing surface, bridge deck, superstructure, substructure, and channel protection. Adjacent land use consists of residences, maintained lawn, and agriculture.

**Preferred Alternative:**

The preferred alternative for the proposed project involves the replacement of Bridge No. 57-00069. The replacement bridge will be a single-span prestressed concrete bulb-tee beam bridge featuring two 10-foot wide travel lanes, one in each direction, with 4.0 to 4.25-foot shoulders. The new proposed structure will span 96 feet with a clear roadway width of 28.25 feet and out-to-out width of 31.25 feet. The roadway will be widened and will include two 10-foot lanes with 4.0 to 4.25-foot paved shoulders and will include curb and gutter on both sides. Approach work will include milling of 1.5 inches and hot mix asphalt (HMA) overlay approximately 331 feet south and 171 feet north of the structure. Guardrail totaling 200 feet on the west side and 250 feet on the east side of Rochester Road will be removed and replaced. New roadside overland storm drainage will be dug. Riprap totaling approximately 0.09 acre will be installed at the end bents for scour protection. Temporary dewatering and erosion control will likely be necessary. The total length of the project is approximately 0.104 mile.

The maintenance of traffic (MOT) will feature a full closure with detour. MOT will follow INDOT guidelines. Refer to the MOT Section of this document for more information.

The project meets the purpose and need by addressing the deficiencies identified with the structure and improving the condition rating of the bridge components to a rating of 7 or higher.

**Logical Termini/Independent Utility:**

The termini of the project occur along Rochester Road and begin approximately 0.248 mile north of U.S. 6 and proceeds approximately 549 feet north to 0.352 mile north of U.S. 6. The termini of the project provide the logical beginning and end point necessary to complete the bridge rehabilitation. The project is independent of any other action and able to be constructed without relying on the completion of any other project.

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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 Alternative:** This alternative would involve no improvements to Bridge No. 57-00069. This alternative would result in continued deterioration of the structure, which could allow development of unsafe travel conditions and likely increase costs of repair later. While this alternative eliminates immediate costs and any environmental impacts, it would not meet the objectives of the purpose and need of the project. Therefore, this alternative was discarded from further consideration.

**Bridge Rehabilitation:** This alternative would involve rehabilitation of Bridge No. 57-00069. This alternative would not sufficiently address the deficiencies of the structure, specifically the bents. Dismantling of the superstructure would be necessary in order to rehabilitate deficiencies of the bridge bents, which necessitates replacement. Therefore, this alternative was discarded from further consideration.

No other alternatives were considered for this project.

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

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

It would not correct existing deteriorated conditions and maintenance problems; or

It would result in serious impacts to the motoring public and general welfare of the economy.

Other (Describe):

X

### ROADWAY CHARACTER:

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

Name of Roadway	<u>Rochester Road</u>			
Functional Classification:	<u>Local Road</u>			
Current ADT:	<u>720</u>	VPD (2024)	Design Year ADT:	<u>1157</u>
Design Hour Volume (DHV):	<u>116</u>	Truck Percentage (%)		<u>10</u>
Designed Speed (mph):	<u>30</u>	Legal Speed (mph):		<u>30</u>
			VPD (2044)	

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Through lane only		Through lane with shoulder plus curb & gutter	
Pavement Width:	10	ft.	10	ft.
Shoulder Width:	0	ft.	4.0 to 4.25	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting:  Urban  
 Topography:  Level

Suburban  
 Rolling

Rural  
 Hilly



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### BRIDGES AND/OR SMALL STRUCTURE(S):

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

Structure/NBI Number(s): 57-00069/5700037 Sufficiency Rating: 73.9, Bridge Inspection Report  
(Rating, Source of Information)

Bridge/Structure Type:	Existing		Proposed	
	Box Beam		Bulb-Tee Beam	
Number of Spans:	1		1	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	22.0	ft.	28.25	ft.
Outside to Outside Width:	24.3	ft.	31.25	ft.
Shoulder Width:	0	ft.	4.0 to 4.25	ft.

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

The proposed project will involve replacement of Bridge No. 57-00069, (National Bridge Inventory No. 5700037), a 90-foot single-span prestressed concrete box beam structure with a clear roadway width of 22.0 feet and out-to-out deck width of 24.3 feet. The structure was built in 1971 and is not eligible for the Historic Bridge Inventory. Impacts to this structure will occur as a result of replacement. Bridge No. 57-00069 carries Rochester Road over Elkhart River and impacts to the water body will occur from rip rap placement within the channel. For additional details please see the *Preferred Alternative* section above.

### MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

*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 full closure with detour route. The detour route will utilize Jackson Street, Morrison Road, and River Road and is approximately 3.9 miles in length. The duration of the MOT will be approximately 6 months. Local access will be maintained. All necessary signage and barricades will be utilized. The MOT will be implemented per the *Indiana Design Manual* guidelines.

No local concerns were raised regarding access or traffic flow.

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

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### ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 255,000 (2021) Right-of-Way: \$ 120,000 (2023) Construction: \$ 1.98M (2026)

Anticipated Start Date of Construction: Spring of 2026

### RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.60	0.023
Commercial	0.00	0.00
Agricultural	0.08	0.00
Forest	0.06	0.00
Wetlands	0.00	0.00
Other: Elkhart River	0.26	0.00
Other:	0.00	0.00
TOTAL	1.00	0.023

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

Right-of-way (ROW) along Rochester Road extending to the existing edge of pavement, approximately 20 feet in width (0.31 acre), will be reacquired.

The project requires approximately 1.00 acre of new permanent ROW, occurring along both sides of Rochester Road. New permanent ROW will extend approximately 20 to 65 feet west of the roadway centerline and 20 to 60 feet east of the roadway centerline. Areas to be acquired consist of wooded riparian areas (0.06 acre), residential property (0.60 acre), agriculture (0.08 acre), and Elkhart River (0.26 acre). The project requires approximately 0.023 acre of temporary ROW, all of which is residential.

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. This is a firm commitment.

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

#### SECTION A - EARLY COORDINATION:

Unless otherwise indicated below, early coordination letters were sent on June 30, 2021 (Appendix C, C1 to C3).

Agency	Date Sent	Date Response Received	Appendix
Federal Highway Administration	June 30, 2021	No Response Received	N/A
U.S. Department of Agriculture, Natural Resources Conservation Service	June 30, 2021	July 22, 2021	C14 to C15
U.S. Department of Housing and Urban Development, Chicago Regional Office	June 30, 2021	No Response Received	N/A
Department of the Army, Corps of Engineers Detroit District	June 30, 2021	No Response Received	N/A
Ninth Coast Guard District	June 30, 2021	July 14, 2021	C13
INDOT Fort Wayne District Office	June 30, 2021	No Response Received	N/A
Noble County Highway Department	June 30, 2021	No Response Received	N/A
Indiana Dept. of Natural Resources, Division of Fish and Wildlife	June 30, 2021	July 30, 2021	C16 to C19
INDOT Environmental Services	June 30, 2021	No Response Received	N/A
Indiana Geological and Water Survey	June 30, 2021	June 30, 2021	C11 to C12
Indiana Department of Environmental Management	June 30, 2021	June 30, 2021	C4 to C10
Noble County Council	June 30, 2021	No Response Received	N/A
Noble County Board of Commissioners	June 30, 2021	No Response Received	N/A
Perry Township Trustee	June 30, 2021	No Response Received	N/A
Noble County Surveyor's Office and Drainage Board	June 30, 2021	No Response Received	N/A
Noble County Emergency Management Agency	June 30, 2021	No Response Received	N/A
Noble County Sheriff Department	June 30, 2021	No Response Received	N/A
Noble County Emergency Medical Services – Cromwell Quarters	June 30, 2021	No Response Received	N/A
West Noble School Corporation	June 30, 2021	No Response Received	N/A
Ligonier Volunteer Fire Department	June 30, 2021	No Response Received	N/A
Noble County Floodplain Administrator	November 22, 2021	No Response Received	N/A
Noble Trails	November 23, 2021	No Response Received	N/A
Ligonier Water Works	December 3, 2021	No Response Received	N/A
Eagle Nest Estates	December 22, 2021	No Response Received	N/A

An automated letter was generated from the IDEM website on June 30, 2021. The letter recommended to limit impacts to wetland and stream features and to coordinate with appropriate authorities to obtain the proper permits should impacts occur (Appendix C, C4 to C10).

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

**Presence**

X
X

**Impacts**

Yes	No
X	
X	

Total stream(s) in project area: 220 Linear feet      Total impacted stream(s): 125 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)
Elkhart River	Perennial River	220	125	Location is 41.456387°N, -85.567566°W. Flow Direction is east to west. Likely a Water of the U.S. Appendix F, Pages F1 to F6

*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, and the RFI report (Appendix E, E1 to E9), there are two streams, rivers, watercourses, or other jurisdictional features within the 0.5 mile search radius. That number was confirmed by the site visit on June 4, 2021. There is one stream, river, or other jurisdictional feature present within or adjacent to the project area. One IDEM 303d impaired stream, Elkhart River, crosses the project area. Elkhart River is listed as impaired for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. This is a firm project commitment.

A *Waters of the U.S. Determination Report* was created on November 15, 2021. Please refer to Appendix F, Pages F1 to F15 for the *Waters of the U.S. Determination Report*. It was determined that one river, Elkhart River, flows from east to west through the project area. Elkhart River is a natural feature. The ordinary high water mark (OHWM) of Elkhart River is 70 feet wide and 2.1 feet deep. Approximately 125 linear feet (0.03 acre) of permanent impacts to Elkhart River below the OHWM are anticipated due to placement of rip rap at the bridge piers. Overlapping impacts will occur along the north bank (95 feet) and south bank (125 feet), representing a total of 125 feet of impacts along the length of Elkhart River. Approximately 45 linear feet (0.07 acre) of temporary impacts are expected due to dewatering and erosion control for construction. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction. Based on the anticipated impacts to Elkhart River below the OHWM, it is likely that a USACE Section 404 Regional General Permit (RGP) and an IDEM Section 401 Water Quality Certification (WQC) will be required. Elkhart River is a Noble County Legal Drain, but a Legal Drain permit is not required in Noble County. Because stream impacts total less than 300 feet, mitigation is not anticipated.

Indiana Department of Natural Resource, Division of Fish and Wildlife (IDNR DFW) responded on July 30, 2021 with general recommendations to avoid or minimize impacts to fish, wildlife, and botanical resources (Appendix C, C16 to C19). All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

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**Open Water Feature(s)**

- Reservoirs
- Lakes
- Farm Ponds
- Retention/Detention Basin
- Storm Water Management Facilities
- Other: \_\_\_\_\_

**Presence**

**Impacts**

Yes No


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

Based on the desktop review, the aerial map of the project area, and the RFI Report (Appendix E, E1 to E9), there are four open water features within the 0.5 mile search radius. That number was confirmed by the site visit on June 4, 2021 by Lochmueller Group. No open water features are present within or adjacent to the project area, therefore, no impacts are expected.

**Wetlands**

**Presence**

**Impacts**

Yes No

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

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

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

**Wetlands (Mark all that apply)**

**Documentation**

**ESD Approval Dates**

- Wetland Determination 

X
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- Wetland Delineation 

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- USACE Isolated Waters Determination 

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N/A

**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; 

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- Substantially increased project costs; 

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- Unique engineering, traffic, maintenance, or safety problems; 

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- Substantial adverse social, economic, or environmental impacts, or 

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- The project not meeting the identified needs. 

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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, and the RFI Report (Appendix E, E1 to E9), there are 25 wetlands within the 0.5 mile search radius. That number was confirmed by the site visit on June 4, 2021 by Lochmueller Group. No wetlands are present within or adjacent to the project area, therefore, no impacts are expected.

IDNR DFW responded on July 30, 2021 with recommendations to coordinate with appropriate agencies regarding potential impacts to wetland habitat (Appendix C, C16 to C19). All applicable recommendations are included in the Environmental Commitments section of this CE document.

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

Total terrestrial habitat in project area: 0.6 Acre(s)      Total tree clearing: 0.6 Acre(s)

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

Based on a desktop review, a site visit on June 4, 2021 by Lochmueller Group, and the aerial map of the project area (Appendix B, B3), there are terrestrial habitats within the project area consisting of maintained lawn, landscaping trees, and wooded riparian areas. The dominant species include red fescue (*Festuca rubra*) and black walnut (*Juglans nigra*). Ground disturbance containing terrestrial habitat totaling up to 0.6 acre located adjacent to Rochester Road is expected due to work on the bridge and road. Every effort to avoid, minimize, or mitigate impacts to the terrestrial environment will be made. Tree clearing totaling 0.6 acre will occur. Mitigation is not anticipated.

IDNR DFW responded on July 30, 2021 with recommendations to develop a mitigation plan for unavoidable habitat impacts and to mitigate for tree removal (Appendix C, C16 to C19). All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

**Protected Species**

**Federally Listed Bats**

	<b>Yes</b>	<b>No</b>
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

**Other Species not included in IPaC**

	<b>Yes</b>	<b>No</b>
Additional federal species found in project area (based on IPaC species list)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State species (not bird) found in project area (based upon consultation with IDNR)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Migratory Birds**

	<b>Yes</b>	<b>No</b>
Known usage or presence of birds (i.e. nests)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State bird species based upon coordination with IDNR	<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, E1 to E9), approved by INDOT Site Assessment and Management (SAM) on October 22, 2021, the IDNR Noble County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR DFW early coordination response letter dated July 30, 2021, (Appendix C, C16 to C19), 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.

**Indiana Bat and Northern Long-Eared Bat**

Project information was submitted through the US Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, C20 to C25). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). Other species were generated in the IPaC Species list along with the Indiana bad and NLEB.

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The project qualifies for the Range-wide Programmatic Informal Consultation for the Indiana bat and NLEB, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. A bridge inspection occurred on June 4, 2021 and found no evidence of bats (Appendix C, C40). An effect determination key was completed on November 30, 2021, and based on the responses provided, the project was found to “may affect, not likely to adversely affect” the Indiana bat and/or the NLEB (Appendix C, C26 to C39). INDOT reviewed and verified the effect finding on December 30, 2021 and requested USFWS’s review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and minimization Measures (AMMs) include Lighting AMM 1, which advises that temporary lighting be directed away from bat habitat in the active season; General AMM 1, which directs workers present in bat habitat areas to be aware of environmental commitments; Tree Removal AMM 1, which directs to modify all phases/aspects of the project to avoid tree removal; Tree Removal AMM 2, which requires time of year restrictions for tree removal and/or limits on number of trees removed; Tree Removal AMM 3, which requires tree removal to be limited to that specified in project plans and ensures that contractors understand clearing limits and tree marking; and Tree Removal AMM 4 which requires documented bat roosts, trees near roosts, or documented foraging habitat not to be removed. AMMs and/or commitments are included as firm commitments in the *Environmental Commitments* section of this document.

IPaC indicated one additional species present within the project area, the candidate species monarch butterfly (*Danaus plexippus*). There is no associated critical habitat for this species, and no further coordination is needed regarding this species.

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

**Geological and Mineral Resources**

- Project located within the Potential Karst Features Area of Indiana
- Karst features identified within or adjacent to the project area
- Oil/gas or exploration/abandoned wells identified in the project area

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

Date Karst Study/Report 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, the project is located outside the designated karst region of Indiana as outlined in the July 15, 2021 *Protection of Karst Features during Project Development and Construction* document. According to the topographic map of the project area (Appendix B, B2) and the RFI report (Appendix E, E1 to E9) there are no karst features identified within or adjacent to the project area. In the early coordination response dated June 30, 2021, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C, C11 to C12). The IGWS environmental assessment showed moderate liquefaction potential, moderate bedrock resource potential, high sand and gravel resource potential, and presence of active or abandoned petroleum exploration wells. No petroleum wells were identified in the RFI report, so no impact is expected. Response from IGWS has been communicated to the designer on November 29, 2021. No impacts are expected.

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## 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**

X

**Impacts**

Yes	No
	X
	X
	X
	X
	X

- 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
	X

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

**Sole Source Aquifer**

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

**Wellhead Protection Area and Source Water**

The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on November 22, 2021 by Lochmueller Group. This project is located within a Wellhead Protection Area. Early coordination was sent to Ligonier Water Works on December 3, 2021. No response was received. The features will not be affected because construction and excavation activities will not involve activities or occur at a depth that will impact groundwater. Hazardous material concerns are not present at the site. Per INDOT standard specifications, if any hazardous material concerns are discovered during construction, the IDEM Spill Line should be notified with details of the discovery within 24 hours. INDOT Environmental Services Site Assessment and Management should then be contacted to organize the proper handling of the material to be in accordance with the IDEM guidelines.

**Wells**

The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on November 22, 2021 by Lochmueller Group. One well is located approximately five feet from the southwest corner of the construction limits. The feature will not be affected because construction and excavation activities will not occur at the well. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that these wells will be affected, a cost to cure will likely be included in the appraisal to restore the wells.

**Urban Area Boundary**

Based on a desktop review of the IDEM MS4 Boundary Map for Indiana (<https://www.in.gov/idem/cleanwater/ms4s-boundaries-map-for-indiana/>) by Lochmueller Group on November 22, 2021, this project is not located in an Urban Area Boundary. No impacts are expected.

**Public Water System**

Based on a desktop review, a site visit on June 4, 2021 by Lochmueller Group, and the aerial map of the project area (Appendix B, B3), no public water systems were identified. Therefore, no impacts are expected.



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**Floodplains**

- Project located within a regulated floodplain
- Longitudinal encroachment
- Transverse encroachment
- Homes located in floodplain within 1000' up/downstream from project

**Presence**

X
X
X

**Impacts**

Yes	No
X	
X	
	X

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.*

Based on a desktop review of The IDNR Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) by Lochmueller Group on November 22, 2021, and the RFI report, this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, F9). An early coordination letter was sent on November 22, 2021, to the local Floodplain Administrator. No response was received. This project qualifies as a Category 4 per the current INDOT CE Manual. Two homes are located within the base floodplain within 1,000 feet upstream and no homes are located within the base floodplain within 1,000 feet downstream. The proposed structure will have an effective capacity such that backwater surface elevations are not expected to substantially increase. As a result, there will be no substantial adverse impacts on natural and beneficial floodplain values; there will be no substantial change in flood risks; and there will be no substantial increase in potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not substantial.

**Farmland**

- Agricultural Lands
- Prime Farmland (per NRCS)

**Presence**

X
X

**Impacts**

Yes	No
X	
X	

Total Points (from Section VII of CPA-106/AD-1006\*)      104  
*\*If 160 or greater, see CE Manual for guidance.*

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

Based on a desktop review, a site visit on June 4, 2021 by Lochmueller Group, and the aerial map of the project area (Appendix B, B3), the project will convert 0.05 acre of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on June 30, 2021 to the US Department of Agriculture, Natural Resources Conservation Services (NRCS). Coordination with NRCS resulted in a score of 104 on the NRCS-AD 1006 Form (Appendix C, C15). The farmland acreage amount on the ROW table in this document (0.08 acre) differs from the acreage in the AD-1006 Form (1.0 acre) because NRCS was presented with maximum anticipated ROW amounts which have since been reduced. NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

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**SECTION D – CULTURAL RESOURCES**

<b>Minor Projects PA</b>	<b>Category(ies) and Type(s)</b> <input type="text" value="MPPA-B-12"/>	<b>INDOT Approval Date(s)</b> <input type="text" value="February 18, 2022"/>	<b>N/A</b> <input type="text"/>
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**Full 106 Effect Finding**

No Historic Properties Affected       No Adverse Effect       Adverse Effect

**Eligible and/or Listed Resources Present**

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

**Documentation Prepared** (mark all that apply)

	ESD Approval Date(s)	SHPO Approval Date(s)
APE, Eligibility and Effect Determination	<input type="checkbox"/>	<input type="checkbox"/>
800.11 Documentation	<input type="checkbox"/>	<input type="checkbox"/>
Historic Properties Report or Short Report	<input type="checkbox"/>	<input type="checkbox"/>
Archaeological Records Check and Assessment	<input type="checkbox"/>	<input type="checkbox"/>
Archaeological Phase Ia Survey Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Archaeological Phase Ic Survey Report	<input type="checkbox"/>	<input type="checkbox"/>
Other:	<input type="checkbox"/>	<input type="checkbox"/>

Memorandum of Agreement (MOA)

**MOA Signature Dates** (List all signatories)

*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 December 7, 2021 the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category B, Type B-12 under the Minor Projects Programmatic Agreement. The MPPA was updated to include updated ROW information and was re-approved by INDOT CRO on February 18, 2022 (Appendix D, D1 to D4). MPPA Type B-12 involves replacement, widening, or raising the elevation of the superstructure on existing bridges and bridge replacement projects. Because work will occur in previously undisturbed soils, a Phase Ia archeological survey was required. The investigation examined 3.8 acres through visual inspection and shovel probing and resulted in the documentation of four previously unrecorded archaeological sites, all of which were recommended not eligible for listing in the National Register of Historic Places. No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

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<b>SECTION E – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES</b>
---

	<u>Presence</u>	<u>Use</u>	
		Yes	No
<b>Parks and Other Recreational Land</b>			
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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Wildlife and Waterfowl Refuges</b>			
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"/>
<b>Historic Properties</b>			
Site eligible and/or listed on the NRHP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
 <b><u>Evaluations</u></b>			
	<b><u>Prepared</u></b>		
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, B3), and the RFI report (Appendix E, E1 to E9) there are no potential 4(f) resources located within the 0.5 mile search radius. According to additional research, and by the site visit on June 4, 2021 by Lochmueller Group, there are no Section 4(f) resources within or adjacent to the project area. One planned trail, North Branch of the Elkhart River Trail, is located within the project area. According the attributes available from available geographic information systems data, the planned trail is administered by a 501c3 nonprofit, Noble Trails, Inc. Noble Trails, Inc. does not own any ROW or easements along Rochester Road, inside of which the planned trail could be constructed. Therefore, the trail is not a Section 4(f) resource. The planned trail falls within a County Legal Drain easement. Since the existing public easement does not permit public access for recreational resources, Section 4(f) does not apply. Moreover, the trail will not be implemented within the timeline of the project and the bridge project will not affect the viability of a future trail along this corridor. An early coordination letter was sent to Noble Trails, Inc. on November 23, 2021, and no response was received.

<b>Section 6(f) Involvement</b>	<u>Presence</u>	<u>Use</u>	
<b>Section 6(f) Property</b>		Yes	No
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

The U.S. Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use. A review of 6(f) properties on the INDOT ESD website revealed a total of 23 properties in Noble County (Appendix I, I1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

**SECTION F – Air Quality**

**STIP/TIP and Conformity Status of the Project**

Is the project in the most current STIP/TIP?

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

Is the project located in an MPO Area?

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

Is the project in an air quality non-attainment or maintenance area?

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

If Yes, then:

Is the project in the most current MPO TIP?

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

Is the project exempt from conformity?

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

If No, then:

Is the project in the Transportation Plan (TP)?

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

Is a hot spot analysis required (CO/PM)?

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

Location in STIP:

Pages 539 to 540

Name of MPO (if applicable):

N/A

Location in TIP (if applicable):

N/A

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.*

**STIP/TIP**

This project is included in the Fiscal Year (FY) 2020-2024 Statewide Transportation Improvement Program (STIP) (Appendix H, H1 to H2).

**Attainment Status**

This project is located in Noble County, which is currently in attainment for all criteria pollutants according to The EPA Greenbook Current Nonattainment Counties for All Criteria Pollutants webpage (<https://www3.epa.gov/airquality/greenbook/ancl.html#IN>). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

**MSAT**

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

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## SECTION G - NOISE

**Noise**

**Yes      No**

Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?

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

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

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

## SECTION H – COMMUNITY IMPACTS

**Regional, Community & Neighborhood Factors**

- 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
X	
	X
	X
	X
X	
X	

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

The project complies with local and regional development patterns and will have a negligible impact on community cohesion and community events. The bridge replacement will have a positive community impact by elongating the life and addressing deficiencies of the crossing while gaining greater ability to handle growing transportation needs of the community. ROW acquisition along the property frontage will not substantially diminish the affected properties' existing use.

According to the Indiana Festivals website (<https://indianafestivals.org/>) and the Noble County Convention and Visitors Bureau website (<https://visitnoblecounty.com/>), accessed on December 16, 2021 by Lochmueller Group, there are three festival occurring in nearby Ligonier:

- Ligonier Marshmallow Festival (September)
- Stone's Trace Pioneer Festival, Ligonier (September)
- Fashion Farm Pumpkin Fantasyland (October)

The proposed project will require a detour. Traffic to these festivals may be redirected and slowed, but direct access to them will not be affected. See MOT plan in Appendix B, B22.

The project complies with Noble County's December 3, 2012 ADA Transition Plan. The project will not infringe on people with disabilities' ability to participate or enjoy community programs, services, or activities. No sidewalks or buildings warranting ADA compliance are present within the project area or planned as part of the 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*

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*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, B3), and the RFI report (Appendix E, E1 to E9) there are no public facilities within the 0.5 mile search radius. That number was confirmed by the site visit on June 4, 2021 by Lochmueller Group. There are no public facilities within or adjacent to the project area, therefore, no impacts are expected. Access to all properties will be maintained during construction. Early coordination was sent to Noble County emergency services and the West Noble School Corporation on June 30, 2021. No response was received.

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. This is a firm commitment.

**Environmental Justice (EJ)** (Presidential EO 12898)

During the development of the project were EJ issues identified?  
Does the project require an EJ analysis?

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

If YES, then:

Are any EJ populations located within the project area?

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

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

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

*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 and 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 right-of-way. The project will require approximately 1.00 acre of new permanent ROW. Therefore, an EJ Analysis is required (Appendix I, I23 to I33). Land use within the proposed permanent ROW consists of residential properties and wooded riparian areas. No historic sites are present. No relocations are anticipated.

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 Noble County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is made up of two census tracts, Census Tract 9721 (AC 1) and Census Tract 9722 (AC 2). 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 U.S. Census Bureau's webpage (<https://data.census.gov/cedsci/>) from 2019 was obtained on May 21, 2021 by Lochmueller Group. The data collected for minority and low-income populations within the AC are summarized in the below table.

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	<b>COC</b>	<b>AC 1</b>	<b>AC 2</b>
	Noble County, Indiana	Census Tract 9721, Noble County, Indiana	Census Tract 9722, Noble County, Indiana
<b>LOW-INCOME POPULATION</b>			
<b>Total Population for Whom Poverty Status is Determined</b>	46,413	4,472	4,750
<b>Total Population Below Poverty Level</b>	3,453	268	436
<b>Percent Low-Income</b>	7.4%	6.0%	9.2%
<b>125 Percent of COC</b>	9.3%		
<b>AC Percent Low-Income Greater Than 125 Percent of COC?</b>		NO	NO
<b>AC Percent Low-Income Greater Than 50 Percent?</b>		NO	NO
<b>Population of EJ Concern?</b>		NO	NO
<b>MINORITY POPULATION</b>			
<b>Total Population</b>	47,506	4,528	4,788
<b>Minority Population</b>	6,146	480	2,800
<b>Percent Minority</b>	12.9%	10.6%	58.5%
<b>125 Percent of COC</b>	16.2%		
<b>AC Percent Minority Greater Than 125 Percent of COC?</b>		NO	YES
<b>AC Percent Minority Greater Than 50 Percent?</b>		NO	YES
<b>Population of EJ Concern?</b>		NO	YES

AC-1, Census Tract 9721, has a percent low-income of 6.0% which is below 50% and is below the 125% COC threshold. AC-2, Census Tract 9722 has a percent low-income of 9.2% which is below 50% and is below the 125% COC threshold. Therefore, both AC's do not contain low-income populations of EJ concern.

