

## APPENDIX E: Consulting Parties' List and Correspondence

*\*Note: the topographic maps, project limits maps, and APE maps can be found in Appendices A and B of this document*



# INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 296-0799

**Eric Holcomb, Governor**  
**Joe McGuinness, Commissioner**

January 26, 2021

This letter was sent to the listed parties.

RE: Jackson County Bridge No. 197 (NBI# 3600132) on CR 100 S over McHargue Ditch Project, Brownstown Township, Jackson County, Indiana, Des. No. 1703018.

Dear Consulting Party (see attached list),

Jackson County, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with the Jackson County Bridge No. 197 on CR 100 S over McHargue Ditch Project, Des. No. 1703018. Metric Environmental, LLC. is under contract with Janssen & Spaans Engineering, Inc., on behalf of Jackson County to advance the environmental documentation for the referenced project.

The proposed undertaking is on County Road (CR) 100 South over McHargue Ditch in Jackson County, Indiana. It is within Brownstown Township, on the Medora, Indiana, Quadrangle Map, in Township 5N, Range 4E, Sections 18 and 19.

The purpose of this project is to provide geometric and safety improvements to the intersection of CR 500 West and CR 100 South in conjunction with providing a structurally sufficient and scour resistant bridge crossing at McHargue Ditch located adjacent to the intersection. The need for this project is due to a desire to improve serviceability for the agricultural equipment and trucks that frequently use these roads and navigate this intersection. Roadway features identified as substandard at this location include intersection radii for turning movements, uneven vertical grades along CR 500 West in approach to this intersection, and sight distance and roadside hazard issues associated within proximity of the existing bridge. The existing bridge, Jackson County Bridge No. 197, is fracture critical and has a substandard load rating of 13 tons. With a clear roadway width of 17.8 feet, this one-lane bridge is narrower than the rest of CR 100 South and impairs direct agricultural access to the fields east of the intersection. Jackson County Bridge No. 197 is a Warren pony truss metal bridge constructed in 1920. The Indiana Historic Bridges Inventory determined it is eligible for the National Register of Historic Places and identified it as a Non-Select historic bridge. It is anticipated that the project will require acquisition of permanent right-of-way. Although exact amounts are not known at this time, it is expected to be 4.0 acres or less.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. In accordance with 36 CFR 800.2 (c), you are hereby requested to be a consulting party to participate in the Section 106 process. Entities that have been invited to participate in the Section 106 consultation process for this project are identified in the attached list. Per 36 CFR 800.3(f), we hereby request that the Indiana State Historic Preservation Officer (SHPO) notify this office if the SHPO staff is aware of any other parties that may be entitled to be consulting parties or should be contacted as potential consulting parties for the project.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide:

Protecting Historic Properties: A Citizen's Guide to Section 106 Review available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because Jackson County Bridge No. 197 is a "Non-Select" bridge, the procedures outlined in Stipulation III.B. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: <http://www.in.gov/indot/2530.htm>).

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. At this time, no cultural resource investigations have occurred; however, the results of cultural resource identification and evaluation efforts, both above ground and archaeological, will be forthcoming. Consulting parties will receive notification when these reports are completed.

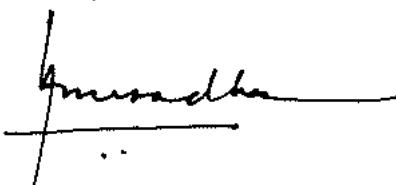
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party, or if you do not respond, you will not be included on the list of consulting parties for this project. If we do not receive your response in the time allotted, the project will proceed consistent with the proposed design and you will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Candace Hudziak of Metric Environmental, LLC., at 317-443-4123 or [candaceh@metricenv.com](mailto:candaceh@metricenv.com). All future responses regarding the proposed project should be forwarded to Metric Environmental, LLC. at the following address:

Candace Hudziak  
Architectural Historian  
Metric Environmental, LLC  
6971 Hillsdale Court  
Indianapolis, Indiana 46250  
[candaceh@metricenv.com](mailto:candaceh@metricenv.com)

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Sincerely,

A handwritten signature in black ink, appearing to read "Anuradha" followed by a surname, with a horizontal line underneath.

Anuradha V. Kumar, Manager  
Cultural Resources Office  
Environmental Services

Enclosures:  
Distribution List  
Project Location Maps

	<b>Name</b>	<b>Organization</b>	<b>Address 1</b>	<b>City</b>	<b>State</b>	<b>Zip</b>	<b>Email</b>
<b>1</b>	Beth McCord	State Historic Preservation Office	402 W Washington Street, W299	Indianapolis	IN	46204	<a href="mailto:BMccord@dnr.IN.gov">BMccord@dnr.IN.gov</a>
<b>2</b>	Laura Renwick, Community Preservation Specialist	Indiana Landmarks Southern Regional Office	911 State St	New Albany	IN	47150	<a href="mailto:lrenwick@indianalandmarks.org">lrenwick@indianalandmarks.org</a>
<b>3</b>	Jerry Ault	Jackson County Highway Superintendent	360 S CR 25E	Brownstown	IN	47220	<a href="mailto:jault@jacksoncounty.in.gov">jault@jacksoncounty.in.gov</a>
<b>4</b>	Richard Rumph	Jackson County History Center	105 N Sugar St	Brownstown	IN	47220	<a href="mailto:jchc@frontier.com">jchc@frontier.com</a>
<b>5</b>	Bill Day	Jackson County Historian	808 W Spring St	Brownstown	IN	47220	<a href="mailto:Bdday2@frontier.com">Bdday2@frontier.com</a>
<b>6</b>	Raymond Bachmann	History Library and Museum	207 E Walnut St	Brownstown	IN	47220	
<b>7</b>	Drew Markel	Jackson County Commissioner	220 E Walnut St	Brownstown	IN	47220	<a href="mailto:drew@drewmarkel.com">drew@drewmarkel.com</a>
<b>8</b>	Bob Gillaspy	Jackson County Commissioner	220 E Walnut St	Brownstown	IN	47220	<a href="mailto:auditor@jacksoncounty.in.gov">auditor@jacksoncounty.in.gov</a>
<b>9</b>	Matt Reedy	Jackson County Commissioner	220 E Walnut St	Brownstown	IN	47220	<a href="mailto:auditor@jacksoncounty.in.gov">auditor@jacksoncounty.in.gov</a>
<b>10</b>	Dr. Jim Cooper		629 E Seminary St	Greencastle	IN	46135	<a href="mailto:jcooper@ccrcc.com">jcooper@ccrcc.com</a>
<b>11</b>	Paul Brandenburg	Historic Spans Task Force	5868 Croton Circle	Indianapolis	IN	46254	<a href="mailto:IndianaBridges@sbcglobal.net">IndianaBridges@sbcglobal.net</a>
<b>12</b>	Kitty Henderson	Historic Bridge Foundation	PO Box 66245	Austin	TX	78766	<a href="mailto:kitty@historicbridgefoundation.com">kitty@historicbridgefoundation.com</a>
<b>13</b>	Nathan Holth	Historicbridges.org	2767 Eastway Drive	Okemos	MI	48864	<a href="mailto:nathan@historicbridges.org">nathan@historicbridges.org</a>
<b>14</b>	Tony Dillon	Hoosier Historic Bridges	208 N 17 <sup>th</sup> St	New Castle	IN	47362	<a href="mailto:spansaver@hotmail.com">spansaver@hotmail.com</a>
<b>15</b>		Eastern Shawnee Tribe of Oklahoma					
<b>16</b>		Miami Tribe of Oklahoma					
<b>17</b>		Peoria Tribe of Indians of Oklahoma					
<b>18</b>		Pokagon Band of Potawatomi Indians					
<b>19</b>		Shawnee Tribe					
<b>20</b>		Delaware Tribe of Indians, Oklahoma					

**From:** [Candace Hudziak](#)  
**To:** [Slider, Chad \(DNR\)](#); [McCord, Beth K](#); [lrenwick@indianalandmarks.org](#); [jault@jacksoncounty.in.gov](#); [jchc@frontier.com](#); [bdday2@frontier.com](#); [drew@drewmarkel.com](#); [auditor@jacksoncounty.in.gov](#); [jlcooper@ccrtc.com](#); [indianabridges@sbcglobal.net](#); [kitty@historicbridgefoundation.com](#); [nathan@historicbridges.org](#); [spansaver@hotmail.com](#)  
**Cc:** [Kennedy, Mary](#); [Braniqin, Susan](#); [Miller, Shaun \(INDOT\)](#); [Kumar, Anuradha](#); [Sam Snell](#); [Echternach, Keith](#)  
**Subject:** FHWA Project: Jackson County Bridge No. 197 on CR 100 S over McHargue Ditch Project, Jackson County, Indiana  
**Date:** Tuesday, January 26, 2021 2:44:00 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[JacksonCoBridge197\\_Des1703018\\_ECL\\_2021-01-26.pdf](#)

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**Des. No.: 1703018**

**Project Description: Jackson County Bridge No. 197 on CR 100 S over McHargue Ditch**

**Location: Brownstown Township, Jackson County, Indiana**

Jackson County, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with the Jackson County Bridge No. 197 on CR 100 S over McHargue Ditch Project (Des. No. 1703018)

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

<b>Name</b>	<b>Organization</b>	<b>Address 1</b>	<b>City</b>	<b>State</b>	<b>Zip</b>	<b>Email</b>
Beth McCord	State Historic Preservation Office	402 W Washington Street, W299	Indianapolis	IN	46204	<a href="mailto:BMccord@dnr.IN.gov">BMccord@dnr.IN.gov</a>
Laura Renwick, Community Preservation Specialist	Indiana Landmarks Southern Regional Office	911 State St	New Albany	IN	47150	<a href="mailto:lrenwick@indianalandmarks.org">lrenwick@indianalandmarks.org</a>
Jerry Ault	Jackson County Highway Superintendent	360 S CR 25E	Brownstown	IN	47220	<a href="mailto:jault@jacksoncounty.in.gov">jault@jacksoncounty.in.gov</a>
Richard Rumph	Jackson County History Center	105 N Sugar St	Brownstown	IN	47220	<a href="mailto:jchc@frontier.com">jchc@frontier.com</a>
Bill Day	Jackson County Historian	808 W Spring St	Brownstown	IN	47220	<a href="mailto:Bdday2@frontier.com">Bdday2@frontier.com</a>
Raymond Bachmann	History Library and Museum	207 E Walnut St	Brownstown	IN	47220	
Drew Markel	Jackson County Commissioner	220 E Walnut St	Brownstown	IN	47220	<a href="mailto:drew@drewmarkel.com">drew@drewmarkel.com</a>
Bob Gillaspy	Jackson County Commissioner	220 E Walnut St	Brownstown	IN	47220	<a href="mailto:auditor@jacksoncounty.in.gov">auditor@jacksoncounty.in.gov</a>
Matt Reedy	Jackson County Commissioner	220 E Walnut St	Brownstown	IN	47220	<a href="mailto:auditor@jacksoncounty.in.gov">auditor@jacksoncounty.in.gov</a>
Dr. Jim		629 E	Greencastle	IN	46135	<a href="mailto:jlcooper@ccrtc.com">jlcooper@ccrtc.com</a>

Cooper		Seminary St				
Paul Brandenburg	Historic Spans Task Force	5868 Croton Circle	Indianapolis	IN	46254	<a href="mailto:IndianaBridges@sbcglobal.net">IndianaBridges@sbcglobal.net</a>
Kitty Henderson	Historic Bridge Foundation	PO Box 66245	Austin	TX	78766	<a href="mailto:kitty@historicbridgefoundation.com">kitty@historicbridgefoundation.com</a>
Nathan Holth	Historicbridges.org	2767 Eastway Drive	Okemos	MI	48864	<a href="mailto:nathan@historicbridges.org">nathan@historicbridges.org</a>
Tony Dillon	Hoosier Historic Bridges	208 N 17 <sup>th</sup> St	New Castle	IN	47362	<a href="mailto:spansaver@hotmail.com">spansaver@hotmail.com</a>
	Eastern Shawnee Tribe of Oklahoma					
	Miami Tribe of Oklahoma					
	Peoria Tribe of Indians of Oklahoma					
	Pokagon Band of Potawatomi Indians					
	Shawnee Tribe					
	Delaware Tribe of Indians, Oklahoma					

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the attached early coordination letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629

Thank you in advance for your input,

**Candace Hudziak**  
Senior Project Manager/Architectural  
Historian



Phone: 317.643.1633 Email: [candaceh@metricenv.com](mailto:candaceh@metricenv.com)  
6971 Hillsdale Court, Indianapolis, IN 46250