AC-1, Census Tract 9721 has a percent minority of 10.6% which is below 50% and is below the 125% COC threshold. AC-2, Census Tract 9722, has a percent minority of 58.5% which is above 50% and is above the 125% COC. Therefore AC-2 is a minority population of EJ concern.

**Conclusion**

Overall, the negative impacts to property owners within the project area will be minimal and consist primarily of short-term construction impacts and the loss of a strip of ROW along the property frontage. No relocations are anticipated. The ROW to be acquired will not substantially diminish the remaining properties' existing use. The maintenance of traffic (MOT) for this project will involve a full closure with a detour to adequately address rerouted traffic. Access will be maintained for property owners during construction of the project. The project will benefit any EJ community in this area due to the improved safety and traffic flow at the bridge. It is expected that the project will not have a disproportionately high and adverse environmental or health impact to low-income or minority populations of EJ concern when compared to non EJ populations.

The EJ Analysis was sent to INDOT Environmental Services Division (ESD) on November 4, 2021. INDOT ESD concurred that the project will not have a disproportionately high and adverse environmental or health impact to populations of EJ concern when compared to non-EJ populations on November 16, 2021 (Appendix I, I33).

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**Relocation of People, Businesses or Farms**

Will the proposed action result in the relocation of people, businesses or farms?  
Is a BIS or CSRS required?

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

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

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

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

**SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES**

**Hazardous Materials & Regulated Substances** (Mark all that apply)

**Documentation**

- Red Flag Investigation (RFI)
- Phase I Environmental Site Assessment (Phase I ESA)
- Phase II Environmental Site Assessment (Phase II ESA)
- Design/Specifications for Remediation required?

<b>X</b>

Date RFI concurrence by INDOT SAM (if applicable): October 22, 2021

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

Based on a review of GIS and available public records, a RFI was concurred by INDOT SAM on October 22, 2021 (Appendix E, E1 to E9). One National Pollutant Discharge Elimination System (NPDES) Facility is located within 0.5 mile of the project area. The facility, Indian Lakes Mobile Home facility, is located approximately 0.22 mile west of the project area. No impact is expected. Further investigation for hazardous material concerns is not required at this time.



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**Part IV – Permits and Commitments**

**PERMITS CHECKLIST**

Permits (mark all that apply)

Likely Required

**Army Corps of Engineers (404/Section10 Permit)**

Nationwide Permit (NWP)	
Regional General Permit (RGP)	X
Individual Permit (IP)	
Other	

**IN Department of Environmental Management (401/Rule 5)**

Nationwide Permit (NWP)	
Regional General Permit (RGP)	X
Individual Permit (IP)	
Isolated Wetlands	
Rule 5	X
Other	

**IN Department of Natural Resources**

Construction in a Floodway	X
Navigable Waterway Permit	
Other	

**Mitigation Required**

**US Coast Guard Section 9 Bridge Permit**

**Others (Please discuss in the discussion below)**

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

Based on the anticipated 106 feet (0.17 acre) of permanent impacts to Elkhart River below the OHWM, it is likely that a USACE Section 404 RGP and an IDEM Section 401 WQC permit will be required. The automated letter that was generated from the IDEM website on June 30, 2021, indicates that if a USACE Section 404 permit is required, a Section 401 WQC from the IDEM Office of Water Quality must be obtained.

Because the project takes place in the floodway of Elkhart River, it is likely that an IDNR Construction in Floodway (CIF) permit will be needed.

Due to ground disturbance in excess of the 1.0 acre threshold (1.04 acres), a Construction Stormwater General Permit will likely be required from IDEM.

Although Elkhart River is listed as a Legal Drain in Noble County, a County Regulated Drain permit is not required in Noble County.

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

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

## Indiana Department of Transportation

County Noble

Route Rochester Road

Des. No. 1902840

### ENVIRONMENTAL COMMITMENTS

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

#### Firm:

1. Any work in a wetland area within right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the U.S. Army Corps of Engineers permit. (INDOT EWPO)
2. 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)
3. 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)
4. USFWS Bridge/Structure Assessment shall take place no earlier than two (2) years prior to the start of construction. If construction will begin after June 4, 2023 an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT ESD)
5. One IDEM 303d impaired stream, Elkhart River, crosses the project area. Elkhart River is listed as impaired for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. (INDOT SAM)
6. 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)
7. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
8. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
9. Tree Removal AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present (October 1st through March 31st), or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/ rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS & IDNR)
10. 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)
11. 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)
12. Should it be determined during the right-of-way phase that water wells will be affected, a cost to cure will likely be included in the appraisal to restore the wells. (INDOT ROW)

#### For Further Consideration:

1. Rip rap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (rip rap must not be placed above the existing streambed elevation). Rip rap may be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Northern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. (IDNR DFW)
2. 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 nonwetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10 inches dbh or greater (5:1 mitigation based on the number of large trees). (IDNR DFW)
3. Do not excavate in the low flow area except for the placement of piers, foundations, and rip rap, or removal of the old structure. (IDNR DFW)
4. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR DFW)
5. Use minimum average 6 inch graded rip rap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR DFW)

**Appendix A: INDOT Supporting Documentation**

Threshold Chart..... A1

**Appendix B: Graphics**

General Location Map ..... B1  
USGS Topographic Map..... B2  
Aerial Map (2017) ..... B3  
Photo Location Map..... B4  
Site Photographs ..... B5-B17  
Preliminary Plans..... B18-B30

**Appendix C: Early Coordination**

Sample Early Coordination Letter (June 30, 2021)..... C1-C3  
Indiana Department of Environmental Management  
Automatic Response Letter (June 30, 2021)..... C4-C10  
Indiana Geological and Water Survey  
Automatic Response Letter (June 30, 2021)..... C11-C12  
US Department of Homeland Security, Ninth Coast Guard District  
Response Letter (July 14, 2021) ..... C13  
US Department of Agriculture, Natural Resource Conservation Service  
Response Letter (July 22, 2021) ..... C14  
NRCS-AD-1006 Form (July 29, 2021) ..... C15  
Indiana Department of Natural Resources, Division of Fish and Wildlife  
Response Letter (July 30, 2021)..... C16-C19  
US Department of the Interior, Fish and Wildlife Service  
Official Species List (December 29, 2021)..... C20-C25  
Concurrence Verification Letter (December 30, 2021) ..... C26-C39  
Bridge/Structure Bat Assessment Form (June 4, 2021) ..... C40

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

Minor Projects PA Project Assessment Form (Approved February 18, 2022) ..... D1-D4

**Appendix E: Red Flag Investigation and Hazardous Materials**

Red Flag Investigation (Approved October 22, 2021) ..... E1-E9

**Appendix F: Water Resources**

Waters of the US Report (November 15, 2021)..... F1-F6  
USDA SSURGO Soils Map ..... F7  
USFWS NWI Map..... F8  
Best Available Flood Hazard Map (IDNR Floodplain Information Portal)..... F9  
StreamStats Watershed Map..... F10  
Water Resources Map ..... F11  
Preliminary Jurisdictional Determination Form..... F12-F15

**Appendix G: Public Involvement**

Sample Notice of Survey (November 5, 2020)..... G1

**Appendix H: Air Quality**

Relevant pages from the INDOT FY 2020-2024 STIP ..... H1-H2

**Appendix I: Other Information**

Land and Water Conservation Fund Grants: Noble County ..... I1  
INDOT Bridge Inspection Report (April 08, 2021) ..... I2-I22  
Environmental Justice Analysis (Approved November 16, 2021) ..... I23-I33

**Categorical Exclusion**

**Appendix A**

**INDOT Supporting Documentation**

## Categorical Exclusion Level Thresholds

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

<sup>1</sup> Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

<sup>2</sup> Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

<sup>3</sup> Total permanent impacts to streams (linear feet) and wetlands (acres).

<sup>4</sup> US Army Corps of Engineers Individual 404 Permit

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

<sup>6</sup> Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.

<sup>7</sup> 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.

<sup>8</sup> Potential for causing a disproportionately high and adverse impact.

<sup>9</sup> 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.

<sup>10</sup> Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

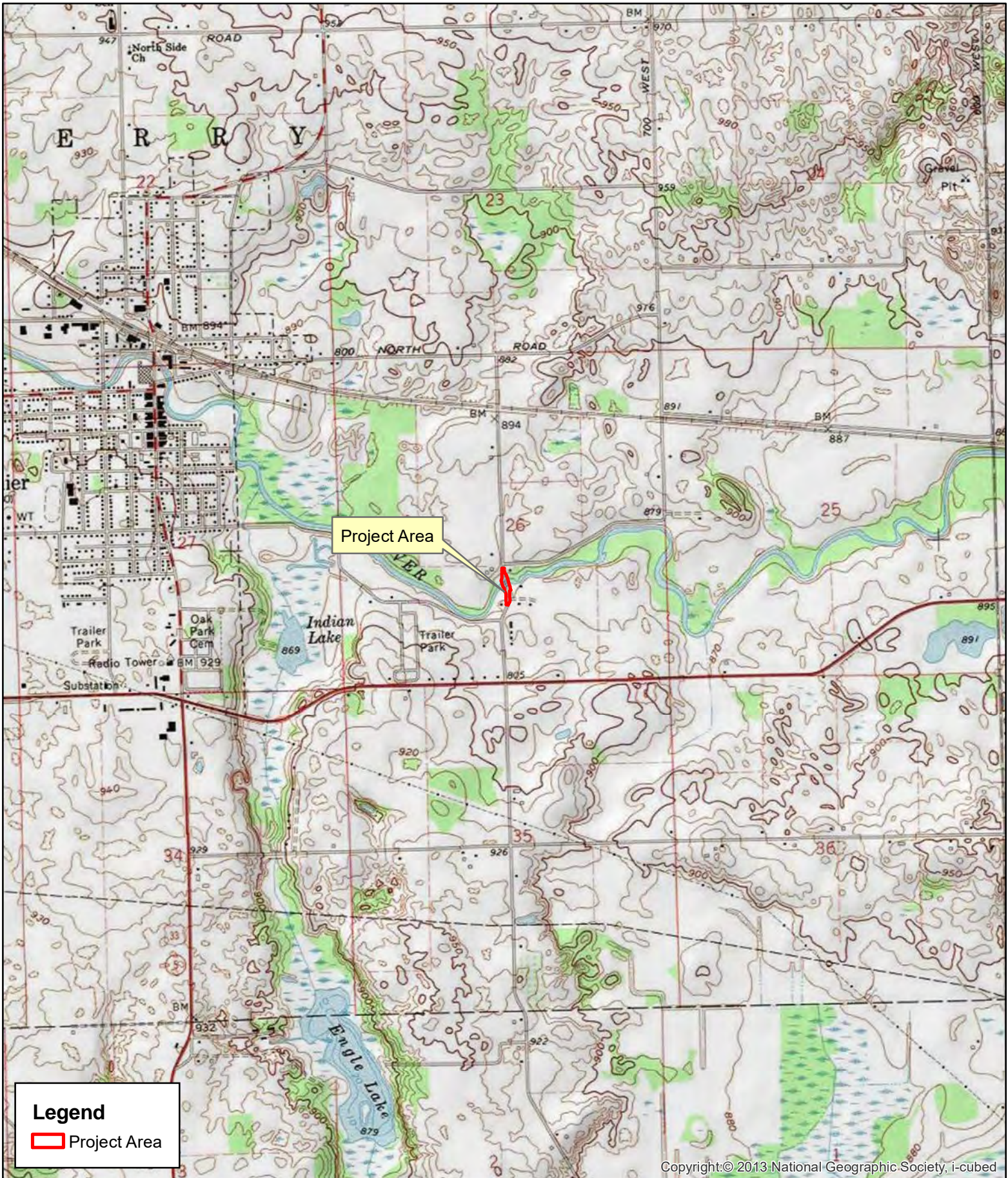
\* Includes the threatened/endangered species critical habitat

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


**Categorical Exclusion**  
**Appendix B**  
**Graphics**








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**Legend**  
 Project Area

**LOCHMUELLER GROUP**  
 112 West Jefferson Blvd, Suite 500  
 South Bend, Indiana 46601  
 574.334.5460

**USGS Topographic Map**  
**Ligonier Quadrangle (1:24,000)**  
 Des. No. 1902840

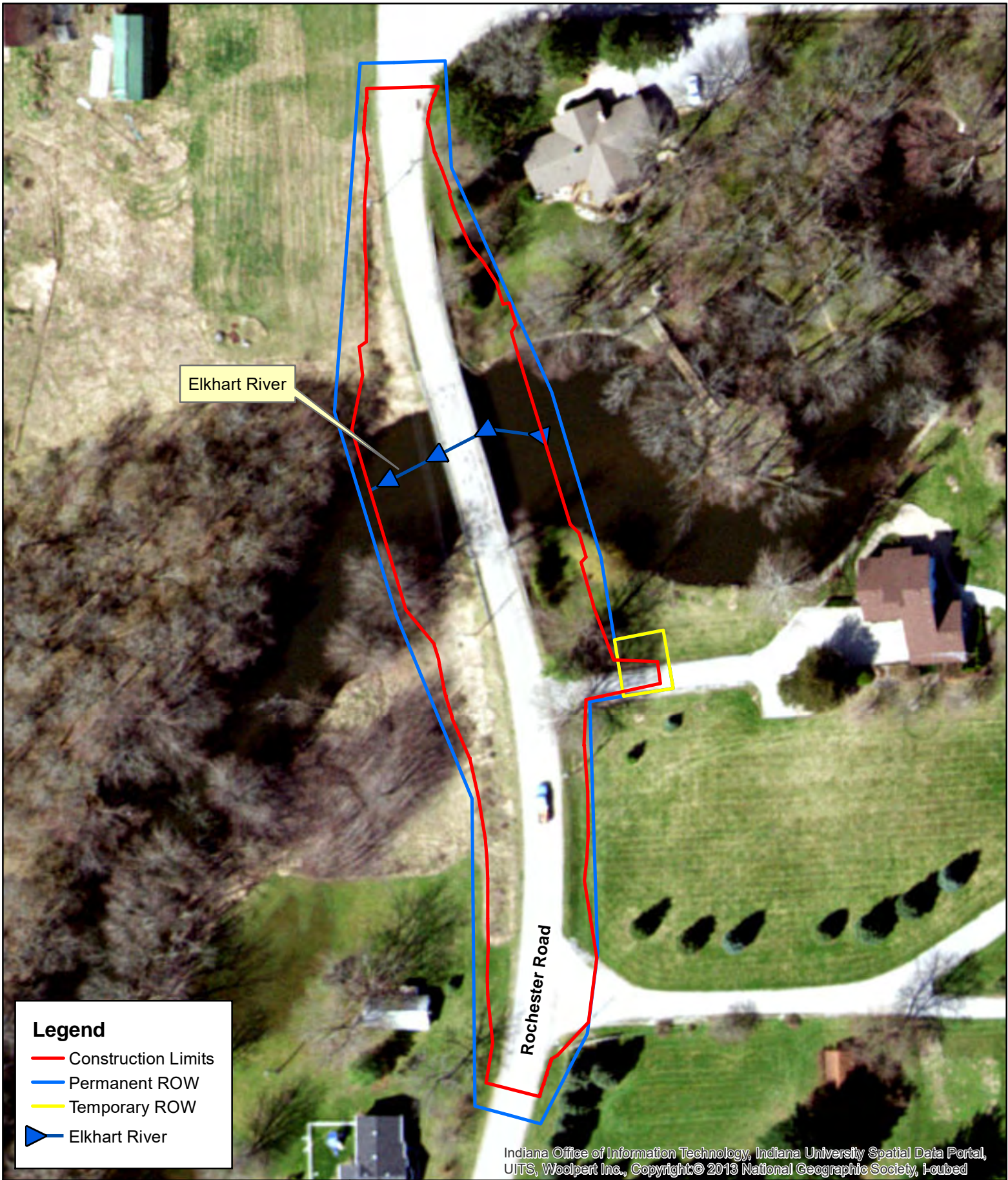
0 1,000 2,000 Feet



County: Noble  
 Township: Perry  
 State: Indiana

Noble Co. Bridge #69  
 Rochester Road, 0.32 Mile North of US 6  
 Created: 12/3/2021, C. Hoogewerf





Elkhart River

Rochester Road

**Legend**

- Construction Limits
- Permanent ROW
- Temporary ROW
- ▶ Elkhart River

Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert Inc., Copyright:© 2013 National Geographic Society, I-cubed

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 112 West Jefferson Blvd, Suite 500  
 South Bend, Indiana 46601  
 574.334.5460

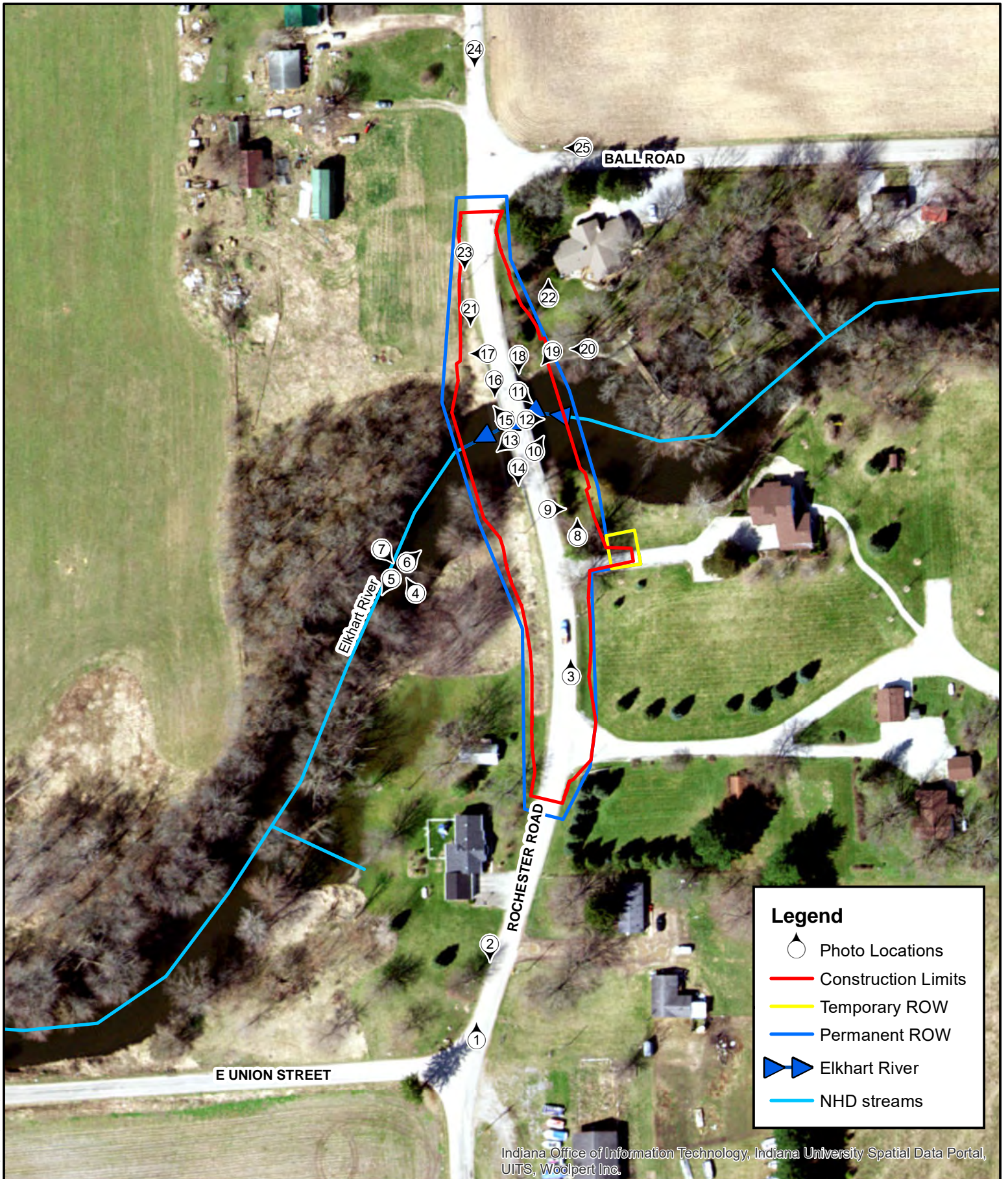
**Aerial Map (2017)**  
**Des. No. 1902840**

0      45      90  
 Feet







County: Noble  
 Township: Perry  
 State: Indiana

Noble Co. Bridge #69  
 Rochester Road, 0.32 Mile North of US 6  
 Created: 1/7/2022, C. Hoogewerf





**Legend**

-  Photo Locations
-  Construction Limits
-  Temporary ROW
-  Permanent ROW
-  Elkhart River
-  NHD streams


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



**LOCHMUELLER GROUP**  
 112 West Jefferson Blvd, Suite 500  
 South Bend, Indiana 46601  
 574.334.5460

**Photo Location Map**  
 Des. No. 1902840

0      75      150  
 Feet



County: Noble  
 Township: Perry  
 State: Indiana

Noble Co. Bridge 69  
 Rochester Road, 0.32 Mile North of US 6  
 Created: 1/13/2022, C. Hoogewerf

X:\p\Production\FGDB\2020\120-03066\Project\Outputs\MapDocs\MXDs\WOTU\SI\Photo\_Location\_Map.mxd





1. Looking north along Rochester Road from Union Street intersection



2. Looking south along Rochester Road toward Union Street intersection





3. Looking north along Rochester Road towards structure



4. Looking northwest at Elkhart River right bank at OHWM





5. Looking southwest downstream Elkhart River from OHWM (41.456387°N -85.567566°W)



6. Looking northeast upstream Elkhart River from ordinary high watermark line (41.456387°N -85.567566°W)





7. Looking southeast at Elkhart River left bank at OHWM (41.456387°N -85.567566°W)



8. Looking north towards Elkhart River from bottom of embankment on residential property





9. Looking east from southeast corner of bridge into residential property



10. Looking northeast from structure at Elkhart River right bank





11. Looking southeast from structure at Elkhart River left bank



12. Looking east from structure at Elkhart River upstream





13. Looking southwest from structure along Elkhart River downstream



14. Looking south from structure at Elkhart River left bank





15. Looking northwest from structure at Elkhart River right bank



16. Looking south from Elkhart River right bank





17. Looking southwest along Elkhart River downstream from right bank



18. Looking south at structure from embankment





19. Looking southwest at structure from Elkhart River right bank



20. Looking west toward structure along Elkhart River right bank





21. Looking south along Rochester Road at structure



22. Looking south along project limits east of Rochester Road





23. Looking south along Rochester Road towards structure



24. Facing south along Rochester Road





25. Facing west along Ball Road toward Rochester Road

PROJECT 1902840	DESIGNATION 1902840
CONTRACT B-42775	BRIDGE FILE 57-00069 B

STRUCTURE INFORMATION				
STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
57-00069 B	Composite Prestressed Concrete Bulb-tee Beam	1 Span: 96'-0" Skew: 0°	Elkhart River	20+80.07 Line "A"

PFC Plans  
December 14, 2021

APPROVED BY:  
NOBLE COUNTY BOARD OF COMMISSIONERS

Gary D. Leatherman, President \_\_\_\_\_ Date

Anita F. Hess, Vice-President \_\_\_\_\_ Date

David J. Dolezal, Member \_\_\_\_\_ Date

ATTEST BY:  
NOBLE COUNTY AUDITOR

Tonya L. Jones, County Auditor \_\_\_\_\_ Date

RECOMMENDED FOR APPROVAL BY:  
NOBLE COUNTY HIGHWAY DEPARTMENT

Zachary S. Smith, P.E., Noble County Engineer, Employee in Responsible Charge \_\_\_\_\_ Date

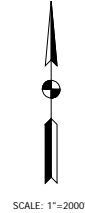
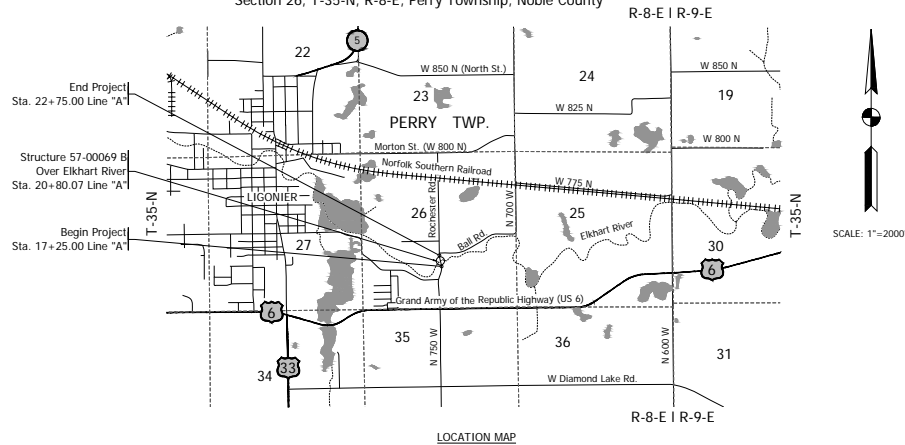
# INDIANA DEPARTMENT OF TRANSPORTATION



## BRIDGE PLANS FOR SPANS OVER 20 FEET

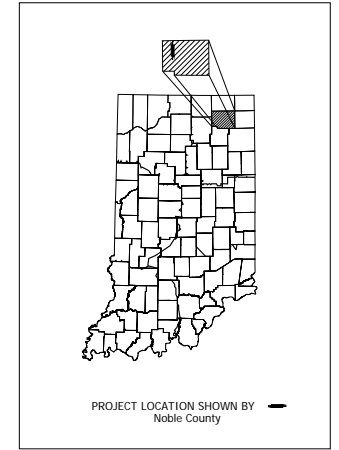
ROUTE: ROCHESTER ROAD AT: ELKHART RIVER  
PROJECT NO. 1902840 P.E.  
1902840 R/W  
1902840 CONST.

Bridge Replacement on IR 6320, Rochester Road over Elkhart River  
Located 0.32 Miles North of Grand Army of the Republic Highway (US 6)  
Section 26, T-35-N, R-8-E, Perry Township, Noble County



TRAFFIC DATA	
A.A.D.T. (2024)	720 V.P.D.
A.A.D.T. (2044)	1157 V.P.D.
D.H.V. (2044)	116 V.P.H.
DIRECTIONAL DISTRIBUTION	50 %
TRUCKS	10% A.A.D.T. 10% D.H.V.

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



LATITUDE: 41° 27' 24" LONGITUDE: 85° 34' 02"

BRIDGE LENGTH:	0.018	MI.
ROADWAY LENGTH:	0.086	MI.
TOTAL LENGTH:	0.104	MI.
MAX. GRADE:	1.80	%

HUC 12: 040500011802  
HUC 14: 04050001190010

112 West Jefferson Blvd. Suite 500  
South Bend, Indiana 46601  
Phone: 574.334.5460

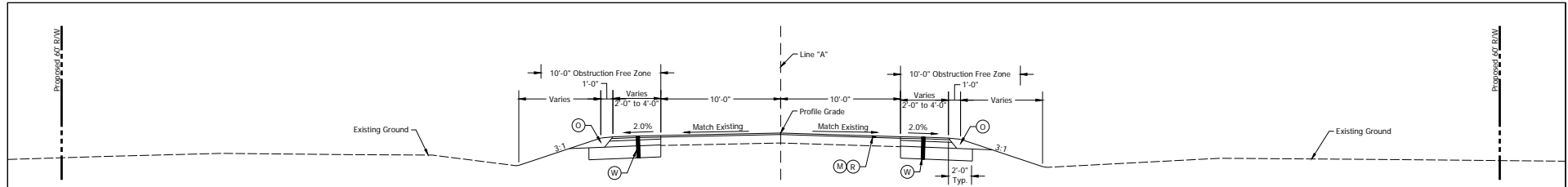
PLANS PREPARED BY:	Lochmueller Group, Inc.	574-334-5460 PHONE NUMBER
CERTIFIED BY:	REGISTERED PROFESSIONAL ENGINEER STATE OF INDIANA NO. 10302082	_____/_____/_____ DATE
CERTIFIED BY:	REGISTERED PROFESSIONAL ENGINEER STATE OF INDIANA NO. 19800103	_____/_____/_____ DATE
APPROVED FOR LETTING:	INDIANA DEPARTMENT OF TRANSPORTATION	_____/_____/_____ DATE

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

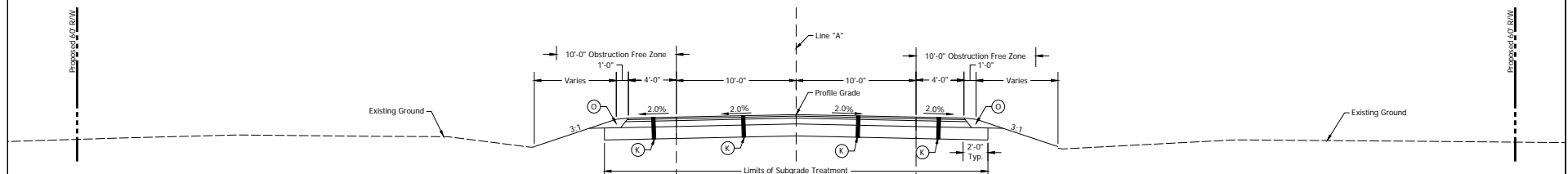
BRIDGE FILE	57-00069 B
DESIGNATION	1902840
SURVEY BOOK	SHEET
ELECTRONIC	1 of 19
CONTRACT	PROJECT
B-42775	1902840



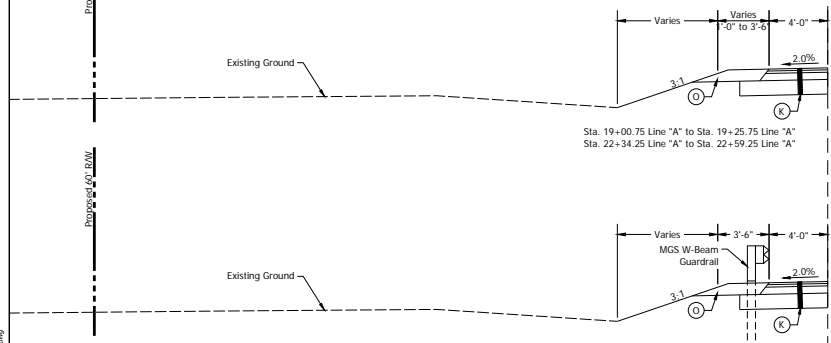




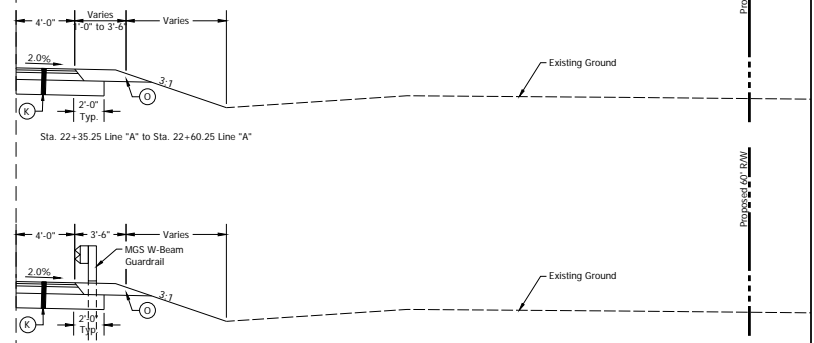
**TYPICAL INCIDENTAL SECTION**  
 Sta. 17+00.00 Line "A" to Sta. 17+25.00 Line "A"  
 Sta. 22+75.00 Line "A" to Sta. 23+00.00 Line "A"



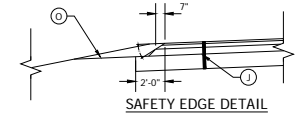
**TYPICAL FULL DEPTH SECTION**  
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 Sta. 22+60.25 Line "A" to Sta. 22+75.00 Line "A"



**TYPICAL GUARDRAIL SECTION**  
 Sta. 19+25.75 Line "A" to Sta. 20+10.82 Line "A"  
 Sta. 21+49.33 Line "A" to Sta. 22+34.25 Line "A"



**TYPICAL GUARDRAIL SECTION**  
 Sta. 19+44.25 Line "A" to Sta. 20+10.82 Line "A"  
 Sta. 21+49.33 Line "A" to Sta. 22+35.25 Line "A"



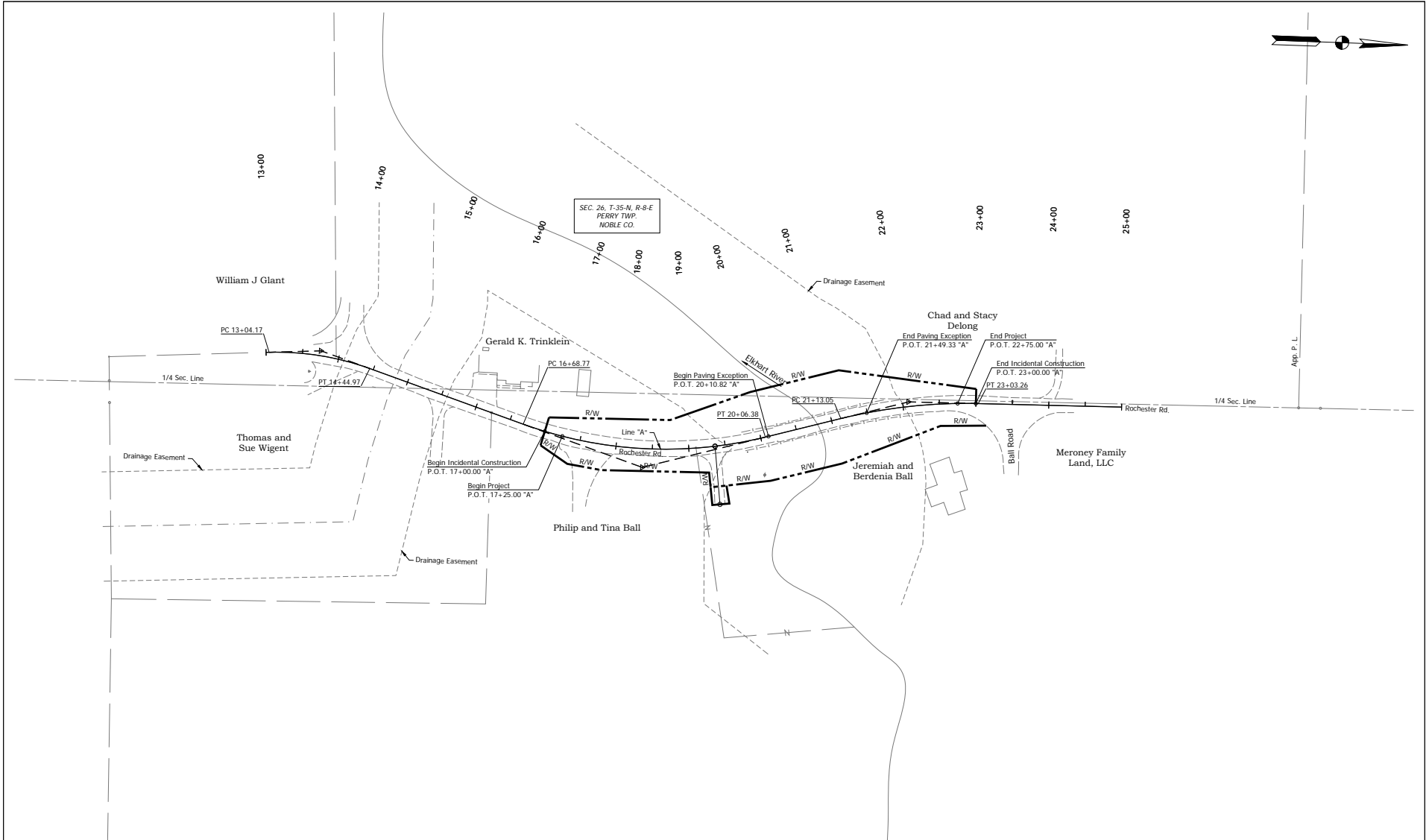
- (K) 165 LB/SYS QC/QA HMA, 3, 64, Surface 9.5mm on 275 LB/SYS QC/QA HMA, 3, 64, Intermediate 19.0mm on 6 IN Compacted Aggregate, No. 53 on Subgrade Treatment, Type ID
- (M) Milling, Asphalt, 1 1/2 in.
- (R) 165 LB/SYS QC/QA HMA, 3, 64, Surface 9.5mm
- (W) 165 LB/SYS QC/QA HMA, 3, 64, Surface 9.5mm on Widening for HMA consisting of 275 LB/SYS HMA, Type C, Intermediate on 6 IN Compacted Aggregate, No. 53 on Subgrade Treatment, Type ID
- (O) Compacted Aggregate, No. 53

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: MDV	DRAWN: JAG	
CHECKED: BKA	CHECKED: BKA	

**INDIANA DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS**

HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'-0"	57-0069 B
VERTICAL SCALE	DESIGNATION
1/4" = 1'-0"	1902840
SURVEY BOOK	SHEET
ELECTRONIC	3
CONTRACT	19
B-42775	PROJECT
	1902840



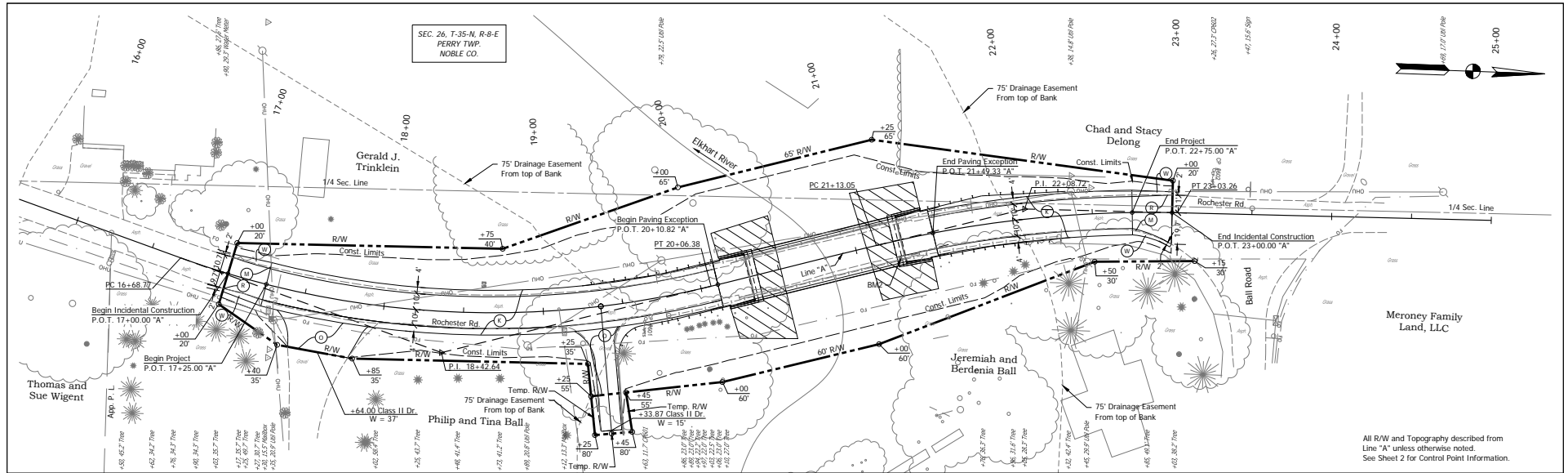
Date: Nov 27, 2023, 1:12pm User: bmoore\_mwp  
 File: \\sdc\mwp\production\1902840\1902840\1902840\1902840.dwg

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED BY: MEV	DRAWN BY: MEV	CHECKED BY: BKA	CHECKED BY: BKA

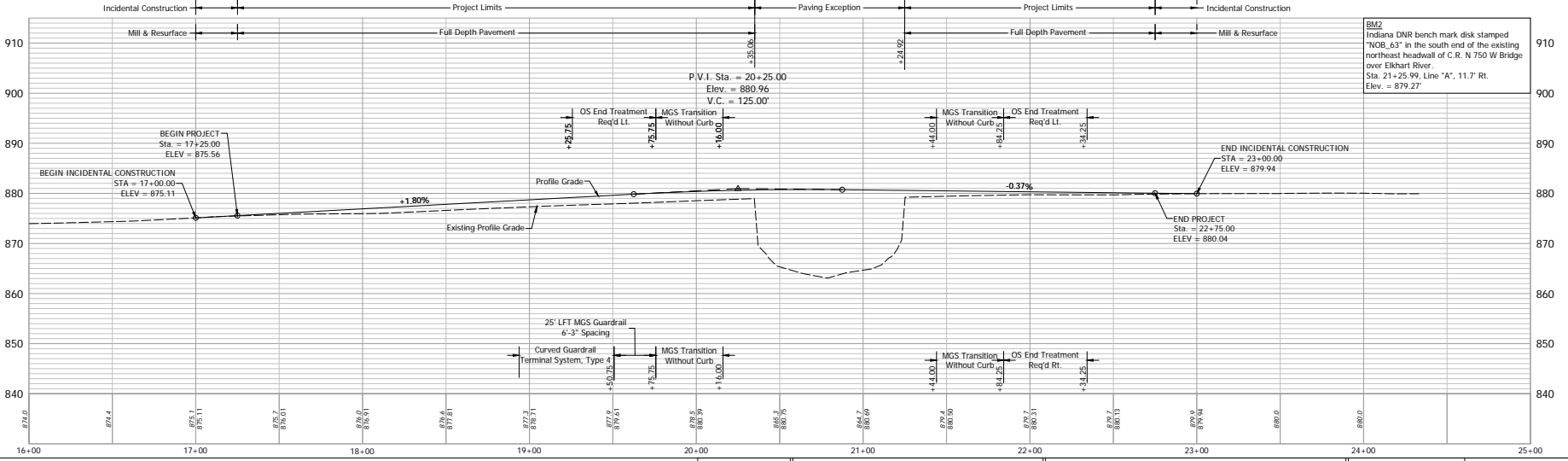
INDIANA  
 DEPARTMENT OF TRANSPORTATION  
  
 PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	S7-00069 B
VERTICAL SCALE	DESIGNATION
N/A	1902840
SURVEY BOOK	SHEETS
ELECTRONIC	4 of 19
CONTRACT	PROJECT
B-42775	1902840





All R/W and Topography described from Line "A" unless otherwise noted. See Sheet 2 for Control Point Information.



BM2 Indiana DNR bench mark disk stamped "NOB.63" in the south end of the existing northeast headwall of C.R. N 750 W Bridge over Elkhart River. Sta. 21+25.99, Line "A", 11.7' Rt. Elev. = 879.27'

- (K) 165 LB/SYS QC/QA HMA, 3, 64, Surface 9.5mm on 275 LB/SYS QC/QA HMA, 3, 64, Intermediate 19.0mm on 6 IN Compacted Aggregate, No. 53 on Subgrade Treatment, Type ID
- (M) Milling, Asphalt, 1 1/2 in.
- (R) 165 LB/SYS QC/QA HMA, 3, 64, Surface 9.5mm
- (O) Compacted Aggregate, No. 53

- (W) 165 LB/SYS QC/QA HMA, 3, 64, Surface 9.5mm on Widening for HMA consisting of: 275 LB/SYS HMA, Type C, Intermediate on 6 IN Compacted Aggregate, No. 53 on Subgrade Treatment, Type ID

DESIGNED:	MEW	DRAWN:	MEW
CHECKED:	BAK	CHECKED:	BAK

INDIANA DEPARTMENT OF TRANSPORTATION  
 PLAN AND PROFILE - LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	57-0000 B
VERTICAL SCALE	DESIGNATION
1" = 10'	1902840
SURVEY BOOK	SHEETS
ELECTRONIC	6 of 19
CONTRACT	PROJECT
B-42775	1902840











**GENERAL NOTES**

Reinforcing steel cover shall be 2 1/2" in top and 1" minimum in bottom of floor slab, 3" in footings, except bottom steel which shall be 4", and 2" in all other parts, unless noted.

**DESIGN DATA**

Designed for HL-93 loading, in accordance with AASHTO LRFD Bridge Design Specifications, Ninth Edition, 2020, and subsequent interims.

**DEAD LOAD**

Actual weight plus 35 lb/ft<sup>2</sup> for future wearing surface and 15 lb/ft<sup>2</sup> for permanent metal deck forms.

**FLOOR SLAB**

Designed with a 7 1/2" structural depth plus 1/2" sacrificial wearing surface.

**DESIGN STRESSES**

**CONCRETE**

Class C       $f_c = 4000$  psi  
 Class B       $f_c = 3000$  psi  
 Class A       $f_c = 3500$  psi

**REINFORCING STEEL**

Grade 60       $f_y = 60,000$  psi

**CONSTRUCTION LOADING**

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

**DECK FALSEWORK LOADS**

Designed for 15 lb/ft<sup>2</sup> for permanent metal stay-in-place deck forms, removable deck forms, and 2-ft exterior walkway.

**CONSTRUCTION LIVE LOAD**

Designed for 20 lb/ft<sup>2</sup> extending 2-ft past the edge of coping and 75 lb/ft vertical force applied at a distance of 6 in. outside the face of coping over a 30-ft length of the deck centered with the finishing machine.

**FINISHING-MACHINE LOAD**

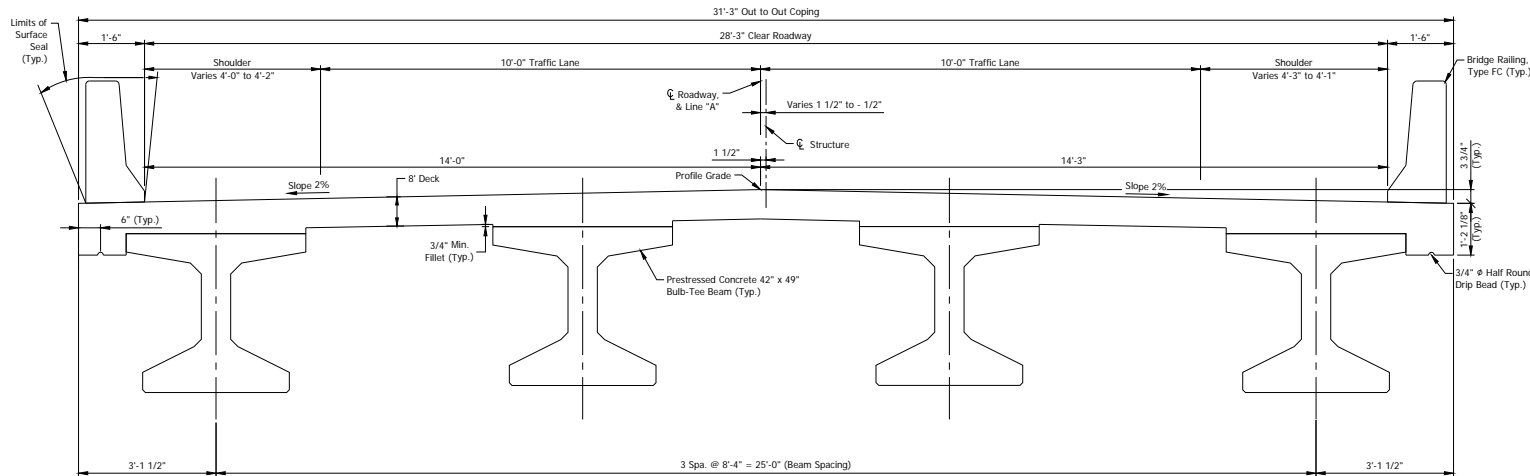
4500 lb distributed over 10 ft along the coping.

**WIND LOAD**

Designed for 70 mph horizontal wind loading in accordance with LRFD 3.8.1.

**SEISMIC DESIGN LOAD**

Seismic Design Category      x  
 Acceleration Coefficient      xx  
 Seismic Soil Profile Type      Class x



**TYPICAL SECTION**  
 Scale: 3/4" = 1'-0"

**COMPOSITE PRESTRESSED CONCRETE  
 BULB-TEE BEAM BRIDGE**  
 1 SPAN: 96'-0"  
 28'-3" CLEAR ROADWAY; NO SKEW  
 ROCHESTER ROAD OVER ELKHART RIVER  
 NOBLE COUNTY

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NB	DRAWN: NEG	
CHECKED: EJJ	CHECKED: NB	

INDIANA  
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	S7-00069 B
VERTICAL SCALE	DESIGNATION
AS NOTED	1902840
SURVEY BOOK	SHEETS
ELECTRONIC	11 of 19
CONTRACT	PROJECT
B-42775	1902840

Date: Nov 22, 2022, 1:45pm User Name: msp  
 File: \\hpc\hpc\p001\production\1902840\1902840.dwg (CAD) View General Model e9.dwg

Date: Nov 22, 2021, 1:46pm User: bharat\_murali  
 File: \\sdc\apps\pilot\production\files\1902840\1902840\Draw\Bridge\_Summary.dwg

ITEM	CONCRETE					RAILING CONCRETE, PS-1	REINF. BARS, EPOXY COATED	RAILING STEEL, PS-1	CONCRETE BRIDGE RAILING TRANSITION, TFS-1	BARRIER DELINEATOR	REINF. CONC. BRIDGE APPROACH LF	SUBGRADE FOR PCP	GEO TEXTILE FOR SUBGRADE, TYPE 2B	EXCAVATION, FOUNDATION, UNCLASSIFIED	AGGREGATE FOR END BENT BACKFILL	GEO TEXTILE FOR BURNAP, TYPE 1A	PIPE, END BENT DRAIN, 6 IN	PIPE, ROADWAY DRAIN CASTING EXTENSION	CONC. STR. MEMBERS		THREADED TIE BAR ASSEMBLY, SPOXY COATED	GRATE, BASINS, & FETTINGS, CAST IRON	TEST PILE, INDICATOR		DYNAMIC PILE LOAD TEST	PILE, STEEL PIPE, 0.375 IN, 14 IN	CONICAL PILE TIP, 14 IN	SURFACE SEAL
	CLASS C SUPERSTR	CLASS C SUBSTR	CLASS A SUBSTR	CLASS B ABOVE FIG.	CLASS B IN FIG.														CYS	LBS			LFT	EACH				
Superstructure																												
End Bent No. 1																												
End Bent No. 2																												
H. C. Bridge Approach (12") at End Bent No. 1																												
H. C. Bridge Approach (12") at End Bent No. 2																												
Rating, FC																												
TOTALS																												

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER _____ DATE _____		INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE	BRIDGE FILE	
				NONE	57-00049 B	
DESIGNED: NB	DRAWN: NEG		BRIDGE SUMMARY	VERTICAL SCALE	DESIGNATION	
CHECKED: EJK	CHECKED: NB			NONE	1902840	
			SURVEY BOOK	SHEET		
				ELECTRONIC	12	of 19
				CONTRACT	PROJECT	
			8-42775	1902840		



**Categorical Exclusion**  
**Appendix C**  
**Early Coordination**



November 23, 2021

SAMPLE EARLY  
COORDINATION  
LETTER

Re: Early Coordination Letter, Des. No.: 1902840, Rochester Road Bridge over Elkhart River, Approximately 0.32 mile north of US 6 in Noble County, Indiana

Dear:

Noble County and the Federal Highway Administration (FHWA) with oversight by the Indiana Department of Transportation (INDOT) Fort Wayne District, intend to proceed with the aforementioned bridge project along Rochester Road in Noble County (Des. No. 1902840).

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 in Noble County, Indiana along Rochester Road (also known as CR N 750 W) outside of Ligonier, Indiana, approximately 0.32 mile north of US 6. Specifically, the project is located in Section 26, Township 35 North, Range 8 East in Perry Township as depicted on the Ligonier Quadrangle of U.S. Geological Survey 1:24,000 scale map. Adjacent land use is rural and consists of agriculture fields, residential property, and wooded areas.

Rochester Road is functionally classified as a local road. The typical cross section of Rochester Road consists of two 11-foot wide travel lanes with no shoulders present. The posted speed limit at the project location is 30 miles per hour. Bridge No. 57-00069 was built in 1971 and is a single-span, prestressed concrete structure that carries Rochester Road over the Elkhart River. The clear roadway width is 22.0 feet, out-to-out deck width is 24.3 feet, and the bridge length is 90.0 feet.

The need for the project stems from the deteriorated condition of the bridge. According to the structure inspection report dated April 3, 2019, overall condition of the bridge was rated a 6 out of 9 which represents a “satisfactory” condition. Condition ratings range from 0, which represents a failed structure, to 9, which represents a new structure with no deficiencies. The purpose is to improve the condition of the structure to a rating of at least 7.

*Proposed Project*

The proposed project involves the replacement of Bridge No. 57-00069. The replacement bridge is expected to be a single-span beam bridge featuring two 10-foot wide travel lanes with 4-foot approximate shoulders. The new proposed structure will be 96 feet in length. Approach work is

expected. The roadway section will include two 10-foot lanes with curb and gutter on both sides. New storm drainage will be installed.

The maintenance of traffic (MOT) plan will include a full closure with detour route. The preliminary detour route will likely utilize Jackson Street, Morrison Road, and River Road. Local access will be maintained. The MOT will be implemented per the *Indiana Design Manual* guidelines. Construction is anticipated to begin in 2024.