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**From:** [Kennedy, Mary](#)  
**To:** [thpo@estoo.net](#); [Diane Hunter](#); ["lpappenfort@peoriatribe.com"](#); [Matthew.Bussler@pokagonband-nsn.gov](#); [tonya@shawnee-tribe.com](#); [lheady@delawaretribe.org](#)  
**Cc:** [Miller, Shaun \(INDOT\)](#); [Candace Hudziak](#); [Carmany-George, Karstin \(FHWA\)](#)  
**Subject:** FHWA Project: Jackson Co Bridge No. 197-CR 100 S over McHargue Ditch, Jackson Co, Ind; Des. No.: 1703018-ECL  
**Date:** Wednesday, January 27, 2021 8:29:24 AM  
**Attachments:** [image006.png](#)  
[image007.png](#)  
[image008.png](#)  
[image010.png](#)  
[JacksonCoBridge197\\_Des1703018\\_ECL\\_2021-01-26.pdf](#)

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**Des. No.: 1703018**

**Project Description: Jackson County Bridge No. 197 on CR 100 S over McHargue Ditch**

**Location: Brownstown Township, Jackson County, Indiana**

Jackson County, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with the Jackson County Bridge No. 197 on CR 100 S over McHargue Ditch Project (Des. No. 1703018)

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

Name	Organization	Address 1	City	State	Zip	Email
Beth McCord	State Historic Preservation Office	402 W Washington Street, W299	Indianapolis	IN	46204	<a href="mailto:BMccord@dnr.IN.gov">BMccord@dnr.IN.gov</a>
Laura Renwick, Community Preservation Specialist	Indiana Landmarks Southern Regional Office	911 State St	New Albany	IN	47150	<a href="mailto:lrenwick@indianalandmarks.org">lrenwick@indianalandmarks.org</a>
Jerry Ault	Jackson County Highway Superintendent	360 S CR 25E	Brownstown	IN	47220	<a href="mailto:jault@jacksoncounty.in.gov">jault@jacksoncounty.in.gov</a>
Richard Rumph	Jackson County History Center	105 N Sugar St	Brownstown	IN	47220	<a href="mailto:ichc@frontier.com">ichc@frontier.com</a>
Bill Day	Jackson County Historian	808 W Spring St	Brownstown	IN	47220	<a href="mailto:Bdday2@frontier.com">Bdday2@frontier.com</a>
Raymond Bachmann	History Library and Museum	207 E Walnut St	Brownstown	IN	47220	
Drew Markel	Jackson County Commissioner	220 E Walnut St	Brownstown	IN	47220	<a href="mailto:drew@drewmarkel.com">drew@drewmarkel.com</a>
Bob Gillaspy	Jackson County Commissioner	220 E Walnut St	Brownstown	IN	47220	<a href="mailto:auditor@jacksoncounty.in.gov">auditor@jacksoncounty.in.gov</a>
Matt Reedy	Jackson County Commissioner	220 E Walnut St	Brownstown	IN	47220	<a href="mailto:auditor@jacksoncounty.in.gov">auditor@jacksoncounty.in.gov</a>
Dr. Jim Cooper		629 E Seminary St	Greencastle	IN	46135	<a href="mailto:jcooper@ccrcc.com">jcooper@ccrcc.com</a>
Paul	Historic Spans	5868	Indianapolis	IN	46254	<a href="mailto:IndianaBridges@sbcglobal.net">IndianaBridges@sbcglobal.net</a>

Brandenburg	Task Force	Croton Circle				
Kitty Henderson	Historic Bridge Foundation	PO Box 66245	Austin	TX	78766	<a href="mailto:kitty@historicbridgefoundation.com">kitty@historicbridgefoundation.com</a>
Nathan Holth	Historicbridges.org	2767 Eastway Drive	Okemos	MI	48864	<a href="mailto:nathan@historicbridges.org">nathan@historicbridges.org</a>
Tony Dillon	Hoosier Historic Bridges	208 N 17 <sup>th</sup> St	New Castle	IN	47362	<a href="mailto:spansaver@hotmail.com">spansaver@hotmail.com</a>
	Eastern Shawnee Tribe of Oklahoma					
	Miami Tribe of Oklahoma					
	Peoria Tribe of Indians of Oklahoma					
	Pokagon Band of Potawatomi Indians					
	Shawnee Tribe					
	Delaware Tribe of Indians, Oklahoma					

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the attached early coordination letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629

Thank you in advance for your input,

**Mary E. Kennedy**

**Historic Bridge Specialist**

100 N. Senate Ave., Room N758-ES

Indianapolis, IN 46204

Email: [mkennedy@indot.in.gov](mailto:mkennedy@indot.in.gov)

Phone: 317-694-3607

Core work hours: 8:00 AM-2:45 PM Mon-Thurs



\*For the latest updates from INDOT's Cultural Resources Office, subscribe to the Environmental Services listserv: <https://www.in.gov/indot/3217.htm>



February 10, 2021

Candace Hudziak  
Metric Environmental, LLC  
6971 Hillsdale Court  
Indianapolis, Indiana 46250

Federal Agency: Indiana Department of Transportation (“INDOT”),  
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Early coordination letter for the Jackson County Bridge No. 197 on CR 100 S over McHargue  
Ditch Project, Brownstown Township, Jackson County, Indiana (Des. No. 1703018; DHPA  
No. 26954)

Dear Ms. Hudziak:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), implementing regulations at 36 C.F.R. Part 800, the “Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Management and Preservation of Indiana’s Historic Bridges” (“Indiana Historic Bridges PA”), and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your January 26, 2021 review request submittal form, which enclosed INDOT’s early coordination letter, received by our office the same day for the aforementioned project.

We are not aware of any parties who should be invited to participate in the Section 106 consultation on this federal undertaking, beyond those whom INDOT already has invited. In your next regular correspondence on this project, please advise us as to which of the invited consulting parties has accepted the invitation.

We look forward to reviewing the proposed area of potential effects and the reports on investigations of above-ground cultural resources and archaeological resources that the early coordination letter indicated will be forthcoming. We note the subject bridge is categorized as “Non-Select” within the *Indiana Historic Bridge Inventory*, thus the procedures outlined in Stipulation III.B of the Indiana Historic Bridges PA will be followed to fulfill FHWA’s Section 106 responsibilities for this project.

The Indiana SHPO staff’s archaeological reviewer for this project is Rachel Sharkey, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the Jackson County Bridge No. 197 over McHargue Ditch in Jackson County (Des. No. 1703018), please refer to DHPA No. 26954.

Very truly yours,

Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Anuradha Kumar, INDOT  
Shaun Miller, INDOT  
Susan Branigin, INDOT  
Mary Kennedy, INDOT  
Candace Hudziak, Metric Environmental, LLC  
Rachel Sharkey, DNR-DHPA  
Danielle Kauffmann, DNR-DHPA



## Miami Tribe of Oklahoma

3410 P St. NW, Miami, OK 74354 • P.O. Box 1326, Miami, OK 74355  
Ph: (918) 541-1300 • Fax: (918) 542-7260  
[www.miamination.com](http://www.miamination.com)



Via email: [smiller@indot.in.gov](mailto:smiller@indot.in.gov)

March 9, 2021

Shaun Miller, Archaeological Team Lead  
Cultural Resources Office  
Indiana DOT  
575 North Pennsylvania Street  
Indianapolis, IN 46204

Re: Des. No. 1703018, Jackson County Bridge No. 197 on CR 100 S over McHargue Ditch,  
Jackson County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Mr. Miller:

Aya, kikwehsitoole – I show you respect. The Miami Tribe of Oklahoma, a federally recognized Indian tribe with a Constitution ratified in 1939 under the Oklahoma Indian Welfare Act of 1936, respectfully submits the following comments regarding Des. No. 1703018 in Jackson County, Indiana.

The Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, given the Miami Tribe's deep and enduring relationship to its historic lands and cultural property within present-day Indiana, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966 or by email at [dhunter@miamination.com](mailto:dhunter@miamination.com) to initiate consultation.

The Miami Tribe accepts the invitation to serve as a consulting party to the proposed project. In my capacity as Tribal Historic Preservation Officer I am the point of contact for consultation.

Respectfully,

Diane Hunter  
Tribal Historic Preservation Officer



# INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 296-0799

**Eric Holcomb, Governor**  
**Joe McGuinness, Commissioner**

April 27, 2022

This letter was sent to the listed parties.

RE: Jackson County Bridge No. 197 (NBI# 3600132) on County Road 100 South over McHargue Ditch Project, Brownstown Township, Jackson County, Indiana, Des. No. 1703018/DHPA No. 26954

Dear Consulting Party (see attached list),

Jackson County, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with the Jackson County Bridge No. 197 on County Road (CR) 100 South (S) over McHargue Ditch Project, Des. No. 1703018.

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on January 26, 2021. In a letter dated March 9, 2021, the Miami Tribe of Oklahoma accepted the invitation to serve as a consulting party and requested they be notified if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act or archaeological evidence is discovered during any phase of this project.

The proposed undertaking is on CR 100 S over McHargue Ditch in Jackson County, Indiana. It is within Brownstown Township, on the Medora, Indiana, Quadrangle Map, in Township 5N, Range 4E, Sections 18 and 19.

The purpose of this project is to provide geometric and safety improvements to the intersection of CR 500 West and CR 100 South in conjunction with providing a structurally sufficient and scour resistant bridge crossing at McHargue Ditch located adjacent to the intersection. The need for this project is due to a desire to improve serviceability for the agricultural equipment and trucks that frequently use these roads and navigate this intersection. Roadway features identified as substandard at this location include intersection radii for turning movements, uneven vertical grades along CR 500 West in approach to this intersection, and sight distance and roadside hazard issues associated within proximity of the existing bridge. The existing bridge, Jackson County Bridge No. 197, is fracture critical and has a substandard load rating of 13 tons. With a clear roadway width of 17.8 feet, this one-lane bridge is narrower than the rest of CR 100 South and impairs direct agricultural access to the fields east of the intersection. Jackson County Bridge No. 197 is a Warren pony truss metal bridge constructed in 1920. The Indiana Historic Bridges Inventory determined it is eligible for the National Register of Historic Places and identified it as a Non-Select historic bridge. It is anticipated that the project will require acquisition of 4.0 acres or less of new permanent right-of-way.

Metric Environmental, LLC, is under contract with Janssen and Spaans Engineering, Inc. on behalf of Jackson County to advance the environmental documentation for the referenced project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because Jackson County Bridge No. 197 is a "Non-Select" bridge, the procedures outlined in Stipulation III.B. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: <http://www.in.gov/indot/2530.htm>).

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, with the exception of the NRHP-eligible Jackson County Bridge No. 197, no resources are recommended as eligible for listing in the NRHP.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards conducted a survey of archaeological resources within the APE for potential eligibility for listing in the NRHP. As a result of the investigation, no archaeological resources were identified and no further archaeological investigations were recommended.

The Historic Property Short Report and the Archaeological Short Report (Tribes only) are available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review this document and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard-copy of this material, please respond to this email with your request as soon as you can.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

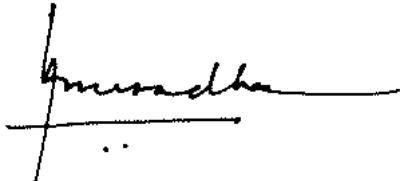
For questions concerning specific project details, you may contact Candace Hudziak of Metric Environmental, LLC, at 317-443-4123 or [candaceh@metricenv.com](mailto:candaceh@metricenv.com). All future responses regarding the proposed project should be forwarded to Metric Environmental, LLC. at the following address:



Candace Hudziak  
Architectural Historian  
Metric Environmental, LLC  
6958 Hillsdale Court  
Indianapolis, Indiana 46250  
candaceh@metricenv.com

Tribal contacts may contact Patty Jo Korzeniewski at [pkorzeniewski@indot.in.gov](mailto:pkorzeniewski@indot.in.gov) or 317-416-4377, or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Sincerely,

A handwritten signature in black ink, appearing to read "Anuradha", is written over a horizontal line. A vertical line is drawn to the left of the signature, and two small dots are located below the horizontal line.

Anuradha V. Kumar, Manager  
Cultural Resources Office  
Environmental Services

Distribution List:

Rachel Sharkey  
Danielle Kauffmann  
IN DHPA/SHPO  
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Indianapolis, IN 46204-2739  
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[dkauffmann@dnr.in.gov](mailto:dkauffmann@dnr.in.gov)

Eastern Shawnee Tribe of Oklahoma  
Miami Tribe of Oklahoma  
Peoria Tribe of Indians of Oklahoma  
Pokagon Band of Potawatomi Indians  
Shawnee Tribe  
Delaware Tribe of Indians, Oklahoma

**From:** [Karen Garrard](#)  
**To:** [Sharkey, Rachel](#); [dkauffman@dnr.in.gov](mailto:dkauffman@dnr.in.gov)  
**Cc:** [Luella Beth Hillen](#); [Candace Hudziak](#); [Sam Snell](#); [Susan Castle](#); [Collins, Zachary](#); [Matern, Jeff](#); [Coon, Matthew](#); [Kennedy, Mary](#); [Branigin, Susan](#); [Korzeniewski, Patricia J](#)  
**Subject:** FHWA Project: Des. No. 1703018, Historic Property & Archaeological Reports, Jackson County Bridge No. 197 on CR 100 S over McHargue Ditch Project, Jackson County, Indiana  
**Date:** Monday, May 2, 2022 10:02:42 AM  
**Attachments:** [image001.png](#)

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**Des. No.: 1703018/DHPA No. 26954**

**Project Description: Jackson County Bridge No. 197 on CR 100 S over McHargue Ditch**

**Location: Brownstown Township, Jackson County, Indiana**

Jackson County, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with the Jackson County Bridge No. 197 on CR 100 S over McHargue Ditch Project (Des. No. 1703018). The Section 106 Early Coordination Letter for this project was originally distributed January 26, 2021.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Short Report (HPSR) and Archaeological Short Report (ASR) are ready for review and comment by consulting parties.