#### *Right-of-Way (ROW)*

This project is anticipated to require new permanent ROW from both sides of Rochester Road totaling greater than 0.5 acre. Tree clearing will likely occur.

#### *Environmental Resources*

A Red Flag Investigation (RFI) was performed for a 0.5-mile radius around the project area. Several “Red Flags” were identified within the 0.5-mile search radius; however, not all will impact the proposed project. These items will be monitored throughout project development.

In regard to Section 106, coordination with INDOT Cultural Resource Office (CRO) will occur. This project will be evaluated under the Minor Projects Programmatic Agreement (MPPA) between INDOT, FHWA, State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation.

#### *Range-wide Informal Programmatic Consultation*

Noble County is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*). The U.S. Fish and Wildlife Service (USFWS) Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB) will be completed for this project.

#### *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. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request.

If you have any questions regarding this project, please feel free to contact me at (574) 334-5464 or at [CCunningham@lochgroup.com](mailto:CCunningham@lochgroup.com). Additionally, should you want to contact the sponsor of this project, Noble County, please contact Zachary Smith at (260) 636-2124 or at [zsmith@nobleco.us](mailto:zsmith@nobleco.us).

Thank you in advance for your input.

Sincerely,



C.J. Cunningham  
Environmental Project Manager  
Lochmueller Group, Inc.

Attachments:

• General Location Map	
• USGS Topographic Map	Removed to avoid duplication. See Appendix B.
• Aerial Map	
• Red Flag Investigation Maps	Removed to avoid duplication. See Appendix E.
• Photo Location Map and Project Photographs	Removed to avoid duplication. See Appendix B.

Distribution List:

- Federal Highway Administration - Indiana Division
- USDA Natural Resources Conservation Service (Electronic submission)
- Chicago Regional Office, US Department of Housing and Urban Development (Electronic submission)
- Department of the Army, Corps of Engineers Detroit District (Electronic submission)
- Ninth Coast Guard District (Electronic submission)
- INDOT Fort Wayne District Office (Electronic submission)
- Noble County Highway Department (Project Sponsor) (Electronic submission)
- Indiana Dept. of Natural Resources, Division of Fish and Wildlife (Electronic submission)
- INDOT Environmental Services (Electronic submission)
- Indiana Geological and Water Survey (Electronic submission)
- Indiana Department of Environmental Management (Electronic submission)
- Noble County Council
- Noble County Board of Commissioners
- Perry Township Trustee (Electronic submission)
- Noble County Surveyor's Office and Drainage Board
- Noble County Emergency Management Agency (Electronic submission)
- Noble County Sheriff Department
- Noble County Emergency Medical Services – Cromwell Quarters
- West Noble School Corporation
- Ligonier Volunteer Fire Department (Electronic submission)





# Indiana Department of Environmental Management

*We Protect Hoosiers and Our Environment.*

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

Noble County  
Zachary Smith  
1118 E. Main Street  
Albion , IN 46701

Lochmueller Group  
C.J. Cunningham  
112 W Jefferson Blvd  
Suite 500  
South Bend , IN 46601

Date

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The proposed project is located in Noble County, Indiana along Rochester Road (also known as CR N 750 W) outside of Ligonier, Indiana, approximately 0.32 mile north of US 6 in Perry Township. The proposed project involves the replacement of Bridge No. 57-00069. The replacement bridge is expected to be a single-span beam bridge featuring two 10-foot wide travel lanes with 4-foot approximate shoulders. The new proposed structure will be 96 feet in length. Approach work is expected. The roadway section will include two 10-foot lanes with curb and gutter on both sides. New storm drainage will be installed.

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

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

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

## WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are

disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

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

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

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

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

- o IC 14-29-4 Construction of Channels Act No related code

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

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

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

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

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

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

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

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

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

## AIR QUALITY

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

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

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

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

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

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

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

of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit: [http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf) ([http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf).) It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

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

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

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

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

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

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

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

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

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2, Asphalt Paving Rule



(<http://www.ai.org/legislative/iac/T03260/A00080.PDF>  
(<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).

6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: [www.ai.org/legislative/iac/t03260/a00020.pdf](http://www.ai.org/legislative/iac/t03260/a00020.pdf) (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

## LAND QUALITY

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

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.
2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm> (<http://www.in.gov/idem/4998.htm>).
3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.
4. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.
5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes (Asbestos removal is addressed above, under Air Quality).
6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. See: <http://www.in.gov/idem/4999.htm> (<http://www.in.gov/idem/4999.htm>).

## FINAL REMARKS

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

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

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

---

## Signature(s) of the Applicant

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

### Project Description

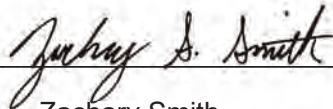
The proposed project is located in Noble County, Indiana along Rochester Road (also known as CR N 750 W) outside of Ligonier, Indiana, approximately 0.32 mile north of US 6 in Perry Township. The proposed project involves the replacement of Bridge No. 57-00069. The replacement bridge is expected to be a single-span beam bridge featuring two 10-foot wide travel lanes with 4-foot approximate shoulders. The new proposed structure will be 96 feet in length. Approach work is expected. The roadway section will include two 10-foot lanes with curb and gutter on both sides. New storm drainage will be installed.

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

Date: 6/30/2021

Signature of the INDOT

Project Engineer or Other Responsible Agent



Zachary Smith

Date: 06/30/2021

Signature of the

For Hire Consultant



C.J. Cunningham

## Organization and Project Information

**Project ID:**  
**Des. ID:** 1902840  
**Project Title:** Noble County Bridge #69 Replacement  
**Name of Organization:** Lochmueller Group  
**Requested by:** C.J. Cunningham

## Environmental Assessment Report

1. Geological Hazards:
  - Moderate liquefaction potential
  - Floodway
2. Mineral Resources:
  - Bedrock Resource: Moderate Potential
  - Sand and Gravel Resource: High Potential
3. Active or abandoned mineral resources extraction sites:
  - Petroleum Exploration Wells

\*All map layers from Indiana Map ([maps.indiana.edu](http://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

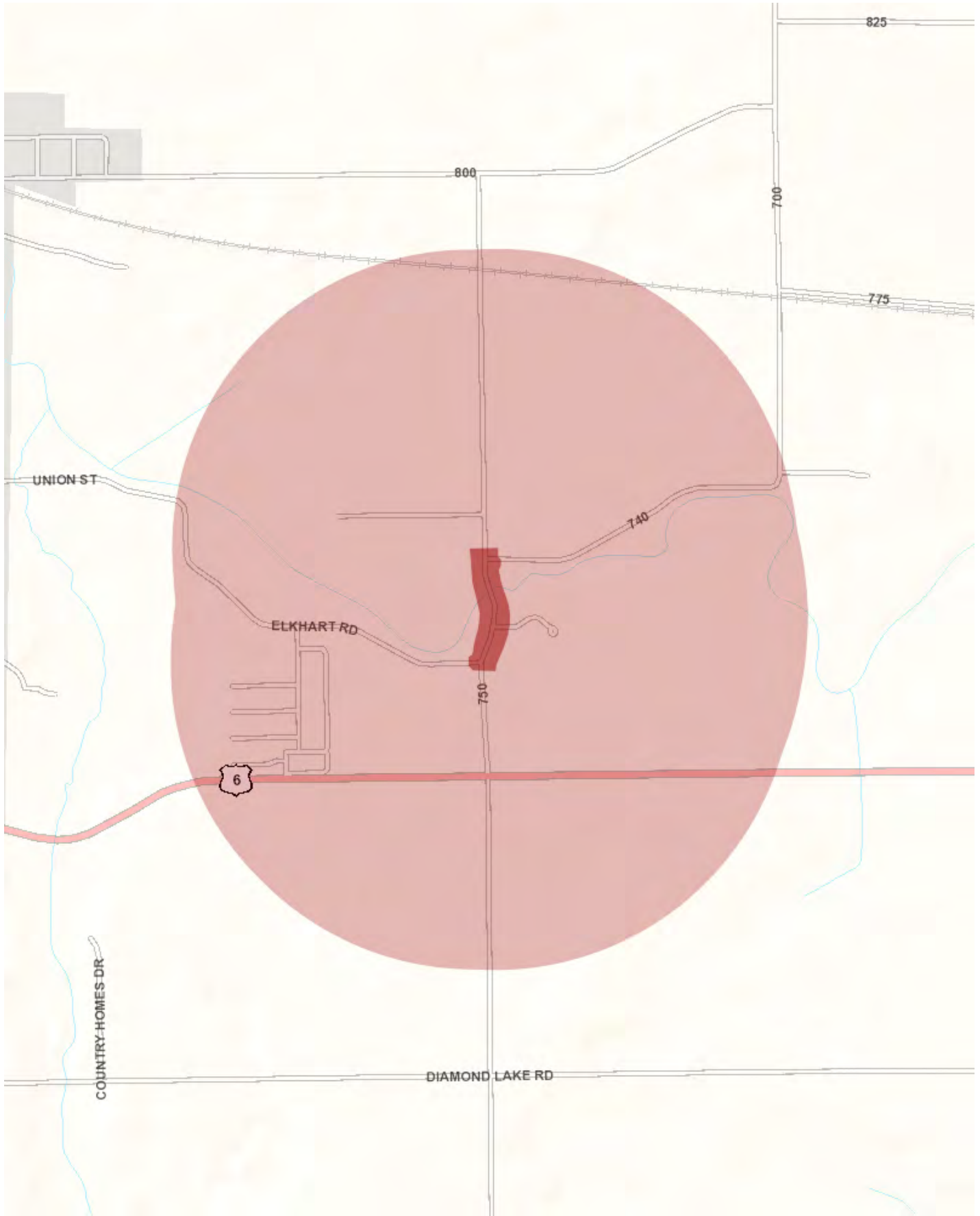
Address: 1001 E. 10th St., Bloomington, IN 47405

Email: [IGSEnvir@indiana.edu](mailto:IGSEnvir@indiana.edu)

Phone: 812 855-7428

Date: June 30, 2021





U.S. Department of  
Homeland Security

United States  
Coast Guard



Commander  
Ninth Coast Guard District

1240 E 9th St  
Cleveland, OH 44199  
Staff Symbol: (dpp)  
Phone: (216) 902-6086  
Fax: (216) 902-6088  
Email: [william.b.stanifer@uscg.mil](mailto:william.b.stanifer@uscg.mil)

16590  
July 14, 2021  
B-151/mow

Carson Hoogewerf  
Lochmueller Group  
12 W Jefferson Blvd, Suite 500  
South Bend, IN 46601

Dear Carson:

We are responding to your June 30, 2021 e-mail and letter regarding the proposed replacement of the Rochester Road Bridge over the Elkhart River in Noble County, Indiana. (Des. No. 1902840)

After reviewing the information you provided, the project does not appear to be located over a waterway where the Coast Guard exercises jurisdiction as it pertains to exercising our bridge permitting authorities. A Coast Guard Bridge Permit is not required. There is also no requirement for further coordination efforts with this office prior to construction unless additional information is provided that clarifies the need for review by the Coast Guard. Additionally, you may need to comply with the requirements of other federal, state, or local agencies. Please ensure satisfaction with these requirements.

If you require further assistance, please contact Mr. Michael Walker at (216) 902-6087 or [michael.o.walker2@uscg.mil](mailto:michael.o.walker2@uscg.mil).

Sincerely,

A handwritten signature in blue ink, appearing to read "William B. Stanifer".

W. B. STANIFER  
Chief, Bridge Branch  
U. S. Coast Guard  
By direction

July 22, 2021

C.J. Cunningham  
Lochmueller Group, Inc.  
3502 Woodview Trace, Suite 150  
Indianapolis, Indiana 46268

Dear Mr. Cunningham:

The proposed project to make bridge improvements along Rochester Road over Elkhart River in Noble County, Indiana, (Des No 1902840), as referred to in your letter received June 30, 2021, will cause a conversion of prime farmland.

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

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

Sincerely,

**RICHARD**  
**NEILSON**

Digitally signed by  
RICHARD NEILSON  
Date: 2021.07.27  
06:38:40 -04'00'

RICK NEILSON  
State Soil Scientist

Enclosures



U.S. Department of Agriculture

**FARMLAND CONVERSION IMPACT RATING**

<b>PART I</b> (To be completed by Federal Agency)		Date Of Land Evaluation Request <b>6/30/2021</b>				
Name of Project <b>DES1902840_Bridge Repl Rochester Rd</b>		Federal Agency Involved <b>FHWA</b>				
Proposed Land Use <b>Transportation</b>		County and State <b>Noble County, Indiana</b>				
<b>PART II</b> (To be completed by NRCS)		Date Request Received By NRCS <b>6/30/2021</b>		Person Completing Form: <b>JRA</b>		
Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		Acres Irrigated <b>197</b>		
Major Crop(s) <b>Corn</b>		Farmable Land In Govt. Jurisdiction Acres: <b>240534 % 90</b>		Amount of Farmland As Defined in FPPA Acres: <b>192796% 72</b>		
Name of Land Evaluation System Used <b>LESA</b>		Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS <b>7/22/2021</b>		
<b>PART III</b> (To be completed by Federal Agency)		Alternative Site Rating				
		Site A	Site B	Site C	Site D	
A. Total Acres To Be Converted Directly		<b>1.0</b>				
B. Total Acres To Be Converted Indirectly		<b>0</b>				
C. Total Acres In Site		<b>1.0</b>				
<b>PART IV</b> (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime And Unique Farmland		<b>0.05</b>				
B. Total Acres Statewide Important or Local Important Farmland		<b>0.00</b>				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		<b>&lt;0.001</b>				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		<b>72</b>				
<b>PART V</b> (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		<b>70</b>				
<b>PART VI</b> (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)		<b>Maximum Points</b>	Site A	Site B	Site C	Site D
1. Area In Non-urban Use		(15)	<b>0</b>			
2. Perimeter In Non-urban Use		(10)	<b>10</b>			
3. Percent Of Site Being Farmed		(20)	<b>0</b>			
4. Protection Provided By State and Local Government		(20)	<b>0</b>			
5. Distance From Urban Built-up Area		(15)	<b>5</b>			
6. Distance To Urban Support Services		(15)	<b>5</b>			
7. Size Of Present Farm Unit Compared To Average		(10)	<b>2</b>			
8. Creation Of Non-farmable Farmland		(10)	<b>0</b>			
9. Availability Of Farm Support Services		(5)	<b>5</b>			
10. On-Farm Investments		(20)	<b>7</b>			
11. Effects Of Conversion On Farm Support Services		(10)	<b>0</b>			
12. Compatibility With Existing Agricultural Use		(10)	<b>0</b>			
TOTAL SITE ASSESSMENT POINTS		<b>160</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PART VII</b> (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)		<b>100</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>0</b>
Total Site Assessment (From Part VI above or local site assessment)		<b>160</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POINTS (Total of above 2 lines)</b>		<b>260</b>	<b>104</b>	<b>0</b>	<b>0</b>	<b>0</b>
Site Selected: <b>Site A</b>		Date Of Selection <b>7/29/21</b>		Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		
Reason For Selection: <b>Site A was selected because it has a site assessment score of less than 160, limits impacts to prime farmland, and also satisfies the project's purpose and need.</b>						
Name of Federal agency representative completing this form: <b>Carson Hoogewerf (on behalf of FHWA)</b>					Date: <b>7/29/21</b>	

(See Instructions on reverse side)

Form AD-1006 (03-02)

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

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**DNR #:** ER-23849

**Request Received:** June 30, 2021

**Requestor:** Lochmueller Group  
CJ Cunningham  
112 West Jefferson Boulevard, Suite 500  
South Bend, IN 46601

**Project:** Rochester Road bridge (#57-00069) replacement over Elkhart River, about 0.32 mile north of US 6; Des #1902840

**County/Site info:** Noble

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

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

**Regulatory Assessment:** This proposal will require the formal approval for construction in a floodway under the Flood Control Act, IC 14-28-1. Please submit a copy of this letter with the permit application.

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

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

1) Stream Crossings:

Maintaining or improving fish and wildlife passage at existing or proposed stream 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 brand new crossings in areas that currently do not have a crossing, the new structure must accommodate white-tailed deer passage where appropriate. Minimum structure dimensions for white-tailed deer passage are 20 feet of width clearance (overall size of the structure span) and 8 feet of height clearance measured from the OHWM to the low chord elevation and where deer passage is provided. 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.



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

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

**2) Bank Stabilization:**

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

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

**3) Riparian Habitat:**

We recommend a mitigation plan be developed (and submitted with the permit application) 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>.

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

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

4) Wetland Habitat:

Due to the presence or potential presence of wetland habitat on site, we recommend contacting and coordinating with the Indiana Department of Environmental Management (IDEM) 401 program and also the US Army Corps of Engineers (USACE) 404 program. Impacts to wetland habitat should be mitigated at the appropriate ratio (see <http://iac.iga.in.gov/iac/20200527-IR-312200284NRA.xml.pdf>).

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 within the project area using a mixture of grasses (excluding all varieties of tall fescue), sedges, wildflowers, shrubs, and trees native to Northern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion.
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure.
6. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
7. Operate equipment used to replace the bridge from the existing roadway.
8. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
9. Do not use broken concrete as riprap.
10. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
11. Minimize the movement of resuspended bottom sediment from the immediate project area.
12. Do not deposit or allow demolition/construction materials or debris to fall or otherwise enter the waterway.
13. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
14. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow

**THIS IS NOT A PERMIT**

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

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manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

15. Do not excavate or place fill in any riparian wetland.

**Contact Staff:**

Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife

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

*Christie L. Stanifer*

**Date:** July 30, 2021

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





## United States Department of the Interior



### FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

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

In Reply Refer To:

December 29, 2021

Consultation Code: 03E12000-2022-SLI-0421

Event Code: 03E12000-2022-E-02968

Project Name: Des. No. 1902840, Bridge Project, Rochester Road

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

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

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

Please use the species list provided and visit the U.S. Fish and Wildlife Service’s Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

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

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

## Official Species List

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

This species list is provided by:

**Indiana Ecological Services Field Office**

620 South Walker Street  
Bloomington, IN 47403-2121  
(812) 334-4261

## Project Summary

Consultation Code: 03E12000-2022-SLI-0421

Event Code: Some(03E12000-2022-E-02968)

Project Name: Des. No. 1902840, Bridge Project, Rochester Road

Project Type: TRANSPORTATION

Project Description: Noble County, with oversight by the Indiana Department of Transportation (INDOT) Fort Wayne District and the Federal Highway Administration (FHWA), intends to proceed with the following bridge project along Rochester Road in Noble County (Des. No. 1902840). The proposed project is located in Noble County, Perry Township, Indiana along Rochester Road outside of Ligonier, Indiana, approximately 0.32 mile north of US 6. The project extends approximately 600 feet along Rochester Road.

The proposed project involves the replacement of Bridge No. 57-00069 (NBI #5700037). The replacement bridge is expected to be a single-span beam bridge featuring two 10-foot wide travel lanes with 4-foot shoulders. The new proposed structure will be 96 feet in length. Approach work totaling approximately 461 feet is expected. The roadway section will include two 10-foot lanes with curb and gutter on both sides. New roadside storm drainage will be installed. Approximately 0.09 acre in total of rip rap will be placed at the end bents.

The project is anticipated to require approximately 0.97 acre of new permanent right of way. Approximately 0.03 acre of temporary right of way will also be acquired. Land use within the right of way to be acquired includes residential areas, agricultural areas, wooded areas, and Elkhart River. Suitable summer bat habitat is present within and adjacent to the project area, and includes broadleaf and coniferous trees of various species ranging in size from small (5 inch diameter) to large (>20 inch diameter) located in residential and riparian areas. Tree clearing totaling approximately 0.6 acre is anticipated within 100 feet of the roadway, and will take place during the inactive season. Two trees located adjacent to the first driveway southeast of the bridge will be removed. Approximately twenty trees located near the southeast bridge quadrant will be removed. One tree located in the riparian area near the southwest bridge quadrant will be removed. Approximately twenty trees located near the northeast bridge quadrant will be removed. Brush which likely includes small trees located in all four bridge quadrants will be removed. Tree canopy extends into the construction limits and ROW acquisition areas throughout the project area, some amount of which will be trimmed for utility relocation. Mitigation for removed suitable summer bat habitat is not anticipated, but mitigation may be required by the Indiana Department of Natural Resources for trees removed within the Elkhart River floodway. The

dominant species is black walnut (*Juglans nigra*), and other species include hackberry (*Celtis occidentalis*), white pine (*Pinus strobus*), and silver maple (*Acer saccharinum*). No new permanent lighting will be installed for this project. Temporary lighting may be necessary if night work is required. Construction is anticipated to begin in spring of 2026.

A review of the USFWS database completed January 21, 2021 by INDOT Fort Wayne District did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The project area is located in a rural area surrounded by wooded areas, residential areas, and agriculture. The inspection report for 57-00069 dated April 8, 2021 indicated that no evidence of bats was present. Lochmueller Group completed a field investigation of the site on June 4, 2021 and found no evidence of bats.

**Project Location:**

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@41.4563827,-85.56702430465202,14z>



Counties: Noble County, Indiana

## Endangered Species Act Species

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

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, 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 <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/5949">https://ecos.fws.gov/ecp/species/5949</a>	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"> <li>▪ 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 <a href="http://www.fws.gov/midwest/endangered/mammals/nleb/index.html">www.fws.gov/midwest/endangered/mammals/nleb/index.html</a></li> </ul> Species profile: <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a>	Threatened

### Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9743">https://ecos.fws.gov/ecp/species/9743</a>	Candidate

### Critical habitats

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



## United States Department of the Interior



### FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

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

In Reply Refer To:

December 30, 2021

Consultation code: 03E12000-2022-I-0421

Event Code: 03E12000-2022-E-03015

Project Name: Des. No. 1902840, Bridge Project, Rochester Road

Subject: Concurrence verification letter for the 'Des. No. 1902840, Bridge Project, Rochester Road' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **Des. No. 1902840, Bridge Project, Rochester Road** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

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

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

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

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

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. No. 1902840, Bridge Project, Rochester Road

### ***Description***

Noble County, with oversight by the Indiana Department of Transportation (INDOT) Fort Wayne District and the Federal Highway Administration (FHWA), intends to proceed with the following bridge project along Rochester Road in Noble County (Des. No. 1902840). The proposed project is located in Noble County, Perry Township, Indiana along Rochester Road outside of Ligonier, Indiana, approximately 0.32 mile north of US 6. The project extends approximately 600 feet along Rochester Road.

The proposed project involves the replacement of Bridge No. 57-00069 (NBI #5700037). The replacement bridge is expected to be a single-span beam bridge featuring two 10-foot wide travel lanes with 4-foot shoulders. The new proposed structure will be 96 feet in length. Approach work totaling approximately 461 feet is expected. The roadway section will include two 10-foot lanes with curb and gutter on both sides. New roadside storm drainage will be installed. Approximately 0.09 acre in total of rip rap will be placed at the end bents.

The project is anticipated to require approximately 0.97 acre of new permanent right of way. Approximately 0.03 acre of temporary right of way will also be acquired. Land use within the right of way to be acquired includes residential areas, agricultural areas, wooded areas, and Elkhart River. Suitable summer bat habitat is present within and adjacent to the project area, and includes broadleaf and coniferous trees of various species ranging in size from small (5 inch diameter) to large (>20 inch diameter) located in residential and riparian areas. Tree clearing totaling approximately 0.6 acre is anticipated within 100 feet of the roadway, and will take place during the inactive season. Two trees located adjacent to the first driveway southeast of the bridge will be removed. Approximately twenty trees located near the southeast bridge quadrant will be removed. One tree located in the riparian area near the southwest bridge quadrant will be removed. Approximately twenty trees located near the northeast bridge quadrant will be removed. Brush which likely includes small trees located in all four bridge quadrants will be removed. Tree canopy extends into the construction limits and ROW acquisition areas throughout the project area, some amount of which will be trimmed for utility relocation. Mitigation for removed suitable summer bat habitat is not anticipated, but mitigation may be required by the Indiana Department of Natural Resources for trees removed within the Elkhart River floodway. The dominant species is black walnut (*Juglans nigra*), and other species include hackberry (*Celtis occidentalis*), white pine (*Pinus strobus*), and silver maple (*Acer saccharinum*). No new permanent lighting will be installed for this project. Temporary lighting may be necessary if night work is required. Construction is anticipated to begin in spring of 2026.

A review of the USFWS database completed January 21, 2021 by INDOT Fort Wayne District did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The project area is located in a rural area surrounded by wooded areas, residential areas, and agriculture. The inspection report for 57-00069 dated April 8, 2021 indicated that no evidence of bats was present. Lochmueller Group completed a field investigation of the site on June 4, 2021 and found no evidence of bats.

## 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<sup>[1]</sup>?

[1] See [Indiana bat species profile](#)

**Automatically answered**

Yes

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

[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<sup>[1]</sup> 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<sup>[1]</sup>?

[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<sup>[1]</sup>?

[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<sup>[1]</sup> summer habitat for Indiana Bat or NLEB **within** the project action area<sup>[2]</sup>? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

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

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

*Yes*

9. Will the project remove *any* suitable summer habitat<sup>[1]</sup> 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<sup>[1][2]</sup> been conducted<sup>[3][4]</sup> **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**<sup>[1][2]</sup>?

[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<sup>[1]</sup>?

[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**<sup>[1][2]</sup>?

[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<sup>[1]</sup> 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<sup>[1]</sup> been conducted **within** the last 24 months<sup>[2]</sup> 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**

- *Noble69\_Bridge Culvert Bat Assessment Form.pdf* <https://ecos.fws.gov/ipac/project/U5MMTUD53RGCDPEAY4KMWX4QVA/projectDocuments/104285746>
- *Pages from 20210408\_Bridge Inspection Report\_1902840.pdf* <https://ecos.fws.gov/ipac/project/U5MMTUD53RGCDPEAY4KMWX4QVA/projectDocuments/107854299>

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

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

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

No

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

No

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

No

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

Yes

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

Yes

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

No

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

No

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

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

Yes

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

No

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

**Automatically answered**

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

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

**Automatically answered**

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

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

**Automatically answered**

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

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

**Automatically answered**

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

40. **General AMM 1**

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

*Yes*



**41. Tree Removal AMM 1**

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

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

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

Yes

**42. Tree Removal AMM 3**

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

Yes

**43. Tree Removal AMM 4**

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

[1] The word documented means habitat where bats have actually been captured and/or tracked.

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

Yes

**44. Lighting AMM 1**

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

Yes

## Project Questionnaire

1. 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<sup>[1]</sup> of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

[1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0.6

4. Please describe the proposed bridge work:

*The proposed project involves the replacement of Bridge No. 57-00069 (NBI #5700037). The replacement bridge is expected to be a single-span beam bridge featuring two 10-foot wide travel lanes with 4-foot shoulders. The new proposed structure will be 96 feet in length. Approach work totaling approximately 461 feet is expected. The roadway section will include two 10-foot lanes with curb and gutter on both sides. New storm drainage will be installed. Approximately 0.09 acre in total of rip rap will be placed at the end bents.*

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

*Spring of 2026*

6. Please enter the date of the bridge assessment:

*June 4, 2021*

## Avoidance And Minimization Measures (AMMs)

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

### LIGHTING AMM 1

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

### TREE REMOVAL AMM 2

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

### TREE REMOVAL AMM 3

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

### TREE REMOVAL AMM 4

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

### GENERAL AMM 1

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

**TREE REMOVAL AMM 1**

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








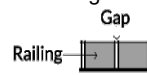
## **Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat**

This key was last updated in IPaC on April 22, 2021. 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 June 4, 2021 at 11:00 AM	DOT Project Number 1902840	Route/Facility Carried Rochester Road	County Noble
Federal Structure ID 57-00069	Structure Coordinates (latitude and longitude) 41.45691, -85.567223	Structure Height (approximate) 30 feet	Structure Length 90.0 feet
<b>Structure Type (check one)</b>		<b>Structure Material (check all that apply)</b>	
<b>Bridge Construction Style</b>		<b>Deck Material</b>	<b>Beam Material</b>
<input type="radio"/> Cast-in-place 	<input type="radio"/> Pre-stressed Girder 	<input type="checkbox"/> Metal	<input type="checkbox"/> None
<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 checked="" 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:
<b>Culvert Type</b>	<b>Other Structure</b>	<b>Culvert Material</b>	
<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	<b>Notes:</b>
		<input type="checkbox"/> Stone/Masonry	
		<input type="checkbox"/> Other:	
<b>Crossings Traversed (check all that apply)</b>		<b>Surrounding Habitat (check all that apply)</b>	
<input type="checkbox"/> Bare ground	<input checked="" type="checkbox"/> Open vegetation	<input type="checkbox"/> Agricultural	<input type="checkbox"/> Grassland
<input type="checkbox"/> Rip-rap	<input type="checkbox"/> Closed vegetation	<input type="checkbox"/> Commercial	<input type="checkbox"/> Ranching
<input checked="" type="checkbox"/> Flowing water	<input type="checkbox"/> Railroad	<input type="checkbox"/> Residential-urban	<input checked="" type="checkbox"/> Riparian/wetland
<input type="checkbox"/> Standing water	<input type="checkbox"/> Road/trail - Type:	<input checked="" 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:
<b>Areas Assessed (check all that apply)</b>			
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.			
<b>Area (check if assessed)</b>	<b>Assessment Notes</b>	<b>Evidence of Bats (include photos if present)</b>	
<input type="checkbox"/> All crevices and cracks: <b>Bridges/culverts:</b> rough surfaces or imperfections in concrete <b>Other structures:</b> soffits, rafters, attic areas	<input type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
<input checked="" type="checkbox"/>		<input type="checkbox"/> Guano	<input type="checkbox"/> Audible
		<input type="checkbox"/> Staining	<input type="checkbox"/> Odor
			<input type="checkbox"/> Photos
			<input type="checkbox"/> Species
<input checked="" type="checkbox"/> Concrete surfaces (open roosting on concrete)	<input type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Guano	<input type="checkbox"/> Audible
		<input type="checkbox"/> Staining	<input type="checkbox"/> Odor
			<input type="checkbox"/> Photos
			<input type="checkbox"/> Species
<input checked="" type="checkbox"/> Spaces between concrete end walls and the bridge deck	<input type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Guano	<input type="checkbox"/> Audible
		<input type="checkbox"/> Staining	<input type="checkbox"/> Odor
			<input type="checkbox"/> Photos
			<input type="checkbox"/> Species
<input checked="" type="checkbox"/> Crack between concrete railings on top of the bridge deck 	<input type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Guano	<input type="checkbox"/> Audible
		<input type="checkbox"/> Staining	<input type="checkbox"/> Odor
			<input type="checkbox"/> Photos
			<input type="checkbox"/> Species
<input checked="" type="checkbox"/> Vertical surfaces on concrete I-beams	<input type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Guano	<input type="checkbox"/> Audible
		<input type="checkbox"/> Staining	<input type="checkbox"/> Odor
			<input type="checkbox"/> Photos
			<input type="checkbox"/> Species
<input checked="" type="checkbox"/> Spaces between walls, ceiling joists	<input type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Guano	<input type="checkbox"/> Audible
		<input type="checkbox"/> Staining	<input type="checkbox"/> Odor
			<input type="checkbox"/> Photos
			<input type="checkbox"/> Species
<input checked="" type="checkbox"/> Weep holes, scupper drains, and inlets/pipes	<input type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Guano	<input type="checkbox"/> Audible
		<input type="checkbox"/> Staining	<input type="checkbox"/> Odor
			<input type="checkbox"/> Photos
			<input type="checkbox"/> Species
<input checked="" type="checkbox"/> All guiderails	<input type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Guano	<input type="checkbox"/> Audible
		<input type="checkbox"/> Staining	<input type="checkbox"/> Odor
			<input type="checkbox"/> Photos
			<input type="checkbox"/> Species
<input type="checkbox"/> All expansion joints	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Guano	<input type="checkbox"/> Audible
		<input type="checkbox"/> Staining	<input type="checkbox"/> Odor
			<input type="checkbox"/> Photos
			<input type="checkbox"/> Species
Name: Ruth Hook		Signature: <i>Ruth Hook</i>	

**Categorical Exclusion**

# **Appendix D**

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

## Minor Projects PA Project Assessment Form

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**Date:** 12/7/2021      \*\*UPDATE 2/18/2022

**Project Designation Number:** 1902840

**Route Number:** Rochester Road

**Project Description:** Local Bridge Project; Noble County Bridge No. 69 over Elkhart River

The need for the project stems from the deteriorated condition of the bridge. According to the structure inspection report dated April 3, 2019, overall condition of the bridge was rated a 6 out of 9 which represents a “satisfactory” condition. Condition ratings range from 0, which represents a failed structure, to 9, which represents a new structure with no deficiencies. The purpose is to improve the condition of the structure to a rating of at least 7.

The proposed project will replace Noble County Bridge No. 69. The proposed project takes place on Rochester Road approximately 0.32-mile north of US 6 and seeks replacement of Bridge No. 69 (#57-00069) over the Elkhart River. The current bridge is 90.0 feet in length and contains two lanes for a total roadway width of 24.3 feet, curb-to-curb. The existing bridge (built in 1971) is generally in fair condition, but the box beam superstructure is affected by significant chloride corrosion, warranting bridge replacement. The new single-span beam bridge design is expected to feature a roadway width of 30 feet, including two 11-foot-wide lanes with 3-foot-wide shoulders transitioning to 2-foot beyond the guardrail limits. It is anticipated that an additional 0.88 acre of permanent right-of-way will be acquired.

\*\* On 2/17/2022, INDOT-CRO was informed that the right-of-way amounts had changed. It has been determined that 1.00 acre of permanent and 0.023 acre of temporary right-of-way will be acquired for this project. Category B-12 of the Minor Projects PA still applies.

**Feature crossed (if applicable):** Elkhart River

**City/Township:** Perry Township

**County:** Noble County

**Information reviewed (please check all that apply):**

- General project location map     USGS map     Aerial photograph     Interim Report  
 Written description of project area     General project area photos     Soil survey data  
 Previously completed historic property reports     Previously completed archaeology reports  
 Bridge Inspection Information     SHAARD     SHAARD GIS     Streetview Imagery

**Other (please specify):** Indiana Historic Building, Bridges, and Cemeteries Map (IHBBCM); County GIS data (accessed via <https://beacon.schneidercorp.com/>); Bridge Inspection Application System (BIAS); 2010 INDOT-sponsored *Historic Bridge Inventory* (HBI); project information provided by Lochmueller Group dated 11/3/2021 and on file at INDOT-CRO.

Curran, Michael J. and Kevin Cupka Head  
2021 A Phase Ia Archaeological Reconnaissance for the Proposed Noble County Bridge No. 69 Replacement on Rochester Road over the Elkhart River, Noble County, Indiana (INDOT Des. No. 1902840). Cultural Resources Analysis, Inc. Report on file, Indiana Department of Transportation, Cultural Resources Office, Indianapolis, In.

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

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

**Condition A (Archaeological Resources)**

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

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

**Condition B (Above-Ground Resources)**

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

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

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

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

Additional comments:

**Above-ground Resources**

An INDOT-Cultural Resources Office (CRO) historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 first performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Noble County. No listed resources are present within 0.25 mile of the



project area, a distance that would serve as an adequate area of potential effects (APE) given the scope of the project and the surrounding terrain.

The *Noble County Interim Report* (1986; Perry Township) of the Indiana Historic Sites and Structures Inventory (IHSSI) was also consulted. The National Register & IHSSI information is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). The SHAARD information was checked against the Interim Report hard copy maps. One IHSSI resource is recorded within 0.25 mile of the project: IHSSI #113-359-20023 (Farm; CR 750 W; c. 1910; “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.

Land surrounding the project area is rural with agricultural fields and scattered buildings present. Within 0.25 mile of the project, there are 16 properties present including IHSSI #113-359-20023 (Farm; “contributing”), which is not considered eligible to the National Register. Seven of these properties will not be 50 years old or older by the time of project letting in 2025. Seven of the remaining properties date to the mid-twentieth century and one dates to the early twentieth century. Six of the mid-twentieth century properties are residential, but they do not appear to meet the *Residential Planning and Development in Indiana, 1940-1973* requirements to be individually eligible to the National Register. The other mid-twentieth century property is commercial, but there is no evidence that it possesses the cultural significance or material integrity necessary to be considered eligible to the National Register.

The early twentieth-century property is residential and appears to have heavily altered by at least one addition, replacement siding, and replacement windows. It does not appear to possess the necessary material integrity or cultural significance to be considered eligible to the National Register.

The subject bridge (Noble County Bridge No. 69; NBI #5700037) is a prestressed concrete box beam bridge built in 1971. The bridge length is 90 feet and the deck width, out-to-out, is 24.3 feet. The bridge was not included in the INDOT-sponsored *Historic Bridge Inventory* due to its construction after 1965, which was the cutoff year for inclusion in the inventory. On November 2, 2012, the Advisory Council on Historic Preservation (ACHP) issued the *Program Comment for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* (Program Comment). The Program Comment relieves federal agencies from the Section 106 requirement to consider the effects of undertakings on most concrete and steel bridges built after 1945. On March 19, 2013, federal agencies were approved to use the Program Comment for Indiana projects.

The Program Comment applies for this bridge because it has not been previously listed in or determined eligible for listing in the National Register of Historic Places and it is not located in or adjacent to a historic district (Section IV.A of the Program Comment). As an example of a prestressed concrete box beam bridge, this bridge is also not one of the types to which the Program Comment does not apply (arch bridges, truss bridges, bridges with movable spans, suspension bridges, cable-stayed bridges, or covered bridges [Section IV.B]). Additionally, this bridge has not been identified as having exceptional significance for association with a person or event, being a very early or particularly important example of its type in the state or the nation, having distinctive engineering or architectural features that depart from standard designs, or displaying other elements that were engineered to respond to a unique environmental context (Section IV.C). This bridge also has not been identified as having some exceptional quality. Because the above criteria from the Program Comment have been met, no individual consideration under Section 106 is required for Noble County Bridge No. 69.

Based on the available information, as summarized above, no above-ground concerns exist as long as the project scope does not change.

### **Archaeological Resources**

With regards to archaeological resources, the records review showed that no previous surveys or previously recorded archaeological sites were within or adjacent to the survey area. The archaeological reconnaissance examined approximately 3.8 acres through visual inspection of obviously disturbed areas (existing right-of-way corridor, utility easements, and driveways) and systematic shovel probing of undisturbed soils. The investigation resulted in the documentation of four previously unrecorded archaeological sites (12No314–12No317). Site 12No314 is a historic artifact scatter dating to the mid-nineteenth through late twentieth centuries. Site 12No315 is a prehistoric isolated find with an indeterminate cultural/temporal affiliation and a historic artifact scatter dating to the mid- through late nineteenth century. Site 12No316 is a historic artifact scatter dating to the late-nineteenth through mid-twentieth centuries. Site 12No317 is a historic residence dating from the early nineteenth century through the present. Site 12No314 and the portions of Sites 12No315–12No317 within the survey area are recommended not eligible for listing in the National Register of Historic Places. No further work is recommended. An INDOT Cultural Resources Office (CRO) archaeologist, who meets the Secretary of the Interior’s Professional Qualification Standards as per 36 CFR Part 61, reviewed and approved the report prepared by CRA for this undertaking (Curran and Cupka Head 2021). Therefore, there are no archaeological concerns.

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

**INDOT Cultural Resources staff reviewer(s):** Kelyn Alexander and Shaun Miller

*\*\*\*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**



Date: May 21, 2021

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

From: C. J. Cunningham  
Lochmueller Group, Inc.  
112 W Jefferson Blvd #500  
South Bend, IN  
ccunningham@lochgroup.com

Re: RED FLAG INVESTIGATION  
Des. No. 1902840, Local Project  
Bridge Replacement  
Rochester Road over the Elkhart River, 0.18 Mile North of US 6  
Noble County, Indiana

## PROJECT DESCRIPTION

Brief Description of Project: Noble County, with funding from the Federal Highway Administration (FHWA) and administrative oversight from the Indiana Department of Transportation (INDOT) LaPorte District, proposes to proceed with a bridge replacement project approximately one mile east of the City of Ligonier in Noble County, IN. The proposed project takes place on Rochester Road approximately 0.18 mile north of US 6 and seeks to replace Bridge No. 69 (#57-00069) over the Elkhart River. The current bridge is 90.0-foot in length and contains two lanes and no shoulders for a 24.3-foot out-to-out width. The current bridge is generally in fair condition, but the box beam superstructure is affected by significant chloride corrosion, warranting bridge replacement. The new bridge design is expected to feature a roadway width of 30-foot, featuring two 11-foot lanes with 3-foot shoulders. Additional permanent right-of-way is expected. Exact right-of-way details are unknown but will likely exceed 0.5 acre. As the project develops, more information will become available.

Bridge and/or Culvert Project: Yes  No  Structure # 57-00069

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

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

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

Type of excavation: Earth excavation up to 9 feet below ground surface at end bents.

Maintenance of traffic (MOT): The road will be closed and traffic detoured. The preliminary detour route will be US 6 to 600 N to 775 N, 3 miles in total.

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**

<b>Infrastructure</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	N/A	Recreational Facilities	1
Airports <sup>1</sup>	N/A	Pipelines	N/A
Cemeteries	N/A	Railroads	2
Hospitals	N/A	Trails	1
Schools	N/A	Managed Lands	N/A

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

Explanation:

*Recreational Facilities:* One (1) recreational facility is located in the 0.5 mile search radius. The park, Indian Village Mobile Home Park, is located 0.23 miles west of the project area. No impact is expected.

*Railroads:* Two (2) railroad segments representing one (1) railroad are located within the 0.5 mile search radius. The railroad, Norfolk Southern RR, is located 0.46 mile north of the project area. No impact is expected.

*Trails:* One (1) planned trail segment is located within the 0.5 mile search radius. The trail, North Branch of the Elkhart River Trail, crosses the project area. Coordination with Noble Trails, Inc. will occur.

**WATER RESOURCES TABLE AND SUMMARY**

<b>Water Resources</b>			
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	25
Canal Structures – Historic	N/A	Lakes	4
NPS NRI Listed	N/A	Floodplain - DFIRM	12
NWI-Lines	6	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	2	Sinkhole Areas	N/A
Rivers and Streams	2	Sinking-Stream Basins	N/A

Explanation:





*NWI – Lines:* Six (6) NWI line segments are located in the 0.5 mile search radius. One segment crosses the project area. A Waters of the US Report is recommended and coordination with the appropriate agency, if applicable, will occur.

*IDEM 303d Listed Streams and Lakes:* Two (2) impaired stream segments are located in the 0.5 mile search radius. Elkhart River crosses the project area. Elkhart River is listed as impaired for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

*Rivers and Streams:* Two (2) stream segments are located within the 0.5 mile search radius. One stream, the Elkhart River, crosses the project area. A Waters of the US Report is recommended and coordination with the appropriate agency, if applicable, will occur.

*NWI – Wetlands:* Twenty-five (25) wetlands are located in the 0.5 mile search radius. One (1) wetland is located approximately 0.05 mile north of the project area. No impact is expected.

*Lakes:* Four (4) lakes are located in the 0.5 mile search radius. One (1) lake is located approximately 0.34 mile northeast of the project area. No impact is expected.

*Floodplain – DFIRM:* Twelve (12) floodplain polygons are located in the 0.5 mile search radius. The project area is located within three (3) of the floodplain polygons. Coordination with the appropriate agency will occur.

**MINING AND MINERAL EXPLORATION TABLE AND SUMMARY**

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

Explanation: No mining and mineral exploration was identified within the 0.5 mile search radius.

**HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY**

<b>Hazardous Material Concerns</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	N/A	Manufactured Gas Plant Sites	N/A
RCRA Generator/ TSD	N/A	Open Dump Waste Sites	N/A
RCRA Corrective Action Sites	N/A	Restricted Waste Sites	N/A
State Cleanup Sites	N/A	Waste Transfer Stations	N/A
Septage Waste Sites	N/A	Tire Waste Sites	N/A



Underground Storage Tank (UST) Sites	N/A	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	N/A	Brownfields	N/A
Construction Demolition Waste	N/A	Institutional Controls	N/A
Solid Waste Landfill	N/A	NPDES Facilities	1
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	N/A
Leaking Underground Storage (LUST) Sites	N/A	Notice of Contamination Sites	N/A

**Explanation:**

*NPDES Facilities:* One (1) NPDES facility is located within the 0.5 mile search radius. The facility, Indian Lakes Mobile Home facility, is located approximately 0.22 mile west of the project area. No impact is expected.

**ECOLOGICAL INFORMATION SUMMARY**

The Noble County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high-quality natural communities are provided at [https://www.in.gov/dnr/naturepreserve/files/np\\_noble.pdf](https://www.in.gov/dnr/naturepreserve/files/np_noble.pdf). A preliminary review of the Indiana Natural Heritage Database by INDOT Environmental Services did indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The project area is located in a rural area including farm fields with some wooded areas and residences. The April 8, 2021, inspection report for Bridge #57-00069 states that no evidence of bats was seen or heard under the bridge. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent “Using the USFWS’s IPaC System for Listed Bat Consultation for INDOT Projects”.

**RECOMMENDATIONS SECTION**

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

**INFRASTRUCTURE:**

Trails: One (1) planned trail crosses the project area. Coordination with Noble Trails, Inc. will occur.

**WATER RESOURCES:**

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

- One (1) NWI-Line segment, Elkhart River, crosses the project area.
- One (1) stream segment, Elkhart River, flows through the project area.
- The project area is located within three (3) floodplain polygons (coordination only)



One (1) IDEM 303d impaired stream, Elkhart River, crosses the project area. Elkhart River is listed as impaired for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

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

Nicole Fohey-  
Breting

Digitally signed by  
Nicole Fohey-Breting  
Date: 2021.10.22  
08:09:22 -04'00'

INDOT Environmental Services concurrence:

(Signature)

Prepared by:

A handwritten signature in black ink, appearing to read "C. J. Cunningham".

C. J. Cunningham  
Environmental Project Manager  
Lochmueller Group

**Graphics:**

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

SITE LOCATION: YES

INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: YES



Red Flag Investigation - Site Location  
 Rochester Road over the Elkhart River, 0.18 Mile North of US 6  
 Des. No. 1902840, Bridge Replacement Project  
 Noble County, Indiana



Sources: 0.5 0.25 0 0.5 Miles  
**Non Orthophotography**  
**Data** - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://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.

**LIGONIER QUADRANGLE  
 INDIANA  
 7.5 MINUTE SERIES  
 (TOPOGRAPHIC)**



Red Flag Investigation - Infrastructure  
 Rochester Road over the Elkhart River, 0.18 Mile North of US 6  
 Des. No. 1902840, Bridge Replacement Project  
 Noble County, Indiana

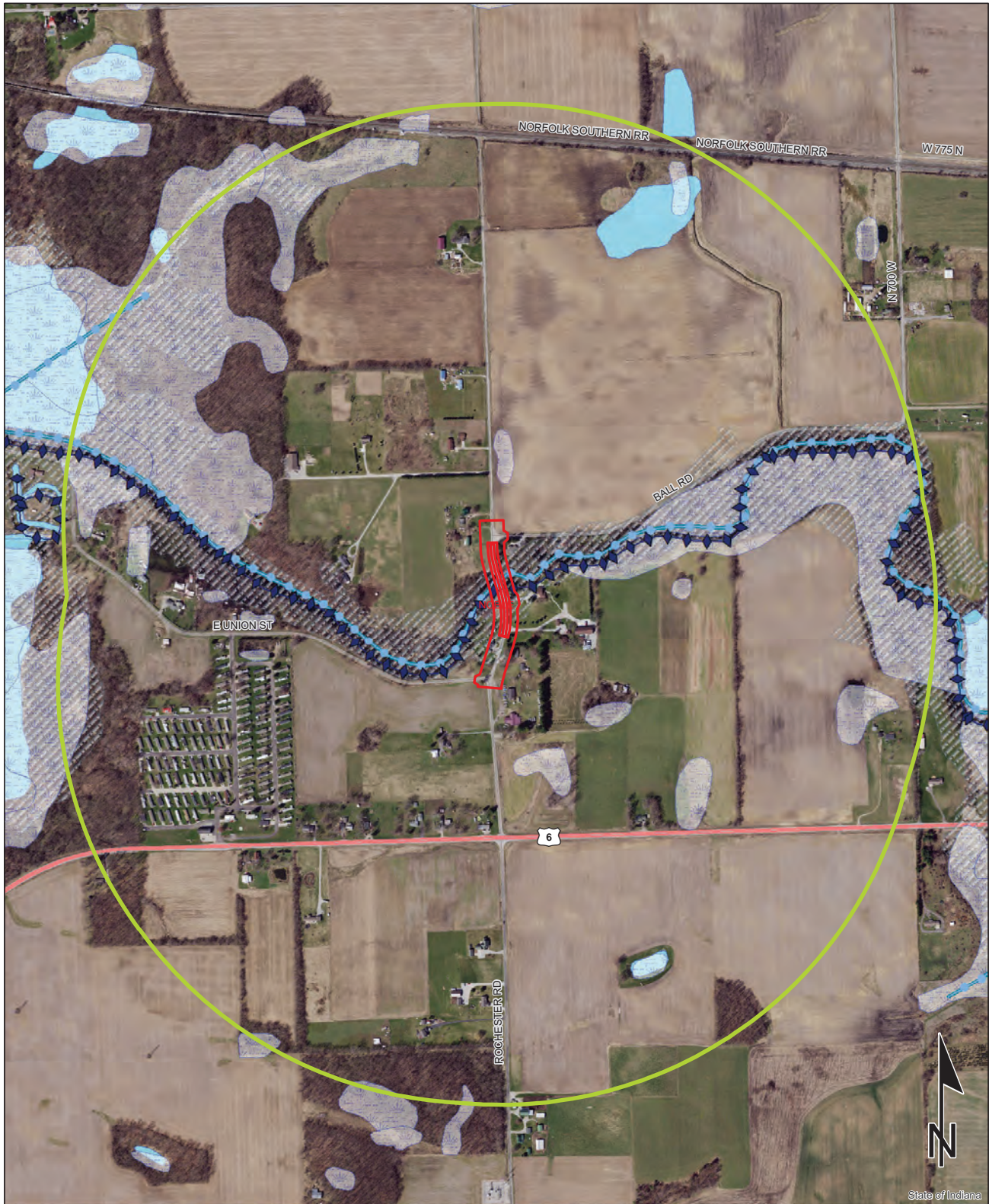


**Sources:** 0.15 0.075 0 0.15 Miles  
**Non Orthophotography Data** - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
**Map Projection:** UTM Zone 16 N **Map 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

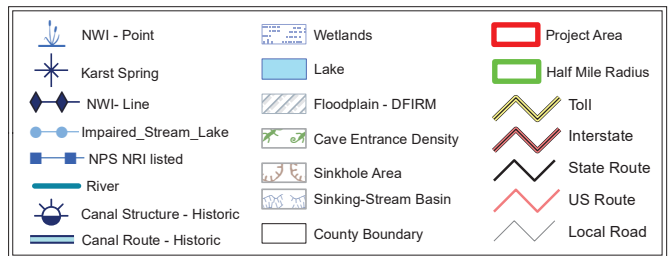


Red Flag Investigation - Water Resources  
 Rochester Road over the Elkhart River, 0.18 Mile North of US 6  
 Des. No. 1902840, Bridge Replacement Project  
 Noble County, Indiana



State of 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](http://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

## Rochester Road over the Elkhart River, 0.18 Mile North of US 6

### Des. No. 1902840, Bridge Replacement Project

#### Noble 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		

0.15 0.075 0 0.15  
Miles

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](http://www.indianamap.org))  
 Map Projection: UTM Zone 16 N Map Datum: NAD83

**Categorical Exclusion**  
**Appendix F**  
**Water Resources**



# NOBLE CO. BRIDGE NO. 69 BRIDGE PROJECT NOBLE COUNTY, IN

*November 15, 2021  
Waters of the U.S. Report  
Prepared by:  
Carson Hoogewerf*

**Prepared For: Noble County  
Des. No. 1902840  
Contract No. B-42775**



Lochmueller Group, Inc.

112 W Jefferson Blvd #500

South Bend, Indiana 46601

Phone: 574.334.5464

**Waters of the U.S. Determination  
Noble Co. Bridge No. 69  
Bridge Replacement Project  
Noble County, Indiana  
Des. No. 1902840**

**Date(s) of Field Reconnaissance**

June 4, 2021

**Location**

The project is located along Rochester Road, 0.32 mile north of US 6 in Noble County, Indiana (Pages A1 through A3).

- Section 26, Township 35 North, Range 8 East
- Ligonier 1:24,000 United States Geological Survey (USGS) Quadrangle
- Perry Township, Noble County, Indiana
- Latitude: 41.456820°N Longitude: -85.567180°W

**Project Description**

The proposed project (Des. No. 1902840) will replace the existing bridge (57-00069; NBI# 93004940) with a single-span beam bridge featuring two 10-foot wide lanes with 4- to 4.25-foot shoulders and concrete bridge railing. The new bridge will feature an out-to-out width of 31.25-foot and length of 96-foot. Approach work is expected, and the roadway section will include two 10-foot lanes with curb and gutter on both sides. New storm drainage will also be installed. The total length of the project is 0.10 mile.

One river, Elkhart River, was identified within the survey area. The survey area is located along Rochester Road east of Ligonier. Surrounding landscape consists of herbaceous vegetation, mowed roadside vegetation, and wooded areas. The survey area is located within a floodplain.

**Soils**

According to the Soil Survey Geographic (SSURGO) Database for Noble County, Indiana, the survey area contains soil areas with national hydric soils (Page A4).