The HPR & ASR (Tribes Only) are available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

Tribal contacts may contact Patty Jo Korzeniewski at [pkorzeniewski@indot.in.gov](mailto:pkorzeniewski@indot.in.gov) or 317-416-4377 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629

Thank you in advance for your input,



**Karen N. Garrard, PhD, RPA**

*Senior Project Manager / Archaeological Principal Investigator*

**O** 513.399.8482

**M** 513.687.5831

810 Plum Street  
Cincinnati, OH 45202  
[www.metricenv.com](http://www.metricenv.com)

Certified DBE/MBE/SBE Company

**From:** Kennedy, Mary  
**To:** [thpo@estoo.net](mailto:thpo@estoo.net); [THPO@MiamiNation.com](mailto:THPO@MiamiNation.com); [Charla\\_EchoHawk](mailto:Charla_EchoHawk); [Matthew\\_Bussler@pokagonband-nsn.gov](mailto:Matthew_Bussler@pokagonband-nsn.gov); [tonya@shawnee-tribe.com](mailto:tonya@shawnee-tribe.com); [Larry\\_Heady](mailto:Larry_Heady)  
**Cc:** Coon, Matthew; Korzeniewski, Patricia J.; [Carmany-George, Karstin \(FHWA\)](mailto:Carmany-George, Karstin (FHWA)); [Karen Garrard](mailto:Karen_Garrard)  
**Subject:** FHWA Project: Des. No. 1703018, Historic Property & Archaeological Reports, Jackson Co Bridge No. 197, Jackson County, Indiana  
**Date:** Monday, May 2, 2022 10:51:31 AM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image006.png](#)

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**External Message:** *This message originated outside of Metric Environmental. Do not click links or open attachments unless you recognize the sender and know the content is safe.*

**Des. No.: 1703018**

**Project Description:** **Jackson County Bridge No. 197 on CR 100 S over McHargue Ditch**

**Location:** **Brownstown Township, Jackson County, Indiana**

Jackson County, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with the Jackson County Bridge No. 197 on CR 100 S over McHargue Ditch Project (Des. No. 1703018). The Section 106 Early Coordination Letter for this project was originally distributed January 26, 2021.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Short Report (HPSR) and Archaeological Short Report (ASR) are ready for review and comment by consulting parties.

The HPR & ASR (Tribes Only) are available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please make a request with seven (7) business days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

Tribal contacts may contact Patty Jo Korzeniewski at [pkorzeniewski@indot.in.gov](mailto:pkorzeniewski@indot.in.gov) or 317-416-4377 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629

Thank you in advance for your input,

**Mary E. Kennedy**

**Historic Bridge Specialist**

100 N. Senate Ave., Room N758-ES

Indianapolis, IN 46204

**Email:** [mkennedy@indot.in.gov](mailto:mkennedy@indot.in.gov)

**Phone:** 317-694-3607

Typically on site Mon, Tues & Thurs; Remote Weds



\*For the latest updates from INDOT's Cultural Resources Office, subscribe to the Environmental Services listserv: <https://www.in.gov/indot/3217.htm>



## Miami Tribe of Oklahoma

3410 P St. NW, Miami, OK 74354 • P.O. Box 1326, Miami, OK 74355  
Ph: (918) 541-1300 • Fax: (918) 542-7260  
[www.miamination.com](http://www.miamination.com)



Via email: [PKorzeniewski@indot.in.gov](mailto:PKorzeniewski@indot.in.gov)

May 3, 2022

Patricia Jo Korzeniewski  
Archaeologist and Environmental Manager  
INDOT, Cultural Resources Office  
100 North Senate Avenue, N758-ES  
Indianapolis, Indiana 46204

Re: Des. No. 1703018, Jackson County Bridge No. 197 (NBI# 3600132) on CR 100 S over McHargue Ditch, Jackson County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Ms. Korzeniewski:

Aya, kikwehsitoole – I show you respect. The Miami Tribe of Oklahoma, a federally recognized Indian tribe with a Constitution ratified in 1939 under the Oklahoma Indian Welfare Act of 1936, respectfully submits the following comments regarding Des. No. 1703018, Jackson County Bridge No. 197 (NBI# 3600132) on CR 100 S over McHargue Ditch in Jackson County, Indiana.

The Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, given the Miami Tribe's deep and enduring relationship to its historic lands and cultural property within present-day Indiana, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966 or by email at [THPO@miamination.com](mailto:THPO@miamination.com) to initiate consultation.

The Miami Tribe accepts the invitation to serve as a consulting party to the proposed project. In my capacity as Tribal Historic Preservation Officer I am the point of contact for consultation.

Respectfully,

*Diane Hunter*

Diane Hunter  
Tribal Historic Preservation Officer



## PEORIA TRIBE OF INDIANS OF OKLAHOMA

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538  
P.O. Box 1527  
MIAMI, OKLAHOMA 74355

CHIEF  
Craig Harper  
SECOND CHIEF  
Rosanna Dobbs

May 3, 2022

Patricia Korzeniewski, Archaeologist  
Tribal Contact  
INDOT  
100 N Senate Ave., Rm 758-ES  
Indianapolis, IN 46204

Re: Des#1703018; Bridge #197 on CR 100 S over McHargue Ditch

Thank you for providing notice of the referenced project. The Peoria Tribe of Indians of Oklahoma is unaware of a direct link to the newly proposed project location.

The Peoria Tribe of Indians of Oklahoma is also unaware of items covered under Native American Graves Protection and Repatriation Act (NAGPRA) to be associated with the proposed project site, including funerary or sacred objects; objects of cultural patrimony; or ancestral human remains.

The Peoria Tribe has no objection at this time to the proposed project. If, however, at any time items are discovered which fall under the protection of NAGPRA, the Peoria Tribe requests immediate notification and consultation. In addition, state, local and tribal authorities should be advised as to the findings and construction halted until consultation with all concerned parties has occurred.

Please feel free to contact me directly at the number above if additional consultation is necessary. Thank you again for your consideration with this matter.

Sincerely,

Charla K. EchoHawk  
Director of Cultural Preservation



**EASTERN SHAWNEE  
CULTURAL PRESERVATION DEPARTMENT**  
70500 East 128 Road, Wyandotte, OK 74370

May 23, 2022

INDOT - Indiana Department of Transportation  
100 N. Senate Ave. IGCN642  
Indianapolis, IN 46201

**RE: Des No. 1703018, Jackson County, Indiana**

Dear Ms. Korzeniewski,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Jackson County, Indiana. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.

In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a)). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.

Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.

Sincerely,

Paul Barton, Tribal Historic Preservation Officer (THPO)  
Eastern Shawnee Tribe of Oklahoma  
(918) 666-5151 Ext:1833  
THPO@estoo.net

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739  
Phone 317-232-1646 · Fax 317-232-0693 · [dhpa@dnr.IN.gov](mailto:dhpa@dnr.IN.gov)



May 31, 2022

Candace Hudziak  
Architectural Historian  
Metric Environmental, LLC  
6958 Hillsdale Court  
Indianapolis, Indiana 46250

Federal Agency: Indiana Department of Transportation (“INDOT”),  
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Historic property short report (Hudziak, 4/27/2022) and archaeological short report  
(Copenhaver/Stevenson, 4/27/2022) for the Jackson County Bridge No. 197 on CR 100S over McHargue  
Ditch project (Des. No. 1703018; DHPA No. 26954)

Dear Ms. Hudziak:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” and the “Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana’s Historic Bridges” (“Indiana Historic Bridges PA”); the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your May 2, 2022, review request submittal form which enclosed the historic property short report (“HPSR”; Hudziak, 4/27/2022) and archaeological short report, received by our office the same day for the aforementioned project in Brownstown Township, Jackson County, Indiana.

The area of potential effects (“APE”) proposed in the HPSR appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur.

Jackson County Bridge No. 197 is a c. 1920 Warren pony truss metal bridge previously determined eligible for inclusion in the National Register of Historic Places (“NRHP”) under Criterion C and categorized as a “Non-Select” bridge per the *Indiana Historic Bridge Inventory*.

For the Section 106 review of this federal undertaking, we agree that there are no historic properties listed or eligible for inclusion in the NRHP within the project’s APE other than the subject bridge. Because of its “Non-Select” status, FHWA will satisfy its Section 106 responsibilities following the procedures in Stipulation III.B of the Historic Bridges PA.

In terms of archaeology, thank you for the submission of the archaeological short report (Copenhaver/Stevenson, 4/27/2022) detailing the results of the reconnaissance survey for this proposed project. A review of the report indicates no archaeological resources were identified as a result of the survey. Therefore, we concur with the recommendation that no further archaeological investigation is necessary.

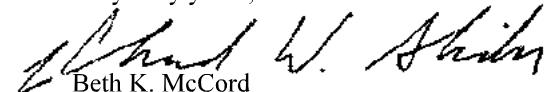
If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Indiana SHPO within two (2)

business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The Indiana SHPO staff's archaeological reviewer for this project is Rachel Sharkey, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the Jackson County Bridge No. 197 project in Jackson County (Des. No. 1703018), please refer to DHPA No. 26954.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:DMK:RAS:ras

emc: Erica Tait, FHWA  
Anuradha Kumar, INDOT  
Matt Coon, INDOT  
Susan Branigin, INDOT  
Mary Kennedy, INDOT  
Candace Hudziak, Metric Environmental, LLC  
Danielle Kauffmann, DNR-DHPA  
Rachel Sharkey, DNR-DHPA



# INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

**Eric Holcomb, Governor**  
**Michael Smith, Commissioner**

January 11, 2024

This letter was sent to the listed parties.

RE: Jackson County Bridge No. 197 (NBI# 3600132) carrying CR 100 South over McHargue Ditch Project  
Brownstown Township, Jackson County, Indiana  
Des. No.: 1703018/DHPA No. 26954

Dear Consulting Party,

Jackson County, with funding from the Federal Highway Administration (FHWA) and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with the Jackson County Bridge No. 197 on County Road (CR) 100 South (S) over McHargue Ditch Project, Des. No. 1703018.

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter for this project was distributed on January 26, 2021. In addition, a letter distributed on April 27, 2022, notified consulting parties that a Historic Property Short Report and an Archaeology Short Report were available for review and comment.

The proposed undertaking is on CR 100 S over McHargue Ditch in Jackson County, Indiana. It is within Brownstown Township, on the Medora, Indiana, Quadrangle Map, in Township 5N, Range 4E, Sections 18 and 19. The project area can be viewed online at <https://arcg.is/jqueP> (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

Jackson County Bridge No. 197 is a single-span bolted Warren pony truss metal bridge constructed in 1920. The bridge length is 64.7 feet long and 17.8 feet wide, with a load rating of ten tons. Immediately west of the bridge is the intersection of CR 500 West (W) and CR 100 S, which is controlled by a stop sign on CR 100 S. The structure is eligible for the National Register of Historic Places (NRHP), but it is classified as a "Non-Select" bridge in the 2010 Indiana Historic Bridges Inventory.

The purpose of this project is to provide geometric and safety improvements to the intersection of CR 500 W and CR 100 S in conjunction with providing a structurally sufficient and scour resistant bridge crossing at McHargue Ditch located adjacent to the intersection. The need for this project is due to a desire to improve serviceability for the agricultural equipment and trucks that frequently use these roads and navigate this intersection. Roadway features identified as substandard at this location include intersection turn radii, uneven vertical grades along CR 500 W in approach to this intersection, and sight distance and roadside hazard issues associated within proximity of the existing bridge. The existing bridge, Jackson County Bridge No. 197, is fracture critical and has a substandard load rating. With a clear roadway width of 17.8 feet, this one-lane bridge is narrower than the rest of CR 100 S and impairs direct agricultural access to the fields

east of the intersection. It is anticipated that the project will require acquisition of 6.0 acres or less of new permanent right-of-way.

Janssen and Spaans Engineering, Inc. is under contract with Jackson County to advance the environmental documentation for the referenced project. Metric Environmental, LLC, has been subcontracted to complete the Section 106 documentation for the project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because Jackson County No. 197 is a "Non-Select" bridge, the procedures outlined in Stipulation III.B. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: <http://www.in.gov/indot/2530.htm>).