Soil Name	Map Abbreviation	Hydric Range
Boyer loamy sand, 1 to 6 percent slopes	BoB	Not Hydric (0%)
Fox sandy loam, till plain, 2 to 6 percent slopes	FoB	Predominantly Nonhydric (1-32%)
Oshtemo loamy sand, 2 to 6 percent slopes	OsB	Not Hydric (0%)
Sebewa loam, drained, 0 to 1 percent slopes	Se	Predominantly Hydric (66-99%)

**National Wetlands Inventory Information**

National Wetland Inventory (NWI) wetlands were identified within the survey area (Page A5). The U.S. Fish and Wildlife Indiana wetlands geodatabase (IN\_geodatabase\_wetlands.gdb) identified one NWI as riverine, lower perennial, unconsolidated bottom, permanently flooded (R2UBH). This R2UBH was field identified as the Elkhart River. Wetland type is based on *Classification of Wetlands and Deepwater Habitats of the United States* (Cowardin et al. 1979).

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Wetland Type	Description	Location: Lat/Long
R2UBH	riverine, lower perennial, unconsolidated bottom, permanently flooded	41.456387 °N -85.567566 °W

### 12-Digit HUC

The Noble Co. Bridge No. 69 survey area is within the 040500011802 12-Digit HUC (Indian Lake-Elkhart River). The USGS StreamStats page (<https://water.usgs.gov/osw/streamstats/>) generated one watershed (Elkhart River Watershed) within the survey area with a drainage area of 280.6 square miles (Page A7). The Indiana Floodplain Information Portal (<https://dnrmaps.dnr.in.gov/appsphp/fdms/>) Best Available Flood Zones data indicate that the survey area is within a mapped floodway. The survey area is within the 1% annual chance of flooding (Page A6).

### Attached Documents

- General Location Map
- USGS Quad Map (1:24,000) Removed to avoid duplication. See Appendix B.
- USGS Quad Map (1:12,000)
- USDA SSURGO Soils Map
- USFWS NWI Map
- Best Available Flood Hazard Map
- StreamStats Watershed Map
- Water Resources Map
- Photo Location Map and Project Photos Removed to avoid duplication. See Appendix B.
- Preliminary Jurisdictional Determination Form

### Field Reconnaissance

The Waters of the U.S. (WOTUS) investigation survey area limits were established based on the scope of work expected for the Noble Co. Bridge No. 69 Replacement Project. Wetland determinations were conducted in accordance with the *Corps of Engineers Wetland Delineation Manual* (U.S. Army Corps of Engineers 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region Version 2.0* (U.S. Army Corps of Engineers 2010). Wetland Data sheets from the U.S. Army Corps of Engineers Detroit District website (<https://www.lre.usace.army.mil/Missions/Regulatory-Program-and-Permits/Automated-Wetland-Determination-Data-Form/>) were used to make wetland determinations. Due to discrepancies within the data sheets for soil indicator (S7) and red parent material (F21) between the Midwest Region Version 2.0 manual and the Detroit District, all methods remained consistent with the Midwest Region Version 2.0 manual. One river was identified during the field reconnaissance.

Water resource boundaries were mapped using a Trimble R1 receiver (sub-meter accuracy) and ArcCollector as the GIS data collection platform. For those features that displayed bed and bank, the ordinary high water mark (OHWM) width and depth was measured at the maximum 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 National Hydrography Dataset (NHD) features.

### Stream Feature(s)



The USGS Ligonier 1:24,000 topographic quadrangle identified one solid blue-line stream feature within the survey area (Pages A2 and A3). The National Hydrography Dataset (NHD) GIS dataset included one flow line feature within the survey area (Page A8). The field investigation concluded that one blue-line stream feature and one NHD line feature is Elkhart River.

**Elkhart River**

Elkhart River is a perennial river that flows from northeast to southwest across the survey area under Rochester Road (Page A8). Approximately 159 feet of the stream is within the survey area. The ordinary high water mark (OHWM) of Elkhart River is 70 feet wide and 2.1 feet deep. The drainage area is estimated to be 280.6 square miles. The substrate within this reach of Elkhart River consists of cobble (30%), gravel (50%), sand (10%), and silt (10%). The channel morphology within this reach of Elkhart River is run (85%), riffle (10%), pool (5%). Max pool depth was 2.1 feet. Instream vegetation cover was 35%. Overhanging banks were present. Elkhart River is a natural channel. Riparian areas consist of wooded areas and herbaceous vegetation. This river reach is considered to exhibit high quality based on riparian cover, available habitat, and channel morphology.

The Elkhart River is considered to be a perennial stream with a connection to the St. Joseph River, which is navigable throughout Indiana for 39.57 river miles. The Elkhart River would be subject to USACE jurisdiction under section 404 of the Clean Water Act due to its connection to the St. Joseph River which is a traditionally navigable water (TNW). This river is not subject to USACE jurisdiction under Section 10 of the River and Harbors Act.

**Stream Summary Table**

Water Feature Name	Photos	Lat/Long	OHWM Width (ft)	OHWM Depth (ft)	USGS Blue-line? Type?	Riffles? Pools?	Quality	Substrate	Likely Waters of U.S.?
Elkhart River	2-20	41.456387°N -85.567566°W	70.0	2.1	Yes Perennial River	Yes Yes	High	Cobble (30%) Gravel (50%) Sand (10%) Silt (10%)	Yes

**Wetlands**

Wetland features were not identified within the survey area.

**Open Water**

Open water features were not identified within the survey area.

**Roadside Ditch**

Roadside ditch features were not identified within the survey area.

**Conclusions**

The June 4, 2021 field review for the Noble Co. Bridge No. 69 Replacement Project identified one river, the Elkhart River, within the survey area. The Elkhart River would be subject to USACE jurisdiction under section 404 of the Clean Water Act due to its designation as a perennial and connection to the St. Joseph River, a TNW.





Every effort should be taken to avoid and minimize impacts to stream and wetland features. 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.

All drainage structures within the survey area were examined on June 4, 2021 for the presence of bats and were found to show no direct or indirect signs of occupation.

**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.

Carson J. Hoogewerf



Environmental Specialist I  
Lochmueller Group, Inc.

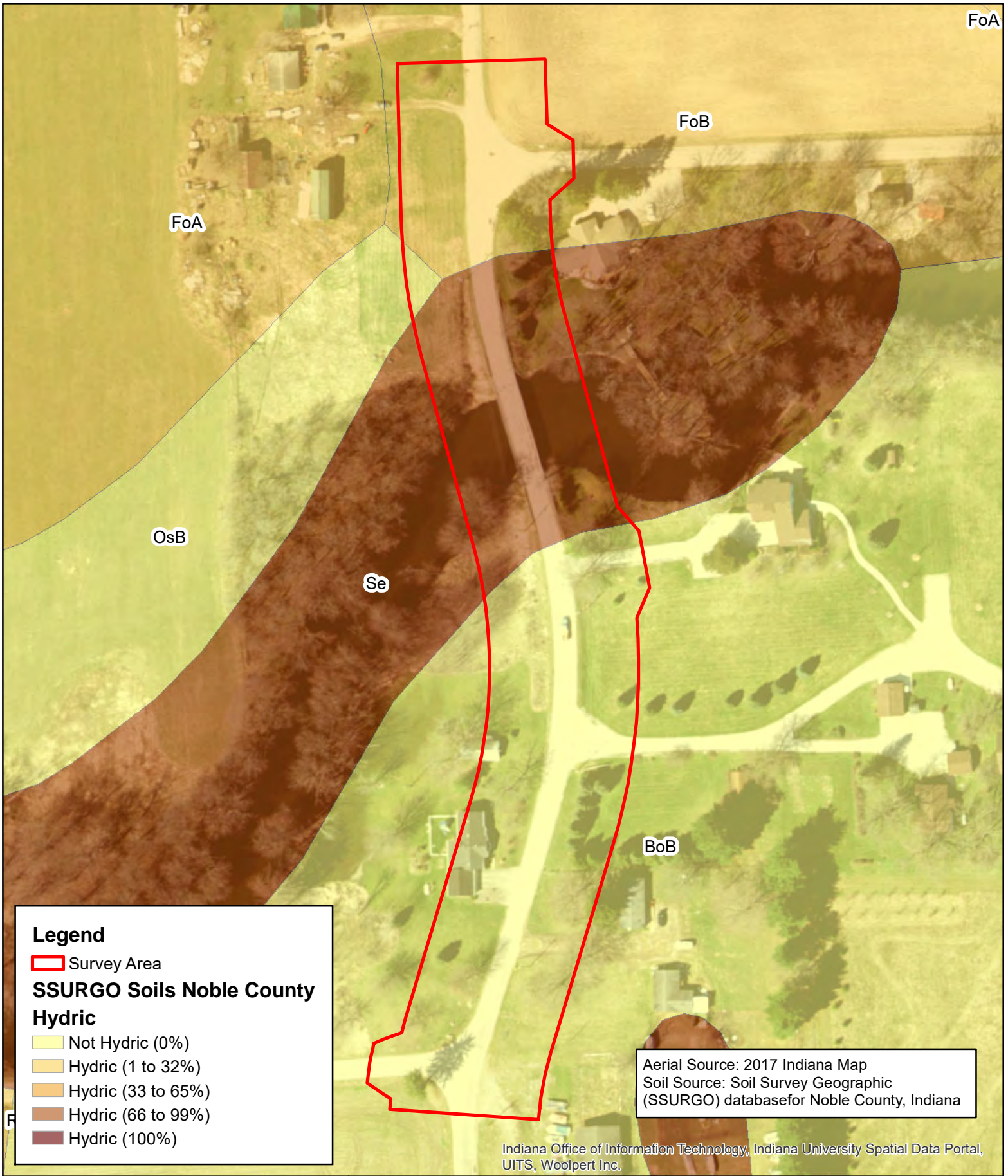
**Preparers**

Lochmueller Group, Inc. Staff	Position	Contributing Effort
Ruth Hook	Environmental Lead, CPESC, CESSWI	Field Data Collection
Carson Hoogewerf	Environmental Specialist I	Field Data Collection Report Preparation



## Attachments





**Legend**

Survey Area

**SSURGO Soils Noble County**

**Hydric**

- Not Hydric (0%)
- Hydric (1 to 32%)
- Hydric (33 to 65%)
- Hydric (66 to 99%)
- Hydric (100%)

Aerial Source: 2017 Indiana Map  
 Soil Source: Soil Survey Geographic  
 (SSURGO) database for Noble County, Indiana

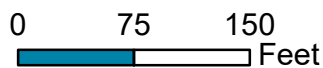
Indiana Office of Information Technology, Indiana University Spatial Data Portal,  
 UITS, Woolpert Inc.

**USDA SSURGO Soils Map**

**Des. No. 1902840**  
**Waters of the U.S. Report**

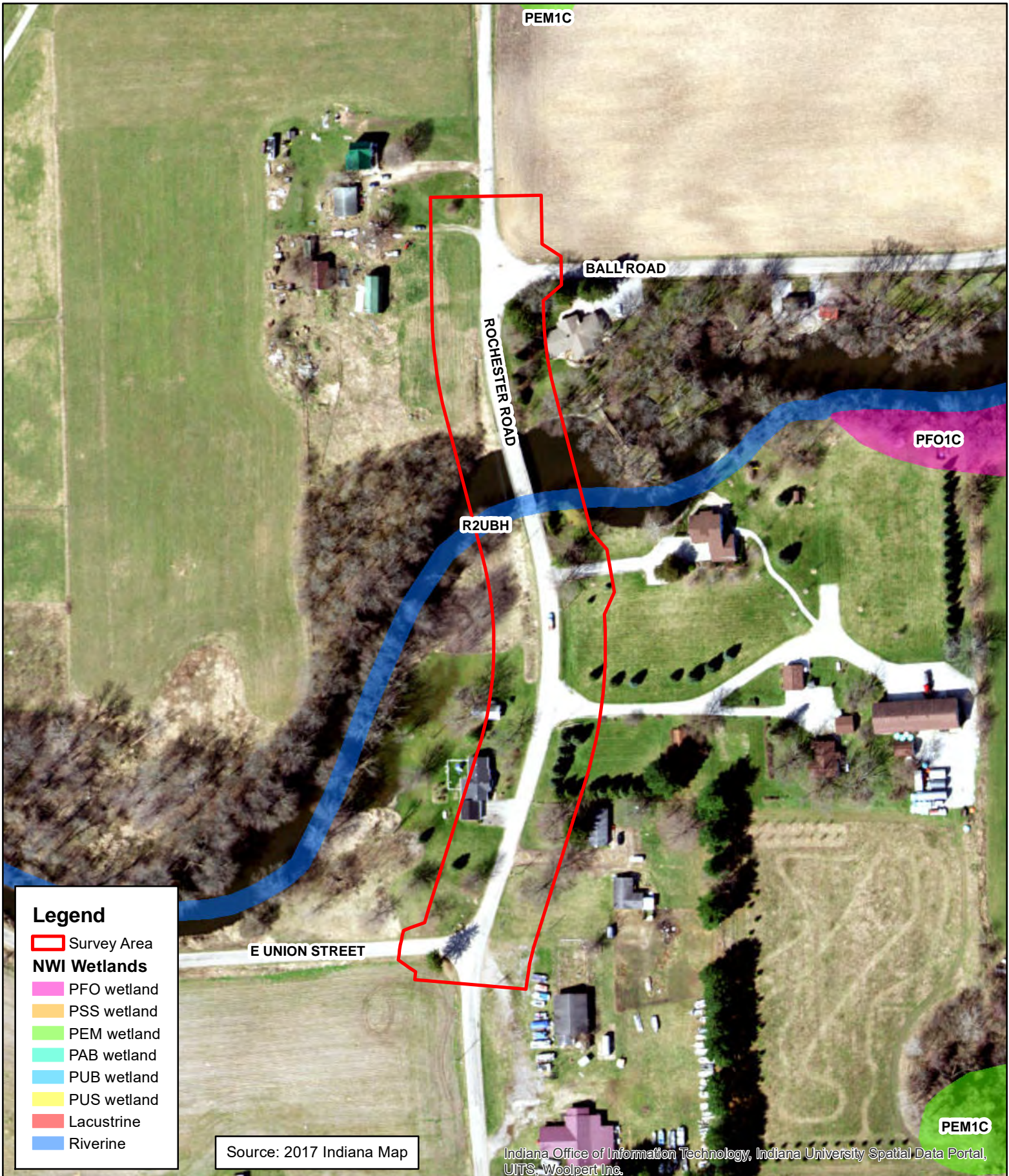
County: Noble  
Township: Perry  
State: Indiana

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 574.334.5460



Noble Co. Bridge 69  
Rochester Road, 0.32 Mile North of US 6  
Created: 10/25/2021, C. Hoogewerf





**Legend**

- Survey Area
- NWI Wetlands**
- PFO wetland
- PSS wetland
- PEM wetland
- PAB wetland
- PUB wetland
- PUS wetland
- Lacustrine
- Riverine

Source: 2017 Indiana Map

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

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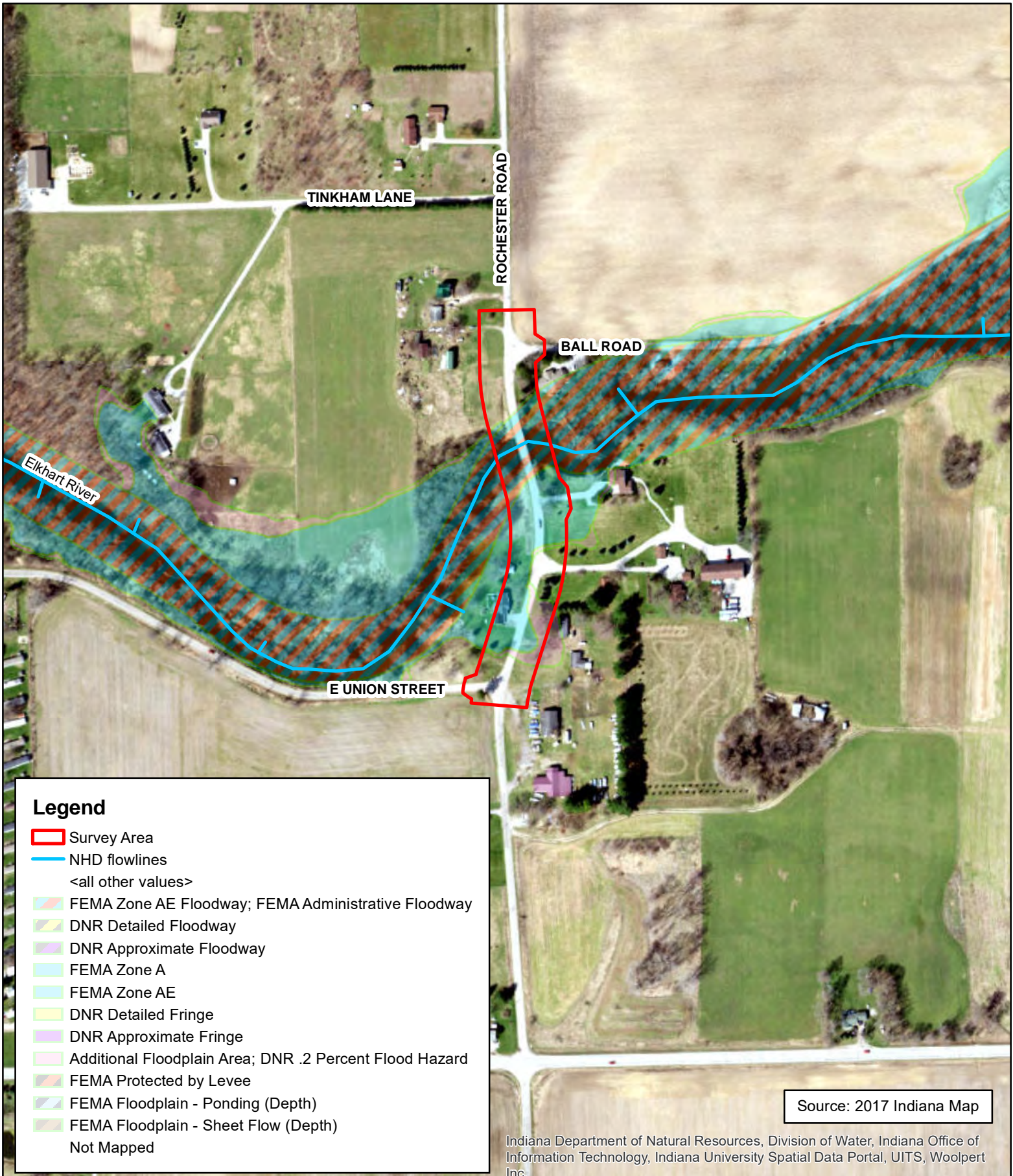
**USFWS NWI Map**  
 Des. No. 1902840  
 Waters of the U.S. Report

0    100    200  
 Feet

County: Noble  
 Township: Perry  
 State: Indiana

Noble Co. Bridge 69  
 Rochester Road, 0.32 Mile North of US 6  
 Created: 10/25/2021, C. Hoogewerf





**Legend**

- Survey Area
- NHD flowlines
- <all other values>
- FEMA Zone AE Floodway; FEMA Administrative Floodway
- DNR Detailed Floodway
- DNR Approximate Floodway
- FEMA Zone A
- FEMA Zone AE
- DNR Detailed Fringe
- DNR Approximate Fringe
- Additional Floodplain Area; DNR .2 Percent Flood Hazard
- FEMA Protected by Levee
- FEMA Floodplain - Ponding (Depth)
- FEMA Floodplain - Sheet Flow (Depth)
- Not Mapped

Source: 2017 Indiana Map

Indiana Department of Natural Resources, Division of Water, Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert Inc.

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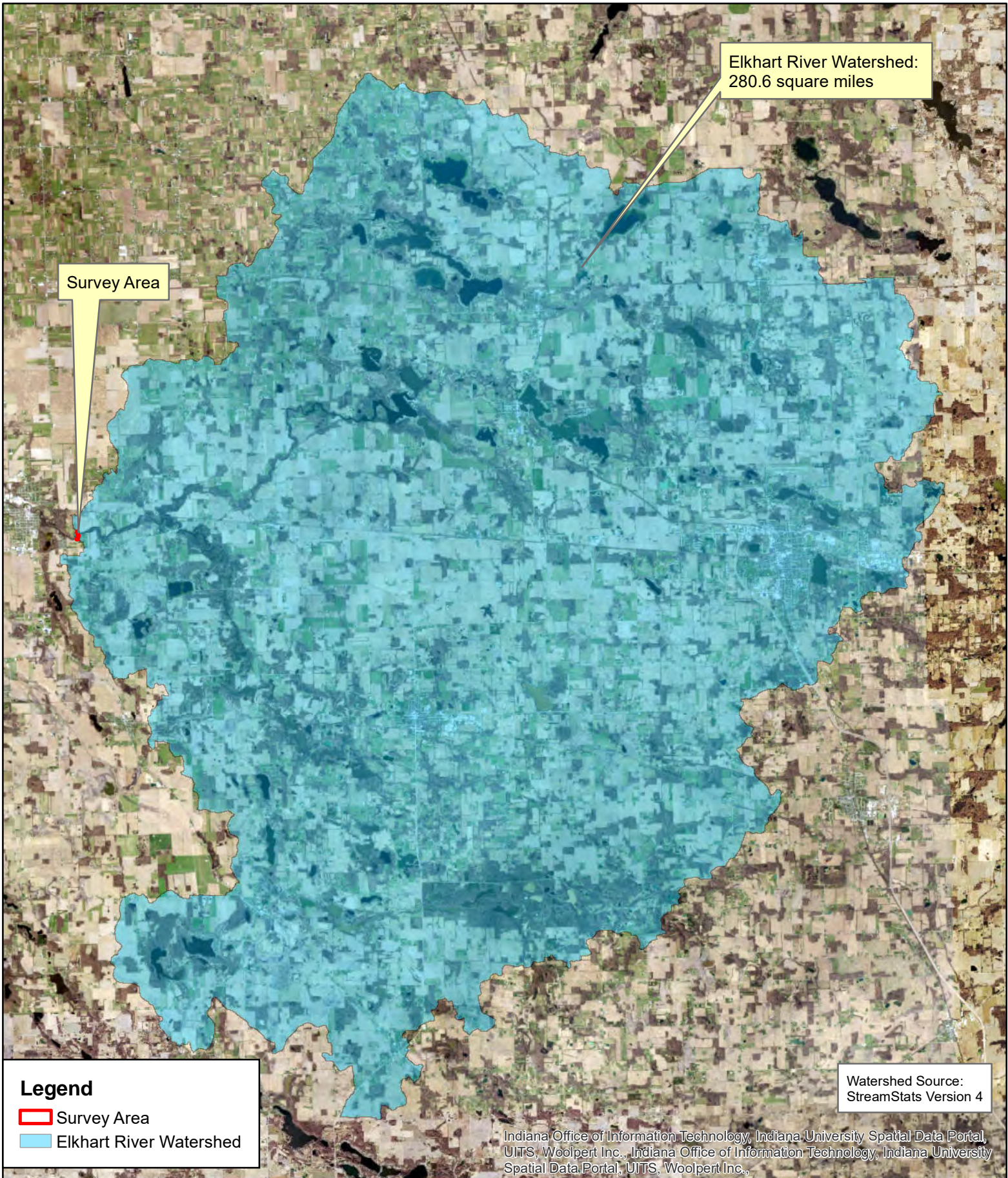
**Best Available Flood Hazard Map**  
**Des. No. 1902840**  
**Waters of the U.S. Report**

0      250      500  
 \_\_\_\_\_ Feet

County: Noble  
 Township: Perry  
 State: Indiana

Noble Co. Bridge 69  
 Rochester Road, 0.32 Mile North of US 6  
 Created:10/25/2021, C. Hoogewerf





Elkhart River Watershed:  
280.6 square miles

Survey Area

**Legend**

- Survey Area
- Elkhart River Watershed

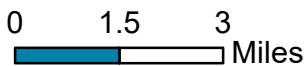
Watershed Source:  
StreamStats Version 4

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

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574.334.5460

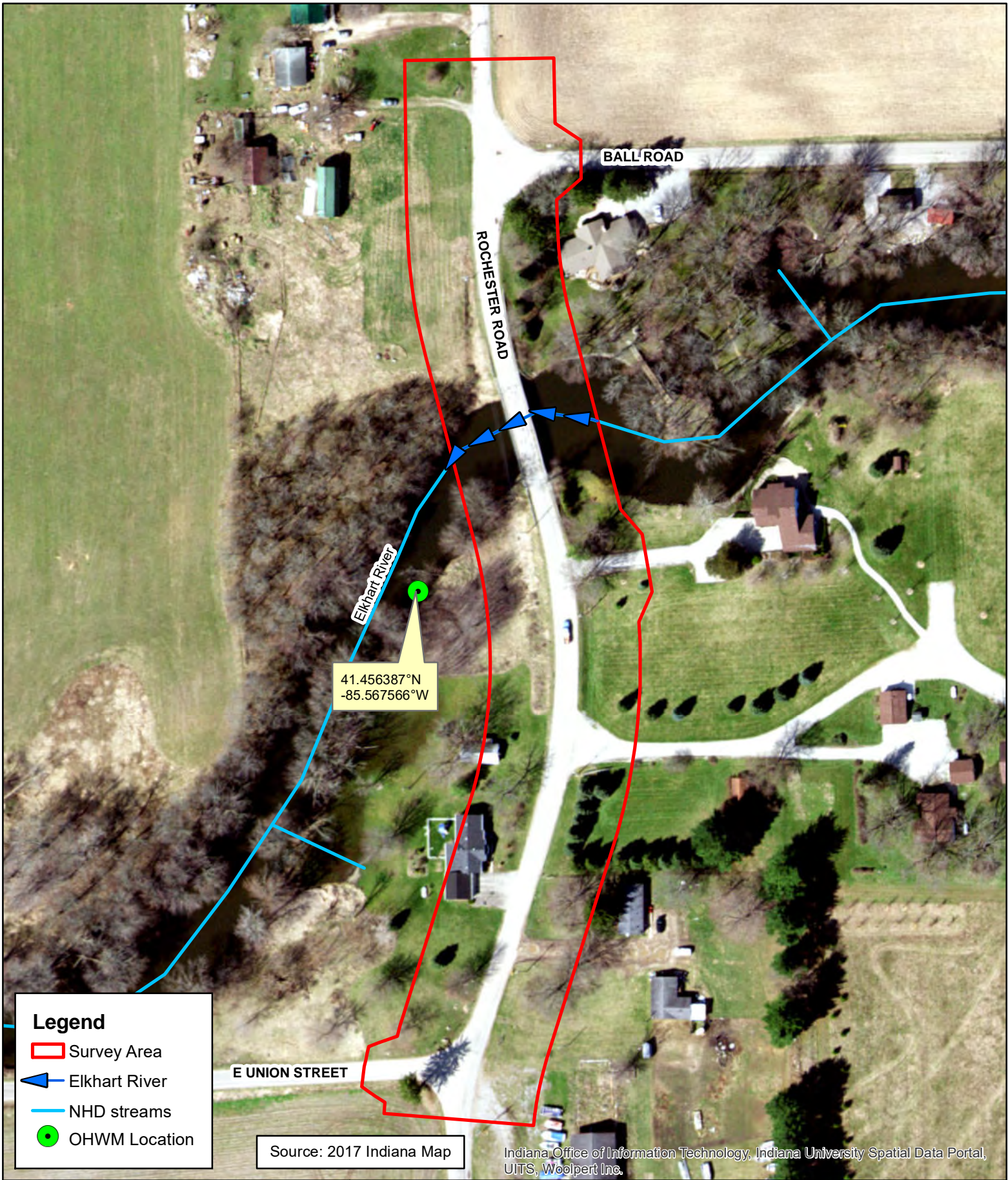
**StreamStats Watershed Map**  
Des. No. 1902840  
Waters of the U.S. Report

County: Noble  
Township: Perry  
State: Indiana



Noble Co. Bridge 69  
Rochester Road, 0.32 Mile North of US 6  
Created:10/25/2021, C. Hoogewerf





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**Water Resources Map**  
 Des. No. 1902840  
 Waters of the U.S. Report

0 100 200 Feet

County: Lake  
 Township: St. John  
 State: Indiana

Noble Co. Bridge 69  
 Rochester Road, 0.32 Mile North of US 6  
 Created: 10/25/2021, C. Hoogewerf

**Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM**

**BACKGROUND INFORMATION**

**A. REPORT COMPLETION DATE FOR PJD: 11/15/2021**

**B. NAME AND ADDRESS OF PERSON REQUESTING PJD:** Carson Hoogewerf, Lochmueller Group, 112 W Jefferson Blvd #500, South Bend, IN 46601

**C. DISTRICT OFFICE, FILE NAME, AND NUMBER:**

**D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:**

The proposed project is located along Rochester Road approximately 0.32 mile north of US 6, approximately 1.0 mile east of the City of Ligonier in Noble County, Indiana. The proposed project involves the replacement of Bridge No. 57-00069 over the Elkhart River. The replacement bridge is expected to be a single-span beam bridge featuring two 10-foot wide travel lanes with 4-foot approximate shoulders. The new proposed structure will be 96 feet in length. Approach work is expected. The roadway section will include two 10-foot lanes with curb and gutter on both sides. New roadside storm drainage will be installed. Surrounding landscape consists of roadside vegetation, residential areas, and wooded areas. The project area is located within a mapped floodplain. One river, Elkhart River, was identified within the investigation area.