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. With the exception of Jackson County Bridge No. 197, which was determined NRHP eligible per the 2010 *Indiana Historic Bridge Inventory*, there are no above-ground resources recommended as eligible for listing in the NRHP within the APE.

With regards to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified no sites within the project area. As a result of these efforts, no sites are recommended eligible for listing in the NRHP and no further work is recommended.

On October 23, 2023, Fleeta Arthur, member of the Jackson County Park and Recreation Board, notified INDOT-CRO via a telephone call that she wished to participate as a consulting party. Ms. Arthur also expressed support for relocation of Jackson County Bridge No. 197 to the Jackson County Fairgrounds. Ms. Arthur is hereby added as a consulting party to this project.

The Historic Bridge Alternatives Analysis (HBAA) prepared by Janssen and Spaans Engineering, Inc., is available for review in IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents/> (the Des. No. 1703018 is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Candace Hudziak of Metric Environmental, LLC, at 317-443-4123 or [candaceh@metricenv.com](mailto:candaceh@metricenv.com). All future responses regarding the proposed project should be forwarded to Metric Environmental, LLC at the following address:

Candace Hudziak  
Architectural Historian  
Metric Environmental, LLC  
6958 Hillsdale Court  
Indianapolis, Indiana, 46250  
[candaceh@metricenv.com](mailto:candaceh@metricenv.com)

**Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon, at [mcoon@indot.in.gov](mailto:mcoon@indot.in.gov) (317-697-9752)** with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) (317-226-5629).

Sincerely,



Matthew S. Coon, Manager  
Cultural Resources Office  
Environmental Services

*Enclosures:*

*Distribution List*

*Historic Bridge Alternatives Analysis*

## **Distribution List**

### Previous Invitees

Beth McCord  
Deputy State Historic Preservation Officer  
Department of Natural Resources  
Division of Historic Preservation and Archaeology  
402 West Washington Street, Room W274  
Indianapolis, IN 46204-2739  
[BMCCord@dnr.IN.gov](mailto:BMCCord@dnr.IN.gov)

Eastern Shawnee Tribe of Oklahoma

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma

### New Invitee

Fleeta Arthur  
Jackson County Parks and Recreation Board  
6594 West State Road 58  
Brownstown, IN 47220  
[yakfleet@gmail.com](mailto:yakfleet@gmail.com)

**From:** [Zoe Vorndran](#)  
**To:** [BMCCord@dnr.IN.gov](mailto:BMCCord@dnr.IN.gov); [yakfleet@gmail.com](mailto:yakfleet@gmail.com)  
**Cc:** [Brinker, Haley](#); [Candace Hudziak](#); [Sam Snell](#); [Karen Garrard](#); [Elayna Stoner](#); [zcollins@jsengr.com](mailto:zcollins@jsengr.com)  
**Subject:** FHWA Project: Des. No. 1703018; HBAA, Jackson County Bridge No. 197 (NBI No. 3600132) Project, Jackson County, Indiana  
**Date:** Thursday, January 11, 2024 12:54:00 PM  
**Attachments:** [image001.png](#)

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**Des. No.: 1703018**

**Project Description: Jackson County Bridge No. 197 on CR 100 S over McHargue Ditch**

**Location: Brownstown Township, Jackson County, Indiana**

Jackson County, with funding from the Federal Highway Administration (FHWA) and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a project involving Jackson County Bridge No. 197 on CR 100 S over McHargue Ditch Project (Des. No. 1703018). The early coordination letter was distributed to non-Tribal consulting parties on January 26, 2021 and to Tribal consulting parties on January 27, 2021. The Historic Property Report and the Phase Ia Report were distributed to consulting parties on May 2, 2022.

As part of Section 106 of the National Historic Preservation Act, a Historic Bridge Alternatives Analysis has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <https://erms12c.indot.in.gov/Section106Documents> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

**Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon, at [mcoon@indot.in.gov](mailto:mcoon@indot.in.gov) (317-697-9752)** with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) (317-226-5629).

Thank you in advance for your input,



**Zoe Vorndran**

Cultural Resources Staff Scientist

○ 317.504.4296

6958 Hillsdale Court  
Indianapolis, IN 46250

[www.metricenv.com](http://www.metricenv.com)

**From:** Brinker, Haley  
**To:** [thpo@estoo.net](mailto:thpo@estoo.net); [THPO@MiamiNation.com](mailto:THPO@MiamiNation.com); [bfletcher@peoriatribes.com](mailto:bfletcher@peoriatribes.com)  
**Cc:** Branigin, Susan; Carmany-George, Karstin (FHWA); Coon, Matthew; Alexander, Kelyn; Zoe Vorndran; Candace Hudziak  
**Subject:** FHWA Project: Des. No. 1703018; HBAA, Jackson County Bridge No. 197 (NBI No. 3600132) Project, Jackson County, Indiana  
**Date:** Thursday, January 11, 2024 1:01:03 PM  
**Attachments:** [image001.png](#)

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Thank you in advance for your input,



**Zoe Vorndran**

*Cultural Resources Staff Scientist*

**O** 317.504.4296

6958 Hillsdale Court  
Indianapolis, IN 46250  
[www.metricenv.com](http://www.metricenv.com)

Certified DBE/MBE/SBE Company

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739  
Phone 317-232-1646 · Fax 317-232-0693 · dhp@dnr.IN.gov ·



February 9, 2024

Candace Hudziak  
Architectural Historian  
Metric Environmental, LLC  
6958 Hillsdale Court  
Indianapolis, Indiana 46250

Federal Agency: Indiana Department of Transportation (“INDOT”),  
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Historic Bridge Alternative Analysis for the Jackson County Bridge No. 197 (NBI# 3600132)  
carrying CR 100 S over McHargue Ditch Project in Brownstown Township, Jackson County,  
Indiana (Des. No. 1703018; DHPA No. 26954)

Dear Ms. Hudziak:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), implementing regulations at 36 C.F.R. Part 800, the “Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Management and Preservation of Indiana’s Historic Bridges” (“Indiana Historic Bridges PA”), and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your January 11, 2024, submission, along with the aforementioned historic bridge alternatives analysis (“HBAA”), all of which we received January 11, 2024.

As previously indicated, Jackson County Bridge No. 197 is a c. 1920 Warren pony truss metal bridge previously determined eligible for inclusion in the National Register of Historic Places (“NRHP”) under Criterion C and categorized as a “Non-Select” bridge per the Indiana Historic Bridge Inventory.

Additionally, we previously stated, for the purposes of the Section 106 review of this federal undertaking, we agree that there are no historic properties listed or eligible for inclusion in the NRHP within the project’s APE other than the subject bridge. Because of its “Non-Select” status, FHWA will satisfy its Section 106 responsibilities following the procedures in Stipulation III.B of the Historic Bridges PA.

Thank you for providing the historic bridge alternatives analysis for the aforementioned historic bridge project for our review. We provide the following comments.

It is our understanding that Alternatives A: No-Build, B-1: Rehabilitation in Accordance with Secretary of the Interior’s Standards for Rehabilitation (SOIS) without Intersection Relocation, B-2: Rehabilitation in Accordance with SOIS with Intersection Relocation, C-1: Rehabilitation in Accordance with the SOIS (One-way Pair), and C-2: Two-Way Bypass with Non-Vehicular Use all retain the existing structure in its current location, they do not meet the purpose and need of this project. Thus, the alternatives analysis has concluded that these are not prudent alternatives. Additionally, it is our understanding that Alternatives D and E would remove the existing bridge superstructure for potential relocation and reuse, with construction of a new bridge. Although Alternative D would remain on the existing alignment, is feasible, and less costly than Alternative E,

it does not meet the purpose and need of the project, as it does not address the inadequate alignment of the channel causing sediment buildup over time resulting in a reduced and insufficient hydraulic opening, therefore Alternative D is considered not prudent.

Regarding Alternative E, it would include moving the bridge location further east and changing the channel alignment to two 45-degree bends, instead of the current single 90-degree channel bend. This will improve the hydraulic performance of the bridge, while increasing the hydraulic opening as well meeting the purpose and need of the project. While the bridge would be relocated to another location, it is our understanding that this alternative proposes minimal changes to the historic character of the bridge. Therefore, we understand that Alternative E is the preferred alternative because it is prudent and feasible and allows the relocation and preservation of the bridge at another location.

The Indiana SHPO notes that retaining an historic bridge in its original location is important for preserving the historic integrity of the resource, and all possible planning and consideration should be given to preservation in place, where feasible. While we would prefer to see Jackson County Bridge No. 197 rehabilitated in place, we acknowledge the hydraulic challenges that the current location presents to the bridge's continued use.

It is our understanding that Jackson County Fairgrounds has expressed interest in taking ownership of the bridge and proposes to use it for pedestrian/ADA use. According to the Indiana Historic Bridges PA Stipulation III. Project Development Process for Historic Bridges Section B - Project Development Process for Non-Select Bridges item # 6. "If the preferred alternative includes transferring ownership of the historic bridge, then INDOT will execute an agreement between INDOT, the bridge owner if the bridge does not belong to INDOT, the Indiana SHPO, and the proposed new bridge owner." The agreement from Jackson County Fairgrounds found in Appendix F is only between Jackson County Board of Commissioners and the Jackson County Fair Board. Therefore, if the preferred alternative selected includes transferring ownership of the Jackson County Bridge No. 197 to the Jackson County Fair Board (Fairgrounds), INDOT shall execute an agreement between the INDOT, Jackson County Highway Department, the Jackson County Fair Board (Fairgrounds), and the Indiana SHPO. The new owner of the bridge must follow the Indiana Historic Bridges PA - Stipulation III. Project Development Process for Historic Bridges Section B - Project Development Process for Non-Select Bridges and the Standard Treatment Approach for Historic Bridges section.

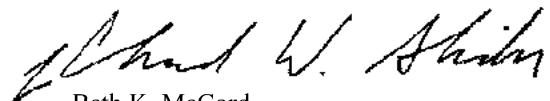
As previously indicated, in terms of archaeological resources, we received and reviewed the Indiana archaeological short report (Copenhaver and Stevenson, 04/27/2022) detailing the results of the reconnaissance survey for this proposed project. The report indicated that no archaeological resources were identified as a result of the survey. Therefore, we concurred with the recommendation that no further archaeological investigations appear necessary.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the Jackson County Bridge No. 197 (NBI# 3600132) carrying CR 100 S over McHargue Ditch project in Brownstown Township, Jackson County, Indiana (Des. No. 1703018), please refer to DHPA No. 26954.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:TLG:WTT:wtt

emc: Patrick Carpenter, Federal Highway Administration  
Matt Coon, Ph.D., Indiana Department of Transportation  
Susan Branigin, Indiana Department of Transportation

Kelyn Alexander, Indiana Department of Transportation  
Haley Brinker, Indiana Department of Transportation  
Candace Hudziak, Metric Environmental, llc  
Fleeta Arthur, Jackson County Parks and Recreation Board  
Toni Lynn Giffin, Indiana DNR-DHPA  
Wade T. Tharp, Indiana DNR-DHPA



**EASTERN SHAWNEE  
CULTURAL PRESERVATION DEPARTMENT**  
70500 East 128 Road, Wyandotte, OK 74370

March 12, 2024

INDOT - Indiana Department of Transportation  
100 N. Senate Ave. IGCN642  
Indianapolis, IN 46201

**RE: Des No. 1703018, Jackson County, IN**

Dear Mr. Coon,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Jackson County, IN. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.

In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a)). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.

Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.

Sincerely,

Lora Nuckolls, Tribal Historic Preservation Officer (THPO)  
Eastern Shawnee Tribe of Oklahoma  
(918) 238-5151 Ext:1840  
THPO@estoo.net



*Photo 1. Photo of public notice posted at the bridge's east approach*



*Photo 2. View of public notice posted at Bridge No. 197's west approach*



*Photo 3. Close up of public notice text posted at Bridge No. 197*

## CONFIRMATION



Star Media  
130 S. Meridian Street  
Indianapolis, IN 46225

METRIC ENVIRONMENTAL  
6971 HILSDALE CT  
INDIANAPOLIS IN 46250-

Account	AD#	Net Amount	Tax Amount	Total Amount	Payment Method	Payment Amount	Amount Due
INI-62283	0004738565	\$44.40	\$0.00	\$44.40	Invoice	\$0.00	\$44.40

Sales Rep: tmondloch Order Taker: knaysmi Order Created 05/14/2021

Product	Placement	Classification	# Ins	Start Date	End Date
INI-Indianapolis Star	INI-Public Notices	Legal Notices	1	05/19/2021	05/19/2021
INI-indystar.com	INIW-Public Notices	Legal Notices	1	05/19/2021	05/19/2021

\* ALL TRANSACTIONS CONSIDERED PAID IN FULL UPON CLEARANCE OF FINANCIAL INSTITUTION

Text of Ad: 05/14/2021

### Public Notice

Designation No. 1703018

Jackson County announcing the potential availability of Jackson County Bridge No. 197 carrying County Road 100 South over McHargue Ditch in Brownstown Township, Jackson County, to interested responsible parties. The bridge is eligible for the National Register of Historic Places and has been determined "Non-Select" per the Programmatic Agreement Regarding the Management and Preservation of Indiana's Historic Bridges ([https://www.in.gov/indot/files/Historic\\_Bridge\\_ProgrammaticAgreement.pdf](https://www.in.gov/indot/files/Historic_Bridge_ProgrammaticAgreement.pdf)). The status of this bridge is currently "pending," which means that its future is currently unknown as the Section 106 historic review process is ongoing. Depending on the outcome of Section 106 consultation, interested parties may be able to acquire the bridge.

The bridge is a single-span 65-foot long and 17.8-foot wide steel Warren pony truss structure erected in 1920. A photo and general information about the bridge can be viewed at the following website: <http://www.in.gov/indot/2532.htm>. Additional information about the bridge is available for review by contacting the person listed below.

Jackson County is now accepting proposals for the rehabilitation and reuse, or the storage and future reuse of the bridge. Proposals will also be accepted for the salvage of elements of the bridge. Any proposals should be received within the next six months. Funding of any rehabilitation, reuse, storage, dismantling, reconstruction, salvage, etc. of this bridge would be the responsibility of the new owner. Interested parties should submit a written proposal for reuse to the address below as soon as possible:

Jerry Ault  
Jackson County Highway Superintendent  
360 South County Road 25 East  
Brownstown, IN 47220  
812-358-2141  
[jault@jacksoncounty.IN.gov](mailto:jault@jacksoncounty.IN.gov)

(S) 0004738565 5/19/21

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**The Indianapolis Star**

130 South Meridian Street  
Indianapolis, IN 46225  
Marion County, Indiana

**METRIC ENVIRONMENTAL**

Federal Id: 06-1032273

Account #: INI-62263

Order #: 0004738565

# of Affidavits: 1

Total Amount of Claim: \$44.40

**This is not an invoice**

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ATTN Cory D. Shumate  
6971 HILLSDALE CT  
INDIANAPOLIS, IN 46250

**PUBLISHER'S AFFIDAVIT**

**STATE OF WISCONSIN,**  
**County Of Brown } SS.**

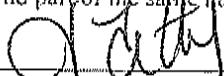
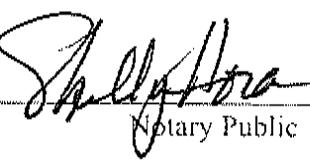
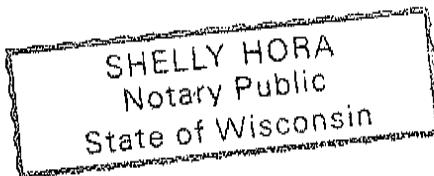
Personally appeared before me, a notary public in and for said county and state, the undersigned

I, being duly sworn, say that I am a clerk for THE INDIANAPOLIS NEWSPAPERS a DAILY STAR newspaper of general circulation printed and published in the English language in the city of INDIANAPOLIS in the state of INDIANA and county of MARION, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 1 times., the dates of publication being as follows:

The insertion being on the 05/19/2021

Newspaper has a website and this public notice was posted in the same day as it was published in the newspaper.

Pursuant to the provisions and penalties of Ch. 155, Acts 1953,  
I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

Date: 5-19-2021 Title: ClerkSubscribed and sworn to before me this 19 day of May, 2021  
\_\_\_\_\_  
Notary PublicNotary Expires: 8-25-23

**Public Notice**

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Brownstown, IN 47220  
812-358-2141  
[jautt@jacksoncounty.IN.gov](mailto:jautt@jacksoncounty.IN.gov)

(S) 0004738565 5/19/21

hspaxlp

# Seymour Tribune

Prescribed by State Board of Accounts

General Form No 99P (Rev. 2009A)

Attn:	RHONDA EDWARDS	AIM MEDIA INDIANA
Name:	METRIC ENVIRONMENTAL, LLC.	d/b/a THE TRIBUNE
Address:	6971 HILLSDALE COURT	PO BOX 3213
City/State:	INDIANAPOLIS, IN 46250	McALLEN, TX 78502-3213
Acct #	S11211606	FED I.D. #32-0472774
Order #	60076587	

(Government Unit) County: Jackson

## PUBLISHER'S CLAIM

### LINE COUNT

Data for computing costs: Number of equivalent lines per column-----	86
Number of Columns -----	1
Number of insertions -----	1

### COMPUTATION OF CHARGES

86 lines, 1 column(s) x rate of 0.3540 cents per line

Additional charges for notices containing rule or tabular work

(50 percent surcharge included in rate above)

Charges for extra proofs of publication (\$1.00 for each proof in excess of two included in rate above)

TOTAL AMOUNT OF CLAIM -----	<u>30.44</u>
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Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

### PUBLISHER'S AFFIDAVIT

I, Sally Clark, Legal Advertising Clerk of the newspaper of general circulation printed and published in the English language in the (city/town) of Seymour in state and county aforesaid, and that the printed matter attached hereto is a true copy, which publication being as follows:

5/14/2021



Sally Clark/Legal Advertising Clerk

5/14/2021

Date

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City St Zip	:	INDIANAPOLIS IN 46250	Dates Run	:	05/14/2021-05/14/2021	
Phone	:	(317) 207-4286	Days	:	1	
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Credit Card	:		Words	:	259	
Printed By	:	Sally Rohm	Ad Rate	:	L-Government	
Entered By	:	Lana Gearies	Ad Price	:	30.44	
Keywords	:	Jackson County Bridge No. 197	Amount Paid	:	0.00	
Notes	:		Amount Due	:	30.44	
Zones	:					

Legal Advertisement  
Public Notice

Designation No. 1703018

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		Ad Key	:	
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Customer	:	Section	:	60 Notices
Contact	:	Sub Section	:	60 Notices
Address1	:	Category	:	6015 Legals
Address2	:	Dates Run	:	05/14/2021-05/14/2021
City St Zip	:	Days	:	1
Phone	:	Size	:	1 x 8.34, 86 lines
Fax	:	Words	:	259
Credit Card	:	Ad Rate	:	L-Government
Printed By	:	Ad Price	:	30.44
Entered By	:	Amount Paid	:	0.00
Keywords	:	Amount Due	:	30.44
Notes	:			
Zones	:			

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storage, dismantling, reconstruction, salvage, etc. of this bridge would be the responsibility of the new owner. Interested parties should submit a written proposal for reuse to the address below as soon as possible:

Jerry Ault  
Jackson County Highway  
Superintendent  
360 South County  
Road 25 East  
Brownstown, IN 47220  
812-358-2141  
jault@jacksoncounty.IN.  
gov  
60076587 hspaxip  
5/14/2021

**From:** [Kennedy, Mary](#)  
**To:** [Candace Hudziak](#)  
**Cc:** [Echternach, Keith](#); [Matern, Jeff](#); [Elayna Stoner](#); [Luella Beth Hillen](#); [Karen Garrard](#)  
**Subject:** RE: Des No 1703018 Jackson Co Bridge Marketing Information -posted on website  
**Date:** Wednesday, May 19, 2021 11:01:33 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image005.png](#)  
[image006.png](#)

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Hello-

Just wanted to let you know that the bridge went live on INDOT's marketing website today:

<https://www.in.gov/indot/2532.htm>  
<https://www.in.gov/indot/3985.htm>

**Mary E. Kennedy**

**Historic Bridge Specialist**

100 N. Senate Ave., Room N758-ES

Indianapolis, IN 46204

**Email:** [mkennedy@indot.in.gov](mailto:mkennedy@indot.in.gov)

**Phone:** 317-694-3607

Core work hours: 8:00 AM-2:45 PM Mon-Thurs



\*For the latest updates from INDOT's Cultural Resources Office, subscribe to the Environmental Services listserv: <https://www.in.gov/indot/3217.htm>

\*\*Link to the CRO-Public Web Map App can be found [here](#)

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**From:** Kennedy, Mary

**Sent:** Wednesday, May 12, 2021 1:04 PM

**To:** Candace Hudziak <[candaceh@metricenv.com](mailto:candaceh@metricenv.com)>

**Cc:** Echternach, Keith <[kechternach@jsengr.com](mailto:kechternach@jsengr.com)>; Matern, Jeff <[JMatern@jsengr.com](mailto:JMatern@jsengr.com)>; Elayna Stoner <[elaynas@metricenv.com](mailto:elaynas@metricenv.com)>; Luella Beth Hillen <[bethhh@metricenv.com](mailto:bethhh@metricenv.com)>; Karen Garrard <[kkareng@metricenv.com](mailto:kkareng@metricenv.com)>

**Subject:** RE: Des No 1703018 Jackson Co Bridge Marketing Information and Legal Notice to review

Candy,

Thank you for the submittal. The legal notice looks fine to place in both a local newspaper and a statewide newspaper. I have forwarded the website info to our web liaison and will let you know as soon as it's posted on the site.

**Mary E. Kennedy**

**Historic Bridge Specialist**

100 N. Senate Ave., Room N758-ES

## INDOT Historic Bridge Marketing Web Page

← → ⌂ in.gov/indot/current-programs/green-initiatives/historic-bridges-marketing-program/jackson-co-197/

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### Jackson Co 197



Location	County	Road	Over	Number	Other Location Information
	Jackson	Carmes County Road 100 South	McHargue Creek	197	East of the intersection of County Road 500 West and County Road 100 South in Brownstown Township.

Owner	Length	Width	Year Built	Type
Jackson Co.	Single span, 65 feet long.	17.8'	1920	Reinforced Concrete Girder

Bolton	Henry Harmon	Status	Pending
Statistics	Jackson County Bridge No. 197 is a bolted Warren pony truss metal bridge erected in 1920. Bolted bridges of this type represent a short, intermediate development stage towards all-notted designs. This bridge is of a standard design for its type and stage, retaining original materials including latticed guardrails. The bridge is eligible for listing in the National Register of Historic Places, but is rated "Non-Select" per the Programmatic Agreement regarding Management and Preservation of Indiana's Historic Bridges (Historic Bridge PA). The status of the bridge is currently "pending," meaning its future is undetermined as the Section 106 historic review process is on-going. Depending on the outcome of Section 106 consultation, interested parties may be able to acquire the bridge. The County is now accepting proposals for the rehabilitation and reuse, or the storage and future reuse of the bridge. Proposals will also be accepted for the salvage of elements that may be stored for future repair of similar historic bridges. 1997 Rehabilitation.		
Comments			

Contact	Name	E-mail	Address	Phone
	Jerry Aut	jeaut@jacksoncounty.in.gov	300 South County Road 25 East	812-359-2141

**From:** Kennedy, Mary  
**To:** Mark Dollase (MDollase@indianalandmarks.org); Mindi Woolman  
**Cc:** Candace Hudziak; Southern Regional Office  
**Subject:** Des No 1703018, Jackson Co 197, Bridge Marketing Information  
**Date:** Wednesday, May 19, 2021 1:38:11 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image005.png](#)  
[JacksonCoBridge197\\_Des1703018\\_MarketingForm\\_2021-05-12.pdf](#)

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Mark & Mindi:

Here's a bridge that INDOT has placed on our historic bridge marketing website. Per the Historic Bridges PA, Stipulation III.B.2.c, we are providing it for your information as well.

Regards,

**Mary E. Kennedy**

**Historic Bridge Specialist**

100 N. Senate Ave., Room N758-ES  
Indianapolis, IN 46204

**Email:** [mkennedy@indot.in.gov](mailto:mkennedy@indot.in.gov)

**Phone:** 317-694-3607

Core work hours: 8:00 AM-2:45 PM Mon-Thurs



\*For the latest updates from INDOT's Cultural Resources Office, subscribe to the Environmental Services listserv:  
<https://www.in.gov/indot/3217.htm>

\*\*Link to the CRO-Public Web Map App can be found [here](#)

## Historic Bridge Alternatives Analysis

BRIDGE NUMBER: 36-00197

DESIGNATION NUMBER: 1703018

ROUTE IDENTIFICATION AND FEATURE CROSSED:

County Road 100 S. over McHargue Ditch

NBI NUMBER: 3600132

PROJECT LOCATION: 0.1 miles East of CR 500 West



PREPARED BY: Zachary Collins, PE

REVIEWED BY: Jeff Matern, PE

Janssen & Spaans Engineering Inc.

JSE Project No: 1287

DATE: 12/11/2023

This bridge was evaluated by personnel from the Indiana Department of Transportation (INDOT) Bridge Design Unit, the District Office and the designer. The attached Draft Historic Bridge Alternatives Analysis has been reviewed by the INDOT Bridge Design Unit and Cultural Resources Office for thoroughness of the rehabilitation option and compliance with INDOT design policies. Concurrence by INDOT with the proposed Scope of Work does not constitute Final Approval of the Historic Bridge Alternatives Analysis. This draft HBAA may now be distributed to the historic consulting parties for review.