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

State: **Indiana** County/parish/borough: **Noble** City: **Outside Ligonier**  
Center coordinates of site (lat/long in degree decimal format):  
Lat.: **41.456820°N** Long.: **-85.567180°W**  
Universal Transverse Mercator: **16T 619671 4590448**  
Name of nearest waterbody: **Elkhart River**

**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)
Elkhart River	41.456387°N	-85.567566°W	159 feet (0.26 acre)	non-wetland	Section 404

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

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

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

- Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:  
Map: Location maps, topographic map, aerial map, floodplain map, NWI map
- 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: Hydrography\_HighRes\_Flowline\_NHD\_USGS.shp
  - USGS NHD data.
  - USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name: Ligonier 1:24,000
- Natural Resources Conservation Service Soil Survey. Citation: 2020 Indiana Noble Co. SSURGO Database
- National wetlands inventory map(s). Cite name: USFWS Indiana wetlands geodatabase (IN\_geodatabase\_wetlands.gdb)
- State/local wetland inventory map(s): \_\_\_\_\_
- FEMA/FIRM maps: Indiana Floodplain Information Portal (https://dnrmaps.dnr.in.gov/appsphp/fdms/) Best Available Flood Zones
- 100-year Floodplain Elevation is: 873 feet (National Geodetic Vertical Datum of 1929)
- Photographs:  Aerial (Name & Date): Indiana Office of Information Technology 2016  
or  Other (Name & Date): Ground Photos June 4, 2021
- Previous determination(s). File no. and date of response letter: \_\_\_\_\_
- Other information (please specify): \_\_\_\_\_

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

\_\_\_\_\_  
Signature and date of  
Regulatory staff member  
completing PJD

Carson J Hoogewerf Digitally signed by Carson J Hoogewerf  
Date: 2021.11.15 10:59:18 -05'00'

\_\_\_\_\_  
Signature and date of  
person requesting PJD  
(REQUIRED, unless obtaining  
the signature is impracticable)<sup>1</sup>

<sup>1</sup> 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**



November 5, 2020

RE: Noble County - Bridge 69 Replacement Project (DES #1902840)

### NOTICE OF SURVEY

Dear Property Owner:

Available records indicate that you own or occupy property near or adjacent to a bridge replacement project. Lochmueller Group, Inc. has partnered Northpointe Engineering & Surveying, Inc. to perform and manage the survey of the project area. In the near future, it may be necessary for our firm or subconsultant to access your property to complete the work. This is permitted by law per Indiana Code IC 36-9-25-10(2), IC 25-21.5-9-7, and IC 8-23-7-26. If you are available, employees from our firm (or our subconsultant) will show their identification before coming onto your property.

The survey work will include mapping the location of features (i.e., sidewalks, trees, buildings, fences, utilities, and driveways) and obtaining ground elevations. The proposed survey will include locating sanitary, storm and water structures that may be located on your property. The survey is needed to depict existing conditions for the proper planning and design of the improvement project. The survey work may also include identification and mapping of wetlands.

Please rest assured that we will work to cause you as little inconvenience as possible during this survey. If you have any questions, or if any problems do occur, please contact Sean Suttles of Lochmueller Group, Inc. at the telephone number or address below.

PROJECT CONTACT

Sean Suttles, PS, CFedS  
Lochmueller Group, Inc.  
Phone: 812-759-4164  
Email: [ssuttles@lochgroup.com](mailto:ssuttles@lochgroup.com)

SURVEY CONTACT

Jacob T. Hoffman, EI, PS  
Northpointe Engineering and Surveying  
Phone: 317-721-0036  
Email: [jhoffman@npesindy.com](mailto:jhoffman@npesindy.com)

Sincerely,  
NORTHPOINTE ENGINEERING & SURVEYING, INC.

Jacob T. Hoffman, EI, PS  
Senior Project Manager

6125 South East Street, Suite "B", Indianapolis, Indiana 46227  
Office – 317.884.3020/ Fax – 317.721.0027/ [www.npesindy.com](http://www.npesindy.com)  
Engineering    Surveying    Consulting    Inspection

**Categorical Exclusion**  
**Appendix H**  
**Air Quality**



Indiana Department of Transportation (INDOT)  
 State Preservation and Local Initiated Projects FY 2020 - 2024

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2020	2021	2022	2023	2024
Indiana Department of Transportation	42376 / 1900052	A 01	SR 205	Bridge Replacement, Other Construction	0.65 Miles South of SR 3 Over Black Creek	Fort Wayne	.1	STBG	\$1,198,109.00	Bridge Construction	CN	\$754,487.20	\$188,621.80			\$20,000.00		\$923,109.00
										Bridge Consulting	PE	\$172,000.00	\$43,000.00	\$215,000.00				
										Bridge ROW	RW	\$32,000.00	\$8,000.00			\$40,000.00		

Comments:NO MPO. DES 1900052 adding PE to FY 2020, RW to FY 2022 and CN to FY 2022 into FY 2020 - 2024 STIP.

Indiana Department of Transportation	42389 / 1800040	A 13	US 6	Median Construction	US 6 at US 33 / SR 5	Fort Wayne	.24	NHPP	\$592,470.00	Safety Construction	CN	\$473,976.00	\$118,494.00			\$15,000.00		\$577,470.00
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Performance Measure Impacted: Safety

Comments:NO MPO. DES 1800040 adding CN to FY 2022 for \$15,000 and FY 2024 for \$577,470.

Kendallville	42771 / 1902750	A 18	ST 3000	Road Reconstruction (3R/4R Standards)	Drake Road: from Beacon Road to Weston Ave.	Fort Wayne	.758	STBG	\$5,480,000.00	Group III Program	PE	\$432,645.00	\$0.00		\$432,645.00			
										Group III Program	RW	\$276,320.00	\$0.00			\$276,320.00		
										Local Funds	PE	\$0.00	\$108,162.00		\$108,162.00			
										Local Funds	RW	\$0.00	\$69,080.00			\$69,080.00		

Comments:Add new project to STIP. No MPO

Noble County	42773 / 1902839	A 18	IR 6340	Bridge Replacement	Bridge 44 - CR 1050N over Waldron Lake	Fort Wayne	.12	STBG	\$1,610,000.00	Local Funds	PE	\$0.00	\$210,000.00		\$210,000.00			
										Local Funds	RW	\$0.00	\$125,000.00				\$125,000.00	
										Local Funds	CN	\$0.00	\$322,000.00					\$322,000.00
										Local Bridge Program	CN	\$1,288,000.00	\$0.00					\$1,288,000.00

Performance Measure Impacted: Bridge Condition

Comments:Add new project to STIP. No MPO

Noble County	42775 / 1902840	A 18	IR 6320	Bridge Rehabilitation Or Repair	Bridge 69: Rochester Road over the Elkhart River	Fort Wayne	.12	STBG	\$2,355,000.00	Local Funds	PE	\$0.00	\$51,000.00		\$51,000.00			
										Local Funds	RW	\$0.00	\$24,000.00				\$24,000.00	
										Local Bridge Program	PE	\$204,000.00	\$0.00		\$204,000.00			

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

Indiana Department of Transportation (INDOT)  
 State Preservation and Local Initiated Projects FY 2020 - 2024

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2020	2021	2022	2023	2024
Noble County	42775 / 1902840	A 18	IR 6320	Bridge Rehabilitation Or Repair	Bridge 69: Rochester Road over the Elkhart River	Fort Wayne	.12	STBG	\$2,355,000.00	Local Bridge Program	RW	\$96,000.00	\$0.00				\$96,000.00	
Performance Measure Impacted: Bridge Condition																		
Comments:Add new project to STIP for PE																		
Noble County	42776 / 1902841	A 18	IR 6300	Road Reconstruction (3R/4R Standards)	Ball Road - Approx. 1,750 ft E of CR 750W to 2,900 ft E of 750W	Fort Wayne	.25	Safety	\$827,000.00	Local Funds	PE	\$0.00	\$185,000.00		\$185,000.00			
										Local Funds	RW	\$0.00	\$30,000.00				\$30,000.00	
Comments:Add new project to STIP for PE																		
Noble County	42777 / 1902842	A 18	IR 2037	Bridge Replacement	Bridge 134 - CR 225E over CSX RR	Fort Wayne	.13	STBG	\$4,364,000.00	Local Funds	PE	\$0.00	\$84,000.00		\$84,000.00			
										Local Funds	RW	\$0.00	\$84,000.00				\$84,000.00	
										Local Bridge Program	PE	\$336,000.00	\$0.00		\$336,000.00			
										Local Bridge Program	RW	\$220,000.00	\$0.00				\$220,000.00	
Performance Measure Impacted: Bridge Condition																		
Comments:Add new project to STIP for PE																		
Indiana Department of Transportation	43115 / 2000254	A 22	SR 3	Channel Clearing And Protection	SR 3 over Handshoe Ditch, 1.0 9 miles N of SR 8	Fort Wayne	0	STBG	\$68,617.00	Bridge Construction	CN	\$44,393.60	\$11,098.40			\$55,492.00		
										Bridge Consulting	PE	\$10,500.00	\$2,625.00		\$13,125.00			
Performance Measure Impacted: Safety																		
Comments:NO MPO for DES 2000254. Adding PE for \$13,125 to FY 2021 and CN for \$55,492 to FY 2022.																		
Indiana Department of Transportation	43115 / 2000254	A 43	SR 3	Channel Clearing And Protection	SR 3 over Handshoe Ditch, 1.0 9 miles N of SR 8	Fort Wayne	0	NHPP	\$511,302.00	Bridge Consulting	PE	\$8,000.00	\$2,000.00		\$10,000.00			
										Bridge Construction	CN	\$33,824.00	\$8,456.00			\$42,280.00		
Performance Measure Impacted: Safety																		
Comments:NIRCC MPO TIP Resolution 21-48 dated 1/11/21 for DES 2000259. Adding PE to FY21 for \$10,000 and CN to FY22 for \$42,280. AQC exempt 1/4/21.																		
Indiana Department of Transportation	43115 / 2000254	A 44	SR 3	Channel Clearing And Protection	SR 3 over Handshoe Ditch, 1.0 9 miles N of SR 8	Fort Wayne	0	NHPP	\$372,589.00	Bridge Construction	CN	\$38,052.00	\$9,513.00			\$47,565.00		
Performance Measure Impacted: Safety																		
Comments:NIRCC MPO TIP Resolution 20-182 dated 6/9/2020. DES 2000328 adding CN to FY 2022 for \$47,565. AQC exempt 5/27/2020																		
Indiana Department of Transportation	43287 / 2002234	A 34	SR 8	Small Structure Replacement	4.22 Miles East of SR 9, Large Culvert for UNT of RUMMEL BRANCH.	Fort Wayne	0	STBG	\$947,810.00	Bridge Consulting	PE	\$120,000.00	\$30,000.00			\$150,000.00		

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

**Categorical Exclusion**  
**Appendix I**  
**Other**

**Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated July 2020)**

ProjectNumber	SubProjectCode	County	Property
1800002	1800002	Noble	Chain O'Lakes State Park
1800118	1800118A	Noble	Chain O' Lakes
1800135	1800135	Noble	Noble Co. Fairgrounds, Kendallville Fair Grounds
1800161	1800161G	Noble	Chain O' Lakes State Park
1800171	1800171B	Noble	Chain O' Lakes State Park
1800305	1800305H	Noble	Chain O' Lakes State Park
1800312	1800312B	Noble	Chain O' Lakes State Park
1800319	1800319	Noble	G. Martin Kenney Memorial Park
1800327	1800327C	Noble	Chain O' Lakes State Park
1800353	1800353	Noble	Kelly St. Park
1800358	1800358	Noble	Avilla Park
1800363	1800363D	Noble	Chain O' Lakes State Park
1800369	1800369E	Noble	Gaff Park (Mainland Park)
1800378	1800378A	Noble	Chain O' Lakes State Park
1800391	1800391	Noble	Cromwell Community Park
1800405	1800405B	Noble	Big Lake Public Access Site
1800405	1800405AA	Noble	Crane Lake Public Access Site
1800405	1800405J	Noble	Eagle Lake Wetland Conservation Area
1800405	1800405T	Noble	Rome City Wetlands Fish and Wildlife Area
1800405	1800405U	Noble	Smalley Lake Public Access Site
1800413	1800413J	Noble	Chain O' Lakes State Park
1800492	1800492	Noble	Hidden Diamonds Community Park
1800513	1800513	Noble	Hidden Diamonds Community Park

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



# Bridge Inspection Report

57-00069  
ROCHESTER RD  
over  
ELKHART RIVER



Inspection Date: 4/8/2021

Inspected By: Scott G. Minnich

Inspection Type(s): Routine

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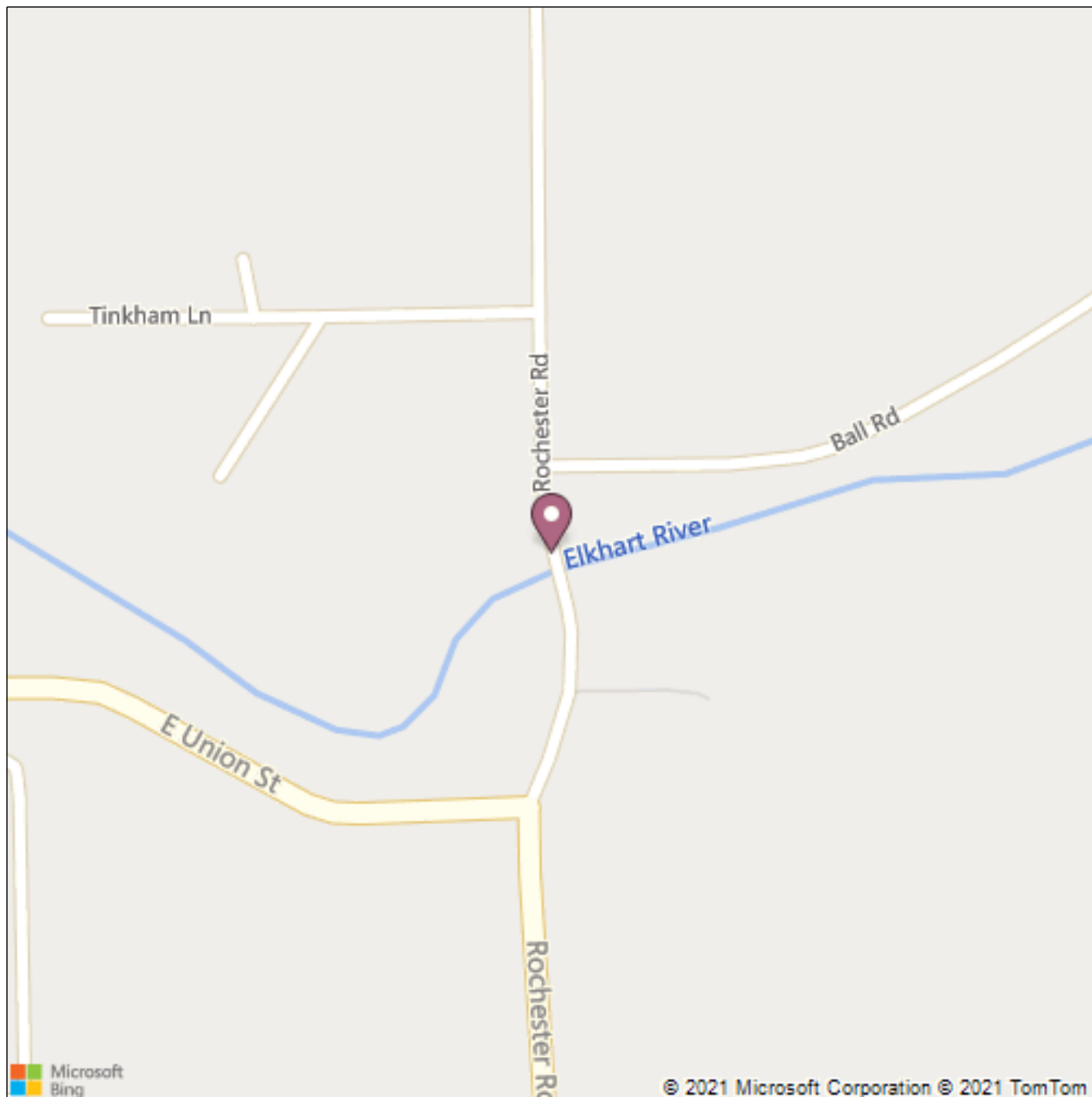
Inspector: Scott G. Minnich

Inspection Date: 4/8/2021

Asset Name: 57-00069

Facility Carried: ROCHESTER RD

Bridge Inspection Report



Latitude: 41.45691

Longitude: -85.567223

Inspector: Scott G. Minnich

Asset Name: 57-00069

Inspection Date: 4/8/2021

Facility Carried: ROCHESTER RD

### Bridge Inspection Report

The bridge was built in 1971.

Wearing Surface - CRACKS, UNEVEN, POTHOLES, PATCHES, MAP CRACKING.

Deck - SEEPAGE, JOINTS ABOVE ABUTMENT ARE LEAKING, DEBRIS IN JOINTS.

Superstructure - SEEPAGE WITH EFFLORESCENCE, SEPARATION BETWEEN BEAMS, ONE DELAMINATION, BOTH OUTSIDE BEAMS SHIFTED AWAY FROM MAIN STRUCTURE, COUNTY TESTED CHLORIDE IN THIS BRIDGE IN 2014 AND FOUND THE LEVELS IN THE BEAMS TO BE 3 TIMES THE ACCEPTABLE LEVELS. BEAM 1 AND 8 HAIRLINE COPING CRACKS.

Substructure - NORTH ABUTMENT UNDERCUT AT MIDDLE, FOOTING EXPOSED, ON PILES, VISIBLE SHELL PILE, HAIRLINE VERTICAL CRACKS.

Channel - NO PROTECTION AT ABUTMENTS, FLOW AGAINST BOTH ABUTMENTS.

The bridge is not scour critical.

Overall the bridge is in fair condition.



Bridge Inspection Report

**IDENTIFICATION**

(1) STATE CODE:	185 - Indiana	(12) BASE HIGHWAY NETWORK:	0
(8) STRUCTURE:	5700037	(13A) INVENTORY ROUTE:	
(5 A-B-C-D-E) INV. ROUTE:	1 - 4 - 1 - 00000 - 0	(13B) SUBROUTE NUMBER:	
(2) HIGHWAY AGENCY DISTRICT:	02 - Fort Wayne	(16) LATITUDE:	41.45691
(3) COUNTY CODE:	057 - NOBLE	(17) LONGITUDE:	-85.567223
(4) PLACE CODE:	00000 - N/A	(98) BORDER	
(6) FEATURES INTERSECTED:	ELKHART RIVER	A) STATE NAME:	
(7) FACILITY CARRIED:	ROCHESTER RD	B) PERCENT	%
(9) LOCATION:	00.32 N OF GRAND	(99) BORDER BRIDGE STRUCT. NO:	
(11) MILEPOINT:	0000-000 ARMY OF THE REPUBLIC HWY		

**STRUCTURE TYPE AND MATERIAL**

(43) STRUCTURE TYPE, MAIN:		(45) NUMBER OF SPANS IN MAIN 001 UNIT:	
A) KIND OF MATERIAL/DESIGN:	5 - Prestressed concrete	(46) NUMBER OF APPROACH SPANS:	0000
B) TYPE OF DESIGN/CONSTR:	05 - Box Beam or Girders - Multiple	(107) DECK STRUCTURE TYPE:	2 - Concrete Precast Panels
(44) STRUCTURE TYPE, APPROACH SPANS:		(108) WEARING SURFACE/PROT SYS:	
A) KIND OF MATERIAL/DESIGN:	0 - Other	A) WEARING SURFACE:	6 - Bituminous
B) TYPE OF DESIGN/CONSTR:	00 - Other	B) DECK MEMBRANE:	0 - None
		C) DECK PROTECTION:	0 - None

**AGE OF SERVICE**

(27) YEAR BUILT:	1971	(28) LANES:	
(106) YEAR RECONSTRUCTED:	0000	A) ON BRIDGE:	02
(42) TYPE OF SERVICE:		B) UNDER BRIDGE:	00
A) ON BRIDGE:	1 - Highway	(29) AVERAGE DAILY TRAFFIC:	000680
B) UNDER BRIDGE:	5 - Water way	(30) YEAR OF AVERAGE DAILY TRAFFIC:	2021
		(109) AVERAGE DAILY TRUCK TRAFFIC:	10 %
		(19) BYPASS DETOUR LENGTH:	002 MI

Bridge Inspection Report

**GEOMETRIC DATA**

(48) LENGTH OF MAX SPAN: 0086.2 FT	(35) STRUCTURE FLARED: 0 - No flare
(49) STRUCTURE LENGTH: 00090.0 FT	(10) INV RTE, MIN VERT CLEARANCE: 99.99 FT
(50) CURB/SIDEWALK WIDTHS:	(47) TOT HORIZ CLEARANCE: 024.3 FT
A) LEFT 00.0 FT	(53) VERT CLEAR OVER BR RDWY: 99.99 FT
B) RIGHT: 00.0 FT	(54) MIN VERTICAL UNDERCLEARANCE:
(51) BRDG RDWY WIDTH CURB-TO-CURB: 024.3 FT	A) REFERENCE FEATURE: N
(52) DECK WIDTH, OUT-TO-OUT: 024.3 FT	B) MIN VERT UNDERCLEAR: 0 FT
(32) APPROACH ROADWAY 022.0 FT	(55) LATERAL UNDERCLEARANCE RIGHT:
(33) BRIDGE MEDIAN: 0 - No median	A) REFERENCE FEATURE: N
(34) SKEW: 00 DEG	B) MIN LATERAL UNDERCLEAR: 000.0 FT
	(56) MIN LATERAL UNDERCLEAR ON LEFT: 000.0 FT

**INSPECTIONS**

(90) INSPECTION DATE: 04/08/2021	(91) DESIGNATED INSPECTION FREQUENCY: 24 MONTHS
(92) CRITICAL FEATURE INSPECTION:	(93) CRITICAL FEATURE INSPECTION DATE:
A) FRACTURE CRITICAL REQUIRED/FREQUENCY: N	A) FRACTURE CRITICAL DATE:
B) UNDERWATER INSPECTION REQUIRED/FREQUENCY: N	B) UNDERWATER INSP DATE:
C) OTHER SPECIAL INSPECTION REQUIRED/FREQUENCY: N	C) OTHER SPECIAL INSP DATE:

**CONDITION**

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

**CONDITION COMMENTS**

(58) DECK: 5 - Fair Condition (minor section loss)
Comments: FAIR - SEEPAGE, JOINTS ABOVE ABUTMENT ARE LEAKING, DEBRIS IN JOINTS Material: PRESTR. CONC. BOX BMS
(58.01) WEARING SURFACE: 4 - Poor Condition
Comments: POOR - CRACKS, UNEVEN, POTHOLES, PATCHES, MAP CRACKING Material: BITUMINOUS (2")

Inspector: Scott G. Minnich

Asset Name: 57-00069

Inspection Date: 4/8/2021

Facility Carried: ROCHESTER RD

Bridge Inspection Report

(59) SUPERSTRUCTURE: 5 - Fair Condition (minor section loss)

Comments:

FAIR - SEEPAGE WITH EFFLORESCENCE, SEPARATION BETWEEN BEAMS 1 AND 2, BEAM 8 DELAMINATIONS ALONG OUTSIDE, BOTH OUTSIDE BEAMS SHIFTED AWAY FROM MAIN STRUCTURE, COUNTY TESTED CHLORIDE IN THIS BRIDGE IN 2014 AND FOUND THE LEVELS IN THE BEAMS TO BE 3 TIMES THE ACCEPTABLE LEVELS. BEAM 1 AND 8 HAIRLINE COPING CRACKS

Material:

PRESTR. CONC. BOX BMS

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

Comments:

FAIR - NORTH ABUTMENT UNDERCUT WITH BOTTOM OF FOOTING EXPOSED, ON PILES, VISIBLE SHELL PILES, HAIRLINE VERTICAL CRACKS

Material:

CONCRETE

(61) CHANNEL/CHANNEL PROTECTION 5 - Bank eroded.. major damage

Comments:

FAIR - NO PROTECTION AT NORTH ABUTMENT

Material:

RIPRAP/NATURAL

(62) CULVERTS: N - Not Applicable

Comments:

N/A

Material:

N/A

LOAD RATING AND POSTING

(31) DESIGN LOAD:	5 - HS 20	(66) INVENTORY RATING:	43
(70) BRIDGE POSTING	5 - Equal to or above legal loads	(65) INVENTORY RATING METHOD:	3 - Load and Resistance Factor (LRFR)
(41) STRUCTURE OPEN/POSTED/CLOSED:	A - Open	(66B) INVENTORY RATING (H):	38
(64) OPERATING RATING:	75	(66C) TONS POSTED :	
(63) OPERATING RATING METHOD:	3 - Load and Resistance Factor (LRFR)	(66D) DATE POSTED/CLOSED:	

APPRAISAL

SUFFICIENCY RATING:	73.9	(36) TRAFFIC SAFETY FEATURE:	
STATUS:	0	36A) BRIDGE RAILINGS:	0
(67) STRUCTURAL EVALUATION:	5	36B) TRANSITIONS:	0
(68) DECK GEOMETRY:	4	36C) APPROACH GUARDRAIL:	0
(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL:	N	36D) APPROACH GUARDRAIL ENDS:	0

Inspector: Scott G. Minnich

Asset Name: 57-00069

Inspection Date: 4/8/2021

Facility Carried: ROCHESTER RD

Bridge Inspection Report

(71) WATERWAY ADEQUACY: 6 - Occasional Overtopping of Approaches - Insignificant Delays

Comments:  
ADEQUATE

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

Comments:  
LIGHT WEAR  
Material:  
BITUMINOUS  
72: TANGENT, HORIZONTAL CURVE SOUTH, INTERSECTION NORTH

(113) SCOUR CRITICAL BRIDGES: 4 - Action is required to protect exposed foundations

Comments:  
BOTTOM OF NORTH ABUTMENT EXPOSED WITH NO RIPRAP, ON PILES

CLASSIFICATION

(20) TOLL:	3 - On Free Road	(21) MAINT. RESPONSIBILITY:	02 - County Highway Agency
(22) OWNER:	02 - County Highway Agency	(26) FUNCTIONAL CLASS OF INVENTORY RTE:	09 - Rural - Local
(37) HISTORICAL SIGNIFICANCE:	5 - Not eligible	(100) STRAHNET HIGHWAY:	Not a STRAHNET route
(101) PARALLEL STRUCTURE:	N - No parallel structure	(102) DIRECTION OF TRAFFIC:	2-way traffic
(103) TEMPORARY STRUCTURE:		(104) HIGHWAY SYSTEM OF INVENTORY ROUTE:	0 - Structure/Route is NOT on NHS
(105) FEDERAL LANDS HIGHWAYS:	0-Not Applicable	(110) DESIGNATED NATIONAL NETWORK:	Inventory route not on network
(112) NBIS BRIDGE LENGTH:	Yes		

NAVIGATION DATA

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

PROPOSED IMPROVEMENTS

(75A) TYPE OF WORK:	31 - Replacement - Load/Geometry	(95) ROADWAY IMPROVEMENT COST:	\$ 000190
(75B) WORK DONE BY:	1 - Work to be done by contract	(96) TOTAL PROJECT COST:	\$ 000884
(76) LENGTH OF IMPROVEMENT:	000090 FT	(97) YR OF IMPROVEMENT COST EST:	2021
(94) BRIDGE IMPROVEMENT COST:	\$ 000510	(114) FUTURE AVG DAILY TRAFFIC:	001090
		(115) YR OF FUTURE ADT:	2041



Inspector: Scott G. Minnich

Inspection Date: 4/8/2021

Asset Name: 57-00069

Facility Carried: ROCHESTER RD

Bridge Inspection Report

Inspector: Scott G. Minnich  
Inspection Date: 4/8/2021

Asset Name: 57-00069  
Facility Carried: ROCHESTER RD

Bridge Inspection Report



PHOTO 1

Description LOOKING SOUTH FROM ROAD



PHOTO 2

Description LOOKING NORTH FROM ROAD

Inspector: Scott G. Minnich  
Inspection Date: 4/8/2021

Asset Name: 57-00069  
Facility Carried: ROCHESTER RD

Bridge Inspection Report



PHOTO 3

Description LOOKING WEST FROM CHANNEL



PHOTO 4

Description UNDERMINED NORTH ABUTMENT



Inspector: Scott G. Minnich  
Inspection Date: 4/8/2021

Asset Name: 57-00069  
Facility Carried: ROCHESTER RD

Bridge Inspection Report



PHOTO 5

Description SEPARATION ON BEAM 1 AND 2



PHOTO 6

Description CRACKED AND POTHOLED WEARING SURFACE



**Miscellaneous Asset Data**  
**Asset Management**

---

5700037

**Load Rating 2:**

Has the dead load or the structural condition of the primary load carrying members changed since the last inspection?

---

**Extended Frequency:**

Submittal Date:

Inspector:

INDOT Reviewer:

This bridge has been accepted into the Extended Frequency Program.

Approval Date:

---

**Joints:**      *\* Indicate location, type, and rating of lowest rated joint.*

Comments:

---

**Terminal Joints:**      *\*Rating of lowest rated terminal joint.*

Comments:

---

**Concrete Slopewall:**      *\*Rating of lowest rated slopewall.*

Comments:

---

**Bearings:**      *\* Indicate type, and rating of lowest rated bearing.*

Comments:

---

**Approach Slabs:**      *\* Indicate if present & condition rating.*

Comments:

---

**Paint:** \* Indicate if paint present , year painted & condition rating.

Comments:

**Endangered Species:** \* If yes, add one photo to the dropdown field

Bats: seen or heard under structure? \*

N - No evidence of bats

Birds/swallows/nests seen? Empty nests present? \*

N - No Birds and/or Nests Visi

---

**BRIDGE Culvert Geometry:**

Barrel Length: 000.0

Height: 00.0

Width: 00.0

**NBI Data come from National Inventory**

NBI 113: Scour Critical Bridges 4

NBI 113a Scour Critical Bridges Comments

BOTTOM OF NORTH ABUTMENT  
EXPOSED WITH NO RIPRAP, ON  
PILES

**To Be Completed by Hydraulics**

Scour Analysis Status

Scour Analysis Date

Scour Analysis Determination

Hydraulics Comments

**To Be Completed by Bridge Inspection**

Scour Critical Safety Status

Date of Counter Measure Placed or Field Verified

Bridge Inspection Comments

Scour Delineators installed

# LOAD RATING - BRADIN

Load Rating Date: 10-MAY-21

## National Bridge Inventory (NBI):

(66B) INVENTORY RATING (H):	38	(31) DESIGN LOAD:	5
(65) INVENTORY RATING METHOD:	3	(70) BRIDGE POSTING:	5
(66) INVENTORY RATING:	43	(41) STRUCTURE OPEN/POSTED/CLOSED:	A
(63) OPERATING RATING METHOD:	3	(66C) TONS POSTED:	
(64) OPERATING RATING:	75	(66D) DATE POSTED/CLOSED:	

## Posting Configurations:

### Emergency Vehicles:

EV2: LEGAL RF:	3.026
EV3: LEGAL RF:	1.987

### 5-Axles:

AASHTO TYPE 3S2: LEGAL RF:	2.475
SU5: LEGAL RF:	2.318
TOLL ROAD LOADING NO. 1: ROUTINE PERMIT RF:	

### 2-Axles:

H20-44: LEGAL RF:	3.297
ALTERNATE MILITARY: LEGAL RF:	2.694

### 6+-Axles:

AASHTO TYPE 3-3: LEGAL RF:	2.497
LANE TYPE: LEGAL RF:	99
SU6: LEGAL RF:	2.076

### 3-Axles:

HS20: LEGAL RF:	2.09
AASHTO TYPE 3: LEGAL RF:	2.877

SPECIAL TOLL ROAD TRUCK: ROUTINE PERMIT RF:	
SU7: LEGAL RF:	1.892

### 4-Axles:

SU4: LEGAL RF:	2.58
TOLL ROAD LOADING NO. 2: ROUTINE PERMIT RF:	

MICHIGAN TRAIN TRUCK NO. 5: ROUTINE PERMIT RF:	
MICHIGAN TRAIN TRUCK NO. 8: ROUTINE PERMIT RF:	

### Other Configurations:

H20-44: DESIGN RF:	1.913
NRL: LEGAL RF:	1.82

SUPERLOAD-11 AXLES: SPECIAL PERMIT RF:	1.887
SUPERLOAD-13 AXLES: SPECIAL PERMIT RF:	1.884
SUPERLOAD-14 AXLES: SPECIAL PERMIT RF:	1.335
SUPERLOAD-19 AXLES (152.5T): SPECIAL PERMIT RF:	1.693
SUPERLOAD-19 AXLES (240.045T): SPECIAL PERMIT RF:	1.196



Inspector: Scott G. Minnich

Inspection Date: 4/8/2021

Asset Name: 57-00069

Facility Carried: ROCHESTER RD

Bridge Inspection Report

Date Reported:

Priority:

Work Code:

---

Deficiency Description:

Work Description:

REPLACE BRIDGE DUE TO DETERIORATION.

---

Date Repairs Completed:

Maintenance Comments:

UNTIL REPLACEMENT, RECOMMEND PLACING RIPRAP AT ABUTMENTS, REMOVING WEARING SURFACE, PLACING PROTECTIVE MEMBRANE WITH NEW WEARING SURFACE, INSTALLING CURRENT STANDARD BRIDGE AND APPROACH RAILING, AND INSTALLING CURVE SIGNS.

---

Inspector: Scott G. Minnich  
Inspection Date: 4/8/2021

Structure Number: 5700037  
Facility Carried: ROCHESTER RD

Bridge Inspection Report

Channel Measurement

Date of Channel Measurements:

Number of Fixed Objects in Channel:

Distance Measured From:

Water Level:

Depth Measured From:

High Water Mark:

Number of Measurement Points Taken:

Measurement Type:

A large, empty rectangular box with a thin black border, occupying the central portion of the page. It is intended for recording channel measurement data, such as dates, distances, depths, and measurement points.

# INDOT BRIDGE INSPECTION DIVISION

## SCOUR PLAN OF ACTION

### GENERAL INFORMATION

District: 02

NBI Number: 5700037

Facility Carried : ROCHESTER RD

Feature Intersected: ELKHART RIVER

Location: 00.32 N OF GRAND ARMY OF THE  
REPUBLIC HWY

### SCOUR STATUS SUMMARY

Scour Critical Rating: 4                      Substructure Rating: 5                      Channel and Channel                      5

Culvert Rating: N                      Waterway Adequacy                      6  
Appraisal:

Protection Rating:

Scour/Flood History:

### INITIAL SCOUR INSPECTION

Bridge Scour Critical Components:

Trigger:

Initial Scour Inspection following Trigger(Date/Findings):

### MONITORING PLAN

Monitoring Required after Initial Scour Inspection (Y/N):

Reason for Bridge Monitoring:

***If monitoring is required after initial inspection, the Bridge Scour Monitoring Log shall be used.***

Person or Agency that will monitor the bridge:

**Monitoring Methodology:**

**Monitoring History/Comments:**

**Monitoring Termination Criteria:**

**Bridge Owner Contact Information (Primary):**

### **COUNTERMEASURE INFORMATION AND RECOMMENDATIONS**

**Existence/Type of Countermeasures Present:**

**Countermeasures Observations:**

**Countermeasures Recommendations:**

### **EMERGENCY TRAFFIC INFORMATION AND RECOMMENDATIONS**

**Closure Plan:**

**Suggested Detour Route:**

**Re-opening Procedures:**

***Provide recommendations as needed, such as reduced routine inspection frequency, need for future underwater inspections, countermeasure recommendations, and other comments.***



**Scour POA Author  
(Name/Title)**

**Date**

**Scour POA Approved  
(Name/Title)**

**Date**

**Scour POA Updated  
(Name/Title)**

**Date**

Des. No. 1902840: Noble County Bridge Replacement  
Draft EJ Analysis

November 16, 2021

Noble County, with funding from the Federal Highway Administration (FHWA) and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a bridge replacement project approximately one mile east of the City of Ligonier in Noble County, Indiana.

***Project Location***

The proposed project would involve the replacement of Bridge No. 69 (#57-00069) over the Elkhart River along Rochester Road approximately 0.32 mile north of US 6, approximately 1.0 mile east of the City of Ligonier in Noble County, Indiana. Specifically, the project is located in Section 26, Township 35 North, Range 8 East as depicted on the Ligonier U.S. Geological Survey 1:24,000 scale quadrangle. Adjacent land use is rural and consists of agriculture fields, residential property, and wooded areas.

***Purpose and Need***

The need for the project stems from the deteriorated condition of the bridge. According to the structure inspection report dated April 3, 2019, overall condition of the bridge was rated a 6 out of 9 which represents a “satisfactory” condition. Condition ratings range from 0, which represents a failed structure, to 9, which represents a new structure with no deficiencies.

The purpose of the project is to improve the condition of the structure to good condition (a rating of at least 7).

***Project Description (Preferred Alternative)***

The proposed project involves the replacement of Bridge No. 57-00069. The replacement bridge is expected to be a single-span beam bridge featuring two 10-foot wide travel lanes with 4-foot shoulders. The new proposed structure will be 96 feet in length and feature a clear roadway width of 28.25 feet and an out-to-out width of 31.25 feet. Approach work including hot mix asphalt (HMA) overlay is expected totaling approximately 432 feet. The roadway section will include two 10-foot lanes with curb and gutter on both sides. Two driveways will receive asphalt overlays. New storm drainage will be installed.

The maintenance of traffic (MOT) plan will include a full closure with detour route. The preliminary detour route will likely utilize US 6, CR N 600 W, CR W 775 N, and Ball Road. Local access will be maintained. The MOT will be implemented per the *Indiana Design Manual* guidelines.

The total length of construction along Rochester Road is approximately 550 feet (0.104 mile); along Bunger Road it is 115 feet (0.02 mile), and along Daphne Drive it is 111 feet (0.03 mile). Construction is anticipated to begin in spring of 2025.

### *Environmental Justice Analysis*

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) analysis is required for any project requiring two or more relocations or more than 0.5 acre of new permanent right-of-way. Because the project is expected to require more than 0.5 acre of new permanent right-of-way (approximately 3.6 acres), an EJ analysis was conducted.

Potential EJ impacts are detected by locating minority populations and low-income populations in and near the project area, calculating their percentage in the area relative to a reference population to determine if, in fact, populations of EJ concern do exist, and determining whether there will be disproportionate adverse impacts to them. The reference population may be a county, city, or town and is called the community of comparison (COC). For this project the COC is Noble County, Indiana. The community that overlaps the project limits is called the affected community (AC). For this project there are two AC's. AC 1 is Census Tract 9721 and AC 2 is Census Tract 9722.

An AC has a population of concern for EJ if the population is more than 50% low-income or minority or if the low-income population or minority population is greater than 125% of the same populations in the COC. Data from the American Community Survey five-year estimates (2015-2019) was obtained from the U.S. Census Bureau's webpage (<https://data.census.gov/cedsci/>) on May 21, 2021, by Lochmueller Group. The data collected for minority and low-income populations within the AC's are summarized in the below table.

	<b>COC</b>	<b>AC 1</b>	<b>AC 2</b>
	Noble County, Indiana	Census Tract 9721, Noble County, Indiana	Census Tract 9722, Noble County, Indiana
<b>LOW-INCOME POPULATION</b>			
<b>Total Population for Whom Poverty Status is Determined</b>	46,413	4,472	4,750
<b>Total Population Below Poverty Level</b>	3,453	268	436
<b>Percent Low-Income</b>	7.4%	6.0%	9.2%
<b>125 Percent of COC</b>	9.3%		
<b>AC Percent Low-Income Greater Than 125 Percent of COC?</b>		NO	NO
<b>AC Percent Low-Income Greater Than 50 Percent?</b>		NO	NO
<b>Population of EJ Concern?</b>		NO	NO
<b>MINORITY POPULATION</b>			
<b>Total Population</b>	47,506	4,528	4,788
<b>Minority Population</b>	6,146	480	2,800
<b>Percent Minority</b>	12.9%	10.6%	58.5%
<b>125 Percent of COC</b>	16.2%		
<b>AC Percent Minority Greater Than 125 Percent of COC?</b>		NO	YES
<b>AC Percent Minority Greater Than 50 Percent?</b>		NO	YES
<b>Population of EJ Concern?</b>		NO	YES

AC-1, Census Tract 9721, has a percent low-income of 6.0% which is below 50% and is below the 125% COC threshold. AC-2, Census Tract 9722 has a percent low-income of 9.2% which is below 50% and is below the 125% COC threshold. Therefore, both AC's do not contain low-income populations of EJ concern.

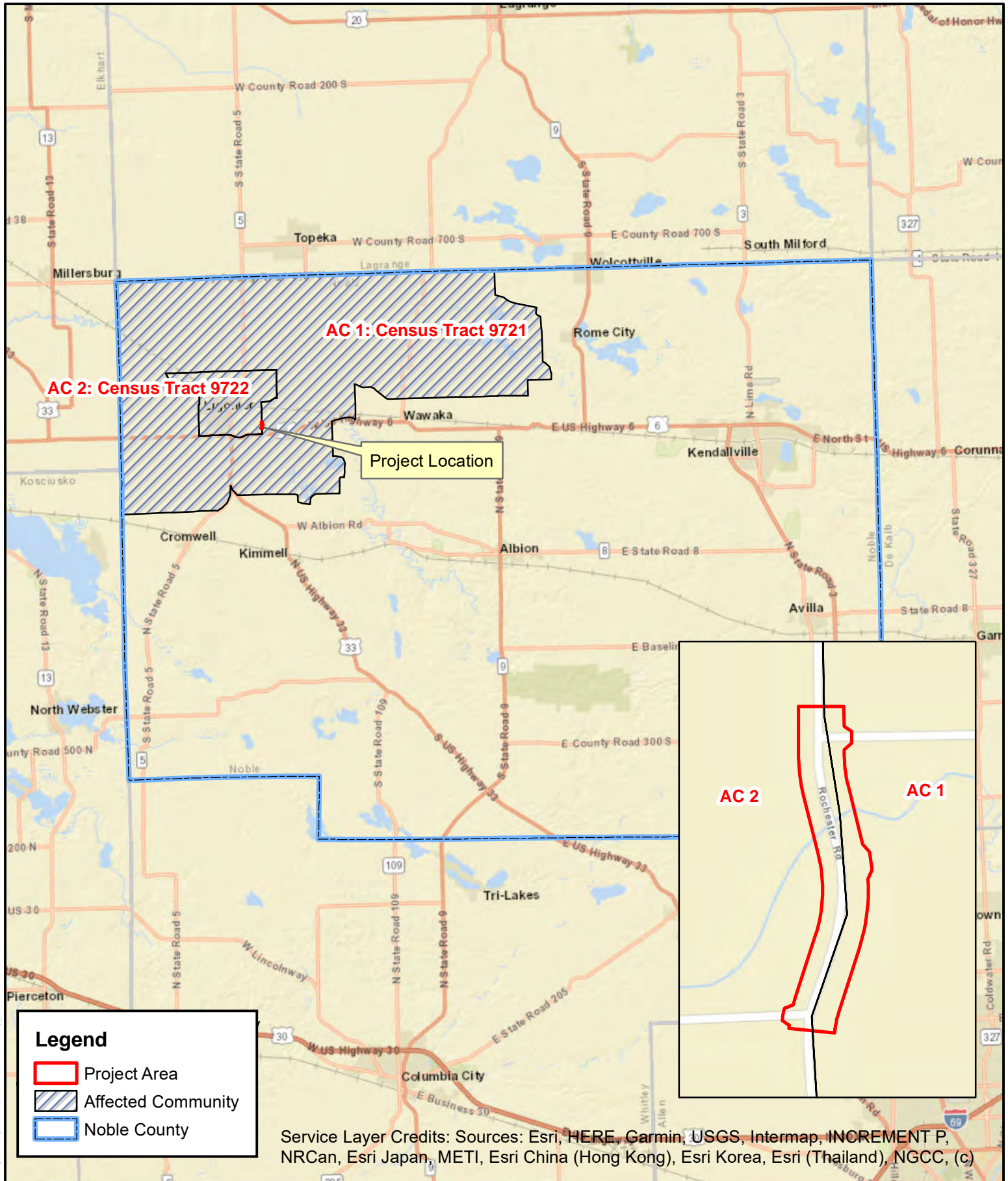
AC-1, Census Tract 9721 has a percent minority of 10.6% which is below 50% and is below the 125% COC threshold. AC-2, Census Tract 9722, has a percent minority of 58.5% which is above 50% and is above the 125% COC. Therefore AC-2 is a minority population of EJ concern.

The proposed project is expected to require the acquisition of approximately 3.6 acres of permanent ROW. Land use within the proposed permanent ROW consists of residential properties and wooded riparian areas. No historic sites are present. No relocations are anticipated.

Overall, the negative impacts to property owners within the project area will be minimal and consist primarily of short-term construction impacts and the loss of strip ROW along the property frontage. No relocations are anticipated. The ROW to be acquired will not substantially diminish the remaining properties' existing use. The maintenance of traffic (MOT) for this project will involve a full closure with a detour to adequately address rerouted traffic. Access will be



maintained for property owners during construction of the project. The project will benefit any EJ community in this area due to the improved safety and traffic flow at the bridge. It is expected that the project will not have a disproportionately high and adverse environmental or health impact to low-income or minority populations of EJ concern when compared to non EJ populations.



**Legend**

- Project Area
- Affected Community
- Noble County

Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c)

**LOCHMUELLER GROUP**  
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 574.334.5460

**EJ Analysis Map**  
 Des. No. 1902840

0    2.5    5  
 Miles

County: Noble  
 Township: Perry  
 State: Indiana

Noble County Bridge No. 69  
 Rochester Road, 0.32 mile north of US 6  
 Created: 11/4/2021, C.Hoogewerf

## 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.

	Noble County, Indiana	Census Tract 9721, Noble County	Census Tract 9722, Noble County
Label	Estimate	Estimate	Estimate
▼ Total:	47,506	4,528	4,788
▼ Not Hispanic or Latino:	42,618	4,166	2,071
White alone	41,360	4,048	1,988
Black or African American alone	228	6	3
American Indian and Alaska Native alone	63	0	0
Asian alone	310	52	21
Native Hawaiian and Other Pacific Islander alone	10	0	0
Some other race alone	0	0	0
▼ Two or more races:	647	60	59
Two races including Some other race	49	0	0
Two races excluding Some other race, and three or more races	598	60	59
▼ Hispanic or Latino:	4,888	362	2,717
White alone	4,414	334	2,501
Black or African American alone	0	0	0
American Indian and Alaska Native alone	0	0	0
Asian alone	4	0	0
Native Hawaiian and Other Pacific Islander alone	0	0	0
Some other race alone	245	28	95
▼ Two or more races:	225	0	121
Two races including Some other race	122	0	43

Two races excluding Some other race, and three or more races	103	0	78
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- v - ⋮ Noble County, Indiana
  - ⋮ Estimate
  - ⋮ Margin of Error
- v - ⋮ Census Tract 9721, Noble County, Indiana
  - ⋮ Estimate
  - ⋮ Margin of Error
- v - ⋮ Census Tract 9722, Noble County, Indiana
  - ⋮ Estimate
  - ⋮ Margin of Error

Columns  
  
Cell/Column Notes

## Table Notes

### HISPANIC OR LATINO ORIGIN BY RACE

**Survey/Program:**

American Community Survey

**Universe:**

Total population

**Year:**

2019

**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.

Source: U.S. Census Bureau, 2015-2019 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



## 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.

	Noble County, Indiana	Census Tract 9721, Noble County	Census Tract 9722, Noble County
Label	Estimate	Estimate	Estimate
▼ Total:	46,413	4,472	4,750
▼ Income in the past 12 months below poverty level:	3,453	268	436
▼ Male:	1,616	99	228
Under 5 years	131	7	22
5 years	24	0	0
6 to 11 years	167	0	64
12 to 14 years	61	0	0
15 years	31	0	9
16 and 17 years	70	0	30
18 to 24 years	212	28	12
25 to 34 years	178	7	22
35 to 44 years	152	35	8
45 to 54 years	153	0	0
55 to 64 years	254	22	61
65 to 74 years	114	0	0
75 years and over	69	0	0
▼ Female:	1,837	169	208
Under 5 years	133	17	18
5 years	7	0	0
6 to 11 years	163	50	8

12 to 14 years	94	24	9
15 years	10	0	0
16 and 17 years	113	31	0
18 to 24 years	162	15	17
25 to 34 years	308	7	77
35 to 44 years	205	25	0
45 to 54 years	248	0	13
55 to 64 years	164	0	57
65 to 74 years	113	0	0
75 years and over	117	0	9
▼ Income in the past 12 months at or above poverty level:	42,960	4,204	4,314
▼ Male:	21,697	2,025	2,333
Under 5 years	1,428	232	152
5 years	237	50	73
6 to 11 years	1,895	265	238
12 to 14 years	974	93	101
15 years	307	29	37
16 and 17 years	676	31	75
18 to 24 years	1,801	64	312
25 to 34 years	2,634	331	223
35 to 44 years	2,677	229	324
45 to 54 years	2,981	233	362
55 to 64 years	3,057	256	238
65 to 74 years	2,029	169	165
75 years and over	1,001	43	33
▼ Female:	21,263	2,179	1,981
Under 5 years	1,296	209	119

5 years	307	18	29
6 to 11 years	1,782	172	171
12 to 14 years	840	102	89
15 years	267	48	4
16 and 17 years	616	68	103
18 to 24 years	1,757	187	247
25 to 34 years	2,449	242	181
35 to 44 years	2,630	240	305
45 to 54 years	2,819	244	247
55 to 64 years	3,121	369	245
65 to 74 years	2,105	217	166
75 years and over	1,274	63	75

Search...

Noble County, Indiana
 

- Estimate
- Margin of Error

Census Tract 9721, Noble County, Indiana
 

- Estimate
- Margin of Error

Census Tract 9722, Noble County, Indiana
 

- Estimate
- Margin of Error

Columns  
Cell/Column Notes

## Table Notes

# POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

**Survey/Program:**

American Community Survey

**Universe:**

Population for whom poverty status is determined

## Carson Hoogewerf

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**From:** Fair, Terri <TFair@indot.IN.gov>  
**Sent:** Tuesday, November 16, 2021 12:36 PM  
**To:** Carson Hoogewerf  
**Cc:** Bales, Ronald; Miller, Brandon  
**Subject:** FW: Noble Co. Bridge No. 69 Replacement Project; Des. No. 1902840; Environmental Justice Analysis  
**Attachments:** Revised\_Draft EJ Analysis\_Noble 69 Bridge\_Des 1902840.pdf

INDOT-Environmental Services Division (ESD) has reviewed the project information along with the Environmental Justice (EJ) Analysis for the above referenced project. With the information provided, the project may require minimal right-of-way, require no relocations, and would not disrupt community cohesion or create a physical barrier. With the information provided, INDOT-ESD would not consider the impacts associated with this project as causing a disproportionately high and adverse effect on minority and/or low income populations of EJ concern relative to non EJ populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a. No further EJ Analysis is required.