The Jackson County Fair Board has expressed a commitment to acquire ownership of the Jackson County Bridge 197 (36-00197) and relocate it to the County Fairgrounds. The agreement can be found in Appendix F. The new use would be for pedestrian ADA access to and from the fairgrounds. The Jackson County Fairgrounds relocated an historic truss on January 26, 2012 to the fairgrounds. The potential location of Jackson #197 is shown in Appendix F.

## **VI. PRELIMINARY PREFERRED ALTERNATIVE**

Alternate E is the preferred alternative because it is prudent and feasible and allows the relocation and preservation of the bridge at another location.

## **VII. APPENDICES**

- A. Maps
- B. Photographs
- C. Purpose and Need Supporting Documents
- D. Plans and Design Criteria
- E. Cost Estimates
- F. Jackson County Supporting Documents

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739  
Phone 317-232-1646 · Fax 317-232-0693 · dhp@dnr.IN.gov



May 2, 2024

Candace Hudziak  
Architectural Historian  
Metric Environmental, LLC  
6958 Hillsdale Court  
Indianapolis, Indiana 46250

Federal Agency: Indiana Department of Transportation (“INDOT”),  
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Indiana Department of Transportation’s finding of “no historic properties affected,” on behalf of the Federal Highway Administration, for the Jackson County Bridge No. 197 (NBI# 3600132) carrying CR 100 S over McHargue Ditch Project, proposed for locations in Brownstown Township, Jackson County, Indiana (Des. No. 1703018; DHPA No. 26954)

Dear Ms. Hudziak:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your April 3, 2024, submission, which enclosed INDOT’s finding and supporting documentation, received by our office April 3, 2024, for this project, which is proposed for locations in Brownstown Township, Jackson County, Indiana.

As previously indicated, Jackson County Bridge No. 197 is a c. 1920 Warren pony truss metal bridge previously determined eligible for inclusion in the National Register of Historic Places (“NRHP”) under Criterion C and categorized as a “Non-Select” bridge per the Indiana Historic Bridge Inventory.

Additionally, we previously stated, for the purposes of the Section 106 review of this federal undertaking, we agree that there are no historic properties listed or eligible for inclusion in the NRHP within the project’s APE other than the subject bridge. Because of its “Non-Select” status, FHWA will satisfy its Section 106 responsibilities following the procedures in Stipulation III.B of the Historic Bridges PA.

Thank you for providing the historic bridge alternatives analysis for the aforementioned historic bridge project for our review. We previously provided the following comments on the historic bridge alternatives analysis. It is our understanding that the following alternatives retain the existing structure in its current location, but do not meet the purpose and need for this project- Alternative A: No-Build, B-1: Rehabilitation in Accordance with Secretary of the Interior’s Standards for Rehabilitation (SOIS) without Intersection Relocation, B-2: Rehabilitation in Accordance with SOIS with Intersection Relocation, C-1: Rehabilitation in Accordance with the SOIS (One-way Pair), and C-2: Two-Way Bypass with Non-Vehicular Use. Thus, the alternatives analysis concluded that these are not prudent alternatives. Additionally, it is our understanding that Alternatives D and E would remove the existing bridge superstructure for potential relocation and reuse, with construction of a new bridge. Although Alternative D would remain on the existing alignment, is feasible, and less costly than Alternative E, it does not meet the purpose and need of the project, as it does not address the inadequate alignment of the channel causing sediment buildup over time resulting in a reduced and insufficient hydraulic opening, therefore Alternative D is considered not prudent.

Previously we stated, regarding Alternative E, it would include moving the bridge location further east and changing the channel alignment to two 45-degree bends, instead of the current single 90-degree channel bend. This will improve the hydraulic performance of the bridge, while increasing the hydraulic opening as well meeting the purpose and need of the project. While the bridge would be relocated to another location, it is our understanding that this alternative proposes minimal changes to the historic character of the bridge. Therefore, we understand that Alternative E is the preferred alternative because it is prudent and feasible and allows the relocation and preservation of the bridge at another location.

Additionally, the Indiana SHPO previous noted that retaining an historic bridge in its original location is important for preserving the historic integrity of the resource, and all possible planning and consideration should be given to preservation in place, where feasible. While we would prefer to see Jackson County Bridge No. 197 rehabilitated in place, we acknowledge the hydraulic challenges that the current location presents to the bridge's continued use.

The Indiana SHPO also previously stated, it is our understanding that Jackson County Fairgrounds has expressed interest in taking ownership of the bridge and proposes to use it for pedestrian/ADA use. According to the Indiana Historic Bridges PA Stipulation III. Project Development Process for Historic Bridges Section B - Project Development Process for Non-Select Bridges item # 6. "If the preferred alternative includes transferring ownership of the historic bridge, then INDOT will execute an agreement between INDOT, the bridge owner if the bridge does not belong to INDOT, the Indiana SHPO, and the proposed new bridge owner." The agreement from Jackson County Fairgrounds found in Appendix F is only between Jackson County Board of Commissioners and the Jackson County Fair Board. Therefore, if the preferred alternative selected includes transferring ownership of the Jackson County Bridge No. 197 to the Jackson County Fair Board (Fairgrounds), INDOT shall execute an agreement between the INDOT, Jackson County Highway Department, the Jackson County Fair Board (Fairgrounds), and the Indiana SHPO. The new owner of the bridge must follow the Indiana Historic Bridges PA - Stipulation III. Project Development Process for Historic Bridges Section B - Project Development Process for Non-Select Bridges and the Standard Treatment Approach for Historic Bridges section.

Additionally, as mentioned in the HBAA, we request this bridge be photographically documented. We request color, digital images that provide overviews of the resource, along with detailed shots of character-defining features, such as the arches, railings, and cantilevered sidewalk. In addition to the photographs, please provide a photo log that corresponds to the photographs, a photo key, and an overview thumbnail sheet. Please submit a draft copy of this documentation on CD, flash drive, or any other previously approved storage device or transfer method for our review and approval. Upon approval, this documentation should be provided to a public of not-for-profit organization that is willing to accept a copy of this documentation and make it available to the public. Please inform us which local or not-for-profit organization is willing to accept this documentation.

As previously indicated, in terms of archaeological resources, we received and reviewed the Indiana archaeological short report (Copenhaver and Stevenson, 04/27/2022) detailing the results of the reconnaissance survey for this proposed project. The report indicated that no archaeological resources were identified as a result of the survey. Therefore, we concurred with the recommendation that no further archaeological investigations appear necessary.

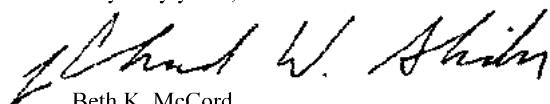
If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

Accordingly, we concur with INDOT's April 3, 2024, Section 106 finding of "No Historic Properties Affected" on behalf of FHWA for this federal undertaking.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the Jackson County Bridge No. 197 (NBI# 3600132) carrying CR 100 S over McHargue Ditch project in Brownstown Township, Jackson County, Indiana (Des. No. 1703018), please refer to DHPA No. 26954.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:TLG:WTT:wtt

emc: Patrick Carpenter, Federal Highway Administration  
Matt Coon, Ph.D., Indiana Department of Transportation  
Susan Branigin, Indiana Department of Transportation  
Kelyn Alexander, Indiana Department of Transportation  
Haley Brinker, Indiana Department of Transportation  
Candace Hudziak, Metric Environmental, LLC  
Fleeta Arthur, Jackson County Parks and Recreation Board  
Toni Lynn Giffin, Indiana DNR-DHPA  
Wade T. Tharp, Indiana DNR-DHPA

# Seymour Tribune

Prescribed by State Board of Accounts

General Form No 99P (Rev. 2009A)

Attn:	RHONDA EDWARDS	AIM MEDIA INDIANA
Name:	METRIC ENVIRONMENTAL, LLC.	d/b/a THE TRIBUNE
Address:	6971 HILLSDALE COURT	PO BOX 3213
City/State:	INDIANAPOLIS, IN 46250	McALLEN, TX 78502-3213
Acct #	S11211606	FED I.D. #32-0472774
Order #	60135763	

(Government Unit) County: Jackson

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TOTAL AMOUNT OF CLAIM ----- 50.36

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5/8/2024



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5/8/2024

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Zones	:					

Legal Advertisement

Public Notice

Des. No. 1703018

Jackson County, with funding from the Federal Highway Administration (FHWA), and administrative oversight from the Indiana Department of Transportation (INDOT), is planning to proceed with the replacement of Jackson County Bridge No. 197 (NBI No. 3600132) carrying County Road 100 South over McHargue Ditch in Brownstown Township, Jackson County, Indiana.

Jackson County Bridge No. 197 was previously determined eligible for inclusion in the National Register of Historic Places (NRHP). Since this bridge is also categorized as a "Non-Select" bridge within the Indiana Historic Bridges Inventory, the FHWA is satisfying its Section 106 of the National Historic Preservation Act of 1966 responsibilities following the procedures outlined in Stipulation III.B of the Historic Bridges Programmatic Agreement. Per Stipulation III.B. of the HBPA, Jackson County will hold a public hearing for the project prior to completion of National Environmental Policy Act (NEPA) studies. The hearing will be advertised at a later date.

No other properties listed in, or eligible for listing in, the NRHP will be impacted by the project. The Indiana Department of Transportation (INDOT), on behalf of the FHWA, has issued a "No Historic Properties Affected" finding for the project. The finding for this project only applies to the other resources located within the APE and not Jackson County.

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PO Number	Publication	:	Seymour Tribune
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City St Zip	Days	:	1
Phone	Size	:	1 x 12.71, 131 lines
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Credit Card	Ad Rate	:	Open
Printed By	Ad Price	:	50.36
Entered By	Amount Paid	:	0.00
	Amount Due	:	50.36
Keywords	Jackson Co.Bridge 197		
Notes	KarenB@metricenv.comppd 5/6 lg 2405061096564		
Zones			

Bridge No. 197. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.6(a)(4), the documentation specified in 36 CFR 800.11(d) is available for inspection at Metric Environmental, LLC. The documentation can also be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents>. Persons with limited internet access may request project information to be mailed to them. Please contact Candace Hudziak, phone -- 317-443-4123, email -- [candaceh@metricenv.com](mailto:candaceh@metricenv.com).

This documentation serves as the basis for the "No Historic Properties Affected" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Candace Hudziak of Metric Environmental, LLC (317-443-4123, [candaceh@metricenv.com](mailto:candaceh@metricenv.com)) no later than June 7th 2024.

In accordance with the "Americans with Disabilities Act", if you have a disability for which the Jackson County needs to provide accessibility to the document(s) such as interpreters or readers, please contact Jerry Ault, Jackson County Highway Department, 360 South County Road 25 East, Brownstown, IN 47220, phone -- 812-358-2141, email -- [jault@jacksoncounty.ingov](mailto:jault@jacksoncounty.ingov).  
60195763 hspaxlp

## **Appendix E**

### **Red Flag and Hazardous Materials**



Date: August 17, 2022

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

From: Colin Keith  
Metric Environmental, LLC  
6958 Hillsdale Court  
Indianapolis, IN 46250  
[colink@metricenv.com](mailto:colink@metricenv.com)

Re: RED FLAG INVESTIGATION  
DES #1703018, Local Project  
Bridge Project  
CR 100 S over McHargue Ditch  
Jackson County, Indiana

#### PROJECT DESCRIPTION

**Brief Description of Project:** The project is located at the crossing of County Road (CR) 100 South over McHargue Ditch. The existing structure is a single-span steel pony truss bridge with a wooden deck that was constructed in 1920. The bridge measures 64.7 feet long and 17.8 feet wide (single-lane bridge). The most recent bridge inspection report (April 2021) rated the bridge in fair condition overall, with failed paint, rust/pitting, and section loss noted on many of the structural members. The bridge is load-rated at 10 tons. Immediately west of the bridge is the intersection with CR 500 W, which presents a substandard turning radius for vehicles turning east on CR 100 S from CR 500 W. Due to the poor geometry and load capacity, replacement of the bridge is the most likely alternative; however, alternatives analysis conducted as part of the Section 106 process is not yet complete. The design process will also consider realignment of the approaches, including the intersection with CR 500 W, to improve the turning geometry at the bridge.

Bridge Work Included in Project: Yes  No  Structure #(s) 36-00197

Is the bridge Historical? Yes  No ; Select  Non-Select

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

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

Proposed right of way: Temporary  # Acres <0.5, Permanent  # Acres ~4, Not Applicable

Type and proposed depth of excavation: If the bridge is replaced, excavation to a maximum depth of 15-20 feet below grade would be necessary to remove the existing substructure and install new abutments.

Maintenance of traffic (MOT): The road would be closed at the bridge and a detour route using local roads would be established.

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

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

#### Explanation:

Pipelines: Two (2) pipeline segments are located within the 0.5 mile search radius. The nearest, an interstate natural gas line owned by Texas Eastern Transmission Corp., is approximately 0.25 mile east of the project area. No impact is expected.

#### 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	<b>N/A</b>	Canal Routes – Historic	<b>N/A</b>
Karst Springs	<b>N/A</b>	NWI – Wetlands	<b>10</b>
Canal Structures – Historic	<b>N/A</b>	Lakes	<b>1</b>
NPS NRI Listed	<b>N/A</b>	Floodplain – DFIRM	<b>1</b>
NWI – Lines	<b>4</b>	Cave Entrance Density	<b>N/A</b>
IDEM 303d Listed Streams and Lakes (Impaired)	<b>N/A</b>	Sinkhole Areas	<b>N/A</b>
Rivers and Streams	<b>5</b>	Sinking-Stream Basins	<b>N/A</b>

#### Explanation:

NWI – Lines: Four (4) NWI lines are located within the 0.5 mile search radius. McHargue Ditch flows through the project area. A Waters of the US Report is recommended based on mapped features, and coordination with the appropriate agency, if applicable, will occur.

Rivers and Streams: Five (5) river/stream segments are located within the 0.5 mile search radius. McHargue Ditch flows through the project area. A Waters of the US Report is recommended based on mapped features, and coordination with the appropriate agency, if applicable, will occur.

NWI – Wetlands: Ten (10) NWI wetlands are located within the 0.5 mile search radius. The nearest is approximately 0.16 mile north of the project area. No impact is expected.

Lakes: One (1) lake is located within the 0.5 mile search radius. The lake is approximately 0.47 mile northeast of the project area. No impact is expected.

Floodplains – DFIRM: One (1) floodplain polygon is located within the 0.5 mile search area. The project area is in the floodplain. Coordination with the appropriate agency, if applicable, will occur.

#### MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

##### **Mining/Mineral Exploration**

Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:

Petroleum Wells	<b>N/A</b>	Mineral Resources	<b>N/A</b>
Mines – Surface	<b>N/A</b>	Mines – Underground	<b>N/A</b>

Explanation:

No mining or mineral exploration features were identified within the 0.5 mile search radius.

#### HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

##### **Hazardous Material Concerns**

Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:

Superfund	<b>N/A</b>	Manufactured Gas Plant Sites	<b>N/A</b>
RCRA Generator/ TSD	<b>N/A</b>	Open Dump Waste Sites	<b>N/A</b>
RCRA Corrective Action Sites	<b>N/A</b>	Restricted Waste Sites	<b>N/A</b>
State Cleanup Sites	<b>N/A</b>	Waste Transfer Stations	<b>N/A</b>
Septage Waste Sites	<b>N/A</b>	Tire Waste Sites	<b>N/A</b>
Underground Storage Tank (UST) Sites	<b>N/A</b>	Confined Feeding Operations (CFO)	<b>N/A</b>
Voluntary Remediation Program	<b>N/A</b>	Brownfields	<b>N/A</b>
Construction Demolition Waste	<b>N/A</b>	Institutional Controls	<b>N/A</b>
Solid Waste Landfill	<b>N/A</b>	NPDES Facilities	<b>N/A</b>
Infectious/Medical Waste Sites	<b>N/A</b>	NPDES Pipe Locations	<b>N/A</b>
Leaking Underground Storage (LUST) Sites	<b>N/A</b>	Notice of Contamination Sites	<b>N/A</b>

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

Explanation:

No hazardous material concerns were identified within the 0.5 mile search radius.

## ECOLOGICAL INFORMATION SUMMARY

The Jackson County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high-quality natural communities is provided at [https://www.in.gov/dnr/nature-preserves/files/np\\_jackson.pdf](https://www.in.gov/dnr/nature-preserves/files/np_jackson.pdf). A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did not indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The project area is located in a rural area surrounded by farm fields. The April 14, 2021, inspection report for Bridge #36-00197 contains no information about whether bats are present or absent on the bridge. Additional investigation to confirm the presence or absence of bats on the bridge will be necessary. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

## RECOMMENDATIONS SECTION

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

CULTURAL RESOURCES: Bridge #36-00197 was evaluated as Eligible for Listing in the National Register under Criterion C and designated a Non-Select bridge. Coordination with INDOT Cultural Resources will occur.

INFRASTRUCTURE: N/A

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

- One NWI line, McHargue Ditch, flows through the project area.
- One (1) stream segment, McHargue Ditch, flows through the project area.
- The project area is located within a floodplain (coordination only).

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

ECOLOGICAL INFORMATION: Coordination with USFWS and IDNR will occur. Additional investigation to confirm the presence or absence of bats on the bridge will be necessary. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation INDOT Projects".

INDOT ESD concurrence:  Digitally signed by  
Nicole Fohey-Breting  
Date: 2022.08.17  
09:53:07 -04'00'  
(Signature)

Prepared by:  
Colin Keith  
Project Scientist  
Metric Environmental, LLC

Graphics:

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

SITE LOCATION: YES

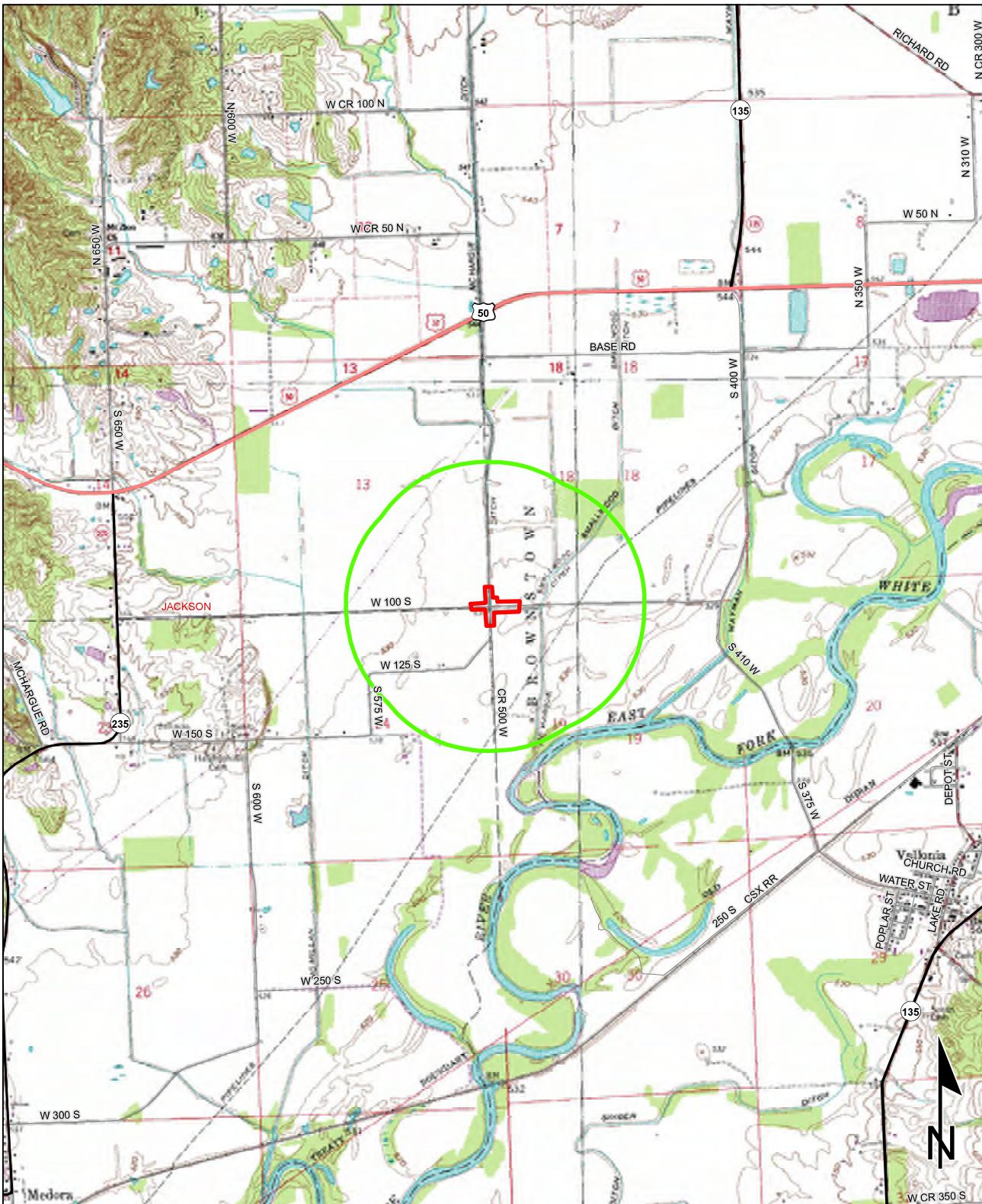
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

Red Flag Investigation - Site Location  
CR 100 S over McHargue Ditch  
Des. No. 1703018, Bridge Project  
Jackson County, Indiana



Sources: Non Orthophotography

0.5 0.25 0 0.5 Miles

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

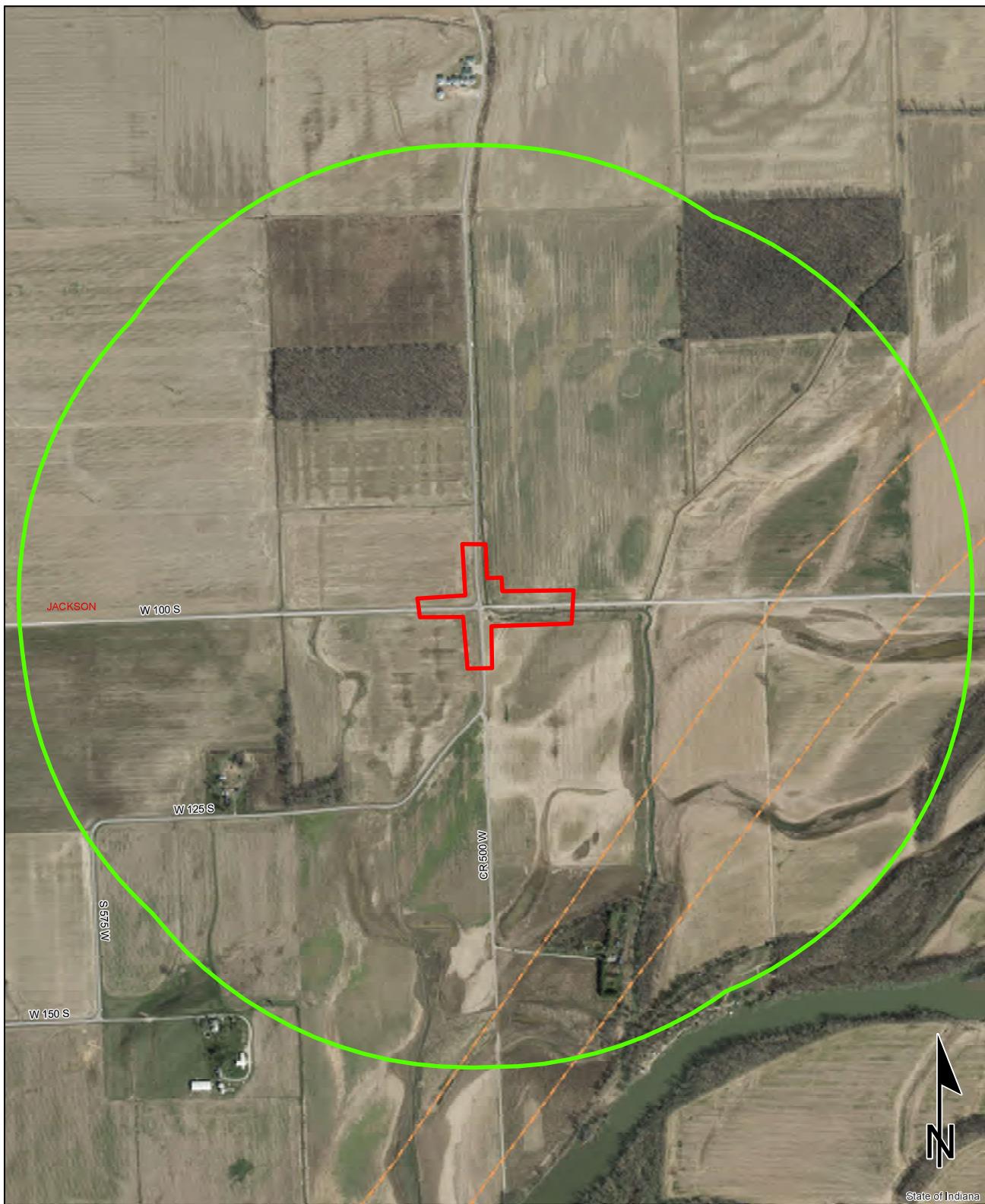
Orthophotography - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

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.**

MEDORA QUADRANGLE  
INDIANA  
7.5 MINUTE SERIES  
(TOPOGRAPHIC)

Red Flag Investigation - Infrastructure  
 CR 100 S over McHargue Ditch  
 Des. No. 1703018, Bridge Project  
 Jackson County, Indiana



Sources: 0.15 0.075 0 0.15 Miles  
 Non Orthophotography

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

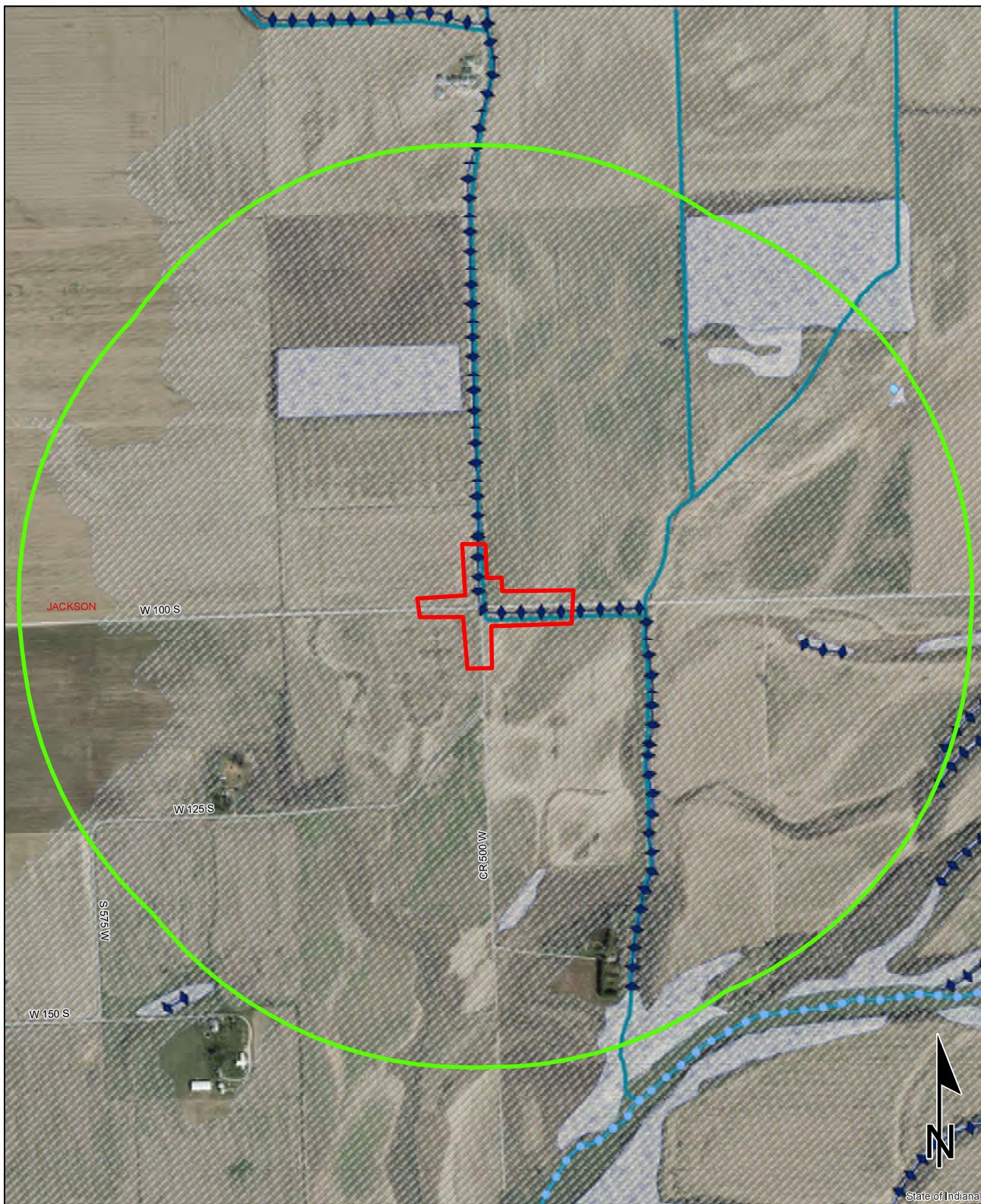
Orthophotography - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

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  
 CR 100 S over McHargue Ditch  
 Des. No. 1703018, Bridge Project  
 Jackson County, Indiana



Sources:

Non Orthophotography

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

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

0.15 0.075 0 0.15 Miles

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

## **Appendix F**

### **Water Resources**

Wetland Determination Forms and Photos Have Been Removed From this Report

# WATERS DELINEATION REPORT

W County Road 100 S over McHargue Ditch

METRIC NO. 19-0010

DES. NO. 1703018

OWEN, CARR, AND BROWNSTOWN TOWNSHIPS,  
JACKSON COUNTY, INDIANA

**Prepared for:**  
Jackson County

January 3, 2022

**Prepared by:**



**Complex Environment. Creative Solutions.**

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Indianapolis, IN 46256  
Telephone: 317.400.1633  
[www.metricenv.com](http://www.metricenv.com)

**WATERS DELINEATION REPORT**  
**W County Road 100 S over McHargue Ditch**  
**Des. No. 1703018**  
**Owen, Carr, and Brownstown Townships, Jackson County, Indiana**  
**Prepared By: Kristina Zuniga**  
**January 3, 2022**

**TABLE OF CONTENTS**

1.0	Introduction.....	1
2.0	Project Description.....	1
2.1	Purpose.....	1
2.2	Regulatory Definitions.....	1
2.2.1	<i>Waters of the U.S.</i> .....	1
2.2.2	<i>Waters of the State</i> .....	1
2.2.3	<i>Wetlands</i> .....	2
3.0	Background Information – Existing Maps .....	2
3.1	USGS 7.5-minute Topographic Map .....	3
3.2	USDA-NRCS Soil Survey Maps.....	3
3.3	USFWS National Wetlands Inventory (NWI) Map.....	4
3.4	Flood Insurance Rate Map (FIRM) .....	4
4.0	Wetland and Stream Delineation Methodology.....	4
5.0	Results.....	5
5.1	Streams.....	5
5.2	Wetlands.....	6
6.0	Conclusion .....	11
7.0	References.....	12

## **Exhibits**

- Exhibit 1 – Location Map**
- Exhibit 2 – USGS Topographic Map**
- Exhibit 3 – National Hydrology Dataset Flowline Map,  
National Wetlands Inventory Map,  
Natural Resources Conservation Service Soil Map**
- Exhibit 4 – Flood Insurance Rate Map & IDNR Floodway Map**
- Exhibit 5 – Waters Delineation Map**
- Exhibit 6 – Photo Location Map**

## **Appendices**

- Appendix A – Wetland Determination Data Sheets**
- Appendix B – HHEI/QHEI Data Forms**
- Appendix C – Site Photographs**

## 1.0 INTRODUCTION

Metric Environmental, LLC (Metric) was contracted to perform a determination of the presence of Waters of the United States (U.S.) and/or Waters of the State within the project study limits (PSL) of the proposed bridge replacement project. The proposed project is in Owen, Carr, and Brownstown Townships, Jackson County, Indiana as shown on **Exhibit 1**. The site investigation, conducted by Zachary Root on October 13, 2021, found five wetlands totaling 0.82 acres and one stream totaling 991 linear feet (LFT) located within the PSL.

## 2.0 PROJECT DESCRIPTION

The proposed project is located at the intersection of W C.R. 100 S and S C.R. 500 W. The location is found at a latitude of 38.86201 and a longitude of -86.13111. The project area extends 400 ft north and south of the intersection along C.R. 500 W, 400 ft west of the intersection along C.R. 100 S, 600 ft east of the intersection along CR 100 S, with widths varying between 60-140 ft from the centerline of the roads. The project area encompasses approximately 6.3 acres in Owen, Carr, and Brownstown Townships, Jackson County, Indiana. The proposed project involves Bridge No. 197 on W C.R. 100 S over McHargue Ditch. The bridge is a steel pony truss bridge determined eligible for the National Register of Historic Places (NRHP) and identified as a Non-Select historic bridge. The project will undergo a full Section 4(f) Alternative Analysis, per the Historic Bridges PA and will also include improving the intersection with S C.R. 500 W and up and down the stream along McHargue Ditch. A location map showing the project location is provided as **Exhibit 1** and a USGS Medora, Indiana Quadrangle Topographic Map is provided as **Exhibit 2**.

### 2.1 Purpose

The objective of this investigation is to identify and delineate the Waters of the U.S. and Waters of the State including wetlands, streams, and ponds located within the proposed project study limits. This report identifies the Waters of the U.S. as defined by the U.S. Army Corps of Engineers (USACE) regulations and guidance documents, as well as Waters of the State and wetlands as defined by the State of Indiana rules and regulations.

### 2.2 Regulatory Definitions

#### 2.2.1 *Waters of the U.S.*

The definition of Waters of the U.S. includes Traditional Navigable Waters (TNWs) of the U.S. and adjacent wetlands, non-navigable tributaries to TNWs, and wetlands that directly abut such tributaries (Department of the Army, Corps of Engineers and Environmental Protection agency, 2015). The USACE has jurisdiction over all navigable Waters of the U.S. under the Rivers and Harbors Act of 1899. The USACE also regulates the placement of dredged or fill materials into Waters of the U.S. under Section 404 of the federal Clean Water Act (CWA). Section 404 of the CWA defines the landward limit for non-tidal waters as the Ordinary High Water Mark (OHWM). When adjacent wetlands are present, the limit of jurisdiction extends to the limit of the wetland. Depositing dredge or fill materials into wetlands or other Waters of the U.S. requires written permission through the USACE Section 404 permit process.

#### 2.2.2 *Waters of the State*

Waters of the State are defined as surface and underground waterbodies, which exist wholly in the State (IDEM, 2016). Private ponds, reservoirs, or facilities built for reduction of pollutants prior to discharge are not included in this definition. In Indiana, two government agencies have jurisdiction over Waters of the State: Indiana Department of Environmental Management (IDEM) and the USACE. IDEM is responsible

W County Road 100 S over McHargue Ditch

Des. No. 1703018

Waters Delineation Report

Jackson County, Indiana

Metric Project No. 19-0010



for maintaining, protecting, and improving the physical, chemical, and biological integrity of Indiana's waters. IDEM administers the Section 401 Water Quality Certification (WQC) Program and draws its authority from the federal CWA and Indiana's Water Quality Standards. Any person who wishes to place fill materials, excavate or dredge, or mechanically clear within a wetland, lake, river, stream, or other Waters of the State, must first apply for a CWA Section 404 permit through USACE and a Section 401 WQC permit through IDEM. If a Waters of the State is determined to be non-jurisdictional by the USACE, these waters are regulated by IDEM under the State Isolated Wetlands Law and a State Isolated Wetlands Permit may be required.

### **2.2.3 Wetlands**

Wetlands are a category of Waters of the U.S. for which a specific identification methodology has been developed. Wetlands are identified using three criteria: hydrophytic vegetation, hydric soils, and wetland hydrology. Isolated wetlands, or those waters no longer subject to regulation under the CWA, are regulated under Indiana Code (IC) 13-18-22 and 327 Indiana Administrative Code (IAC) 17. This statute creates a category of Waters of the State known as State Regulated Wetlands, which are defined as wetlands as delineated under the *Corps of Engineers Wetlands Delineation Manual "Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region (Version 2.0), August 2010,"* and are considered isolated and not subject to federal law. Isolated wetlands and waters not regulated under CWA Section 404 in the state of Indiana are still regulated under Indiana's State Isolated Wetland Law. Any person who wishes to place fill materials, excavate or dredge, or mechanically clear within a wetland, lake, river, stream, or other Waters of the State not federally regulated, must apply for and obtain a State Isolated Wetland Permit (IDEM, 2016). For the purposes of expediting the review of the wetlands identified for this project, all wetlands are assumed to be jurisdictional Waters of the U.S. and subject to regulation by the USACE.

## **3.0 BACKGROUND INFORMATION—EXISTING MAPS**

The initial steps in the wetland determination process include a review of documents that provide information on areas where wetlands have been previously identified or that possess a high likelihood of containing wetlands. Several sources of information were consulted to help identify potential jurisdictional areas within the survey boundaries. These resources included:

- U.S. Geological Survey (USGS) 7.5 Minute Topographic Map (Medora, IN Quadrangle, 1996)
- U.S. Department of Agriculture (USDA), National Resources Conservation Service (NRCS), Soil Survey Maps (Jackson County, Indiana)
- U.S. Fish and Wildlife Services (USFWS) National Wetlands Inventory (NWI) Map
- U.S. Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map (FIRM)

A review of the USGS topographic map allowed for interpretation of slopes and the identification of potential Waters of the U.S. within the survey boundary.

Published soil surveys for Jackson County in Indiana were reviewed to identify listed hydric soils and/or potential inclusions of hydric soils. Identified areas containing hydric soils were evaluated against other data collected to identify potential wetland areas. The county soils survey maps were developed from actual field investigations. However, they address only one of the three required wetland criteria (hydric soils) and may reflect historical conditions rather than current site conditions. The resolution of soil maps

limits their accuracy as well. The mapping units are often generalized based on topography and many mapping units contain inclusions of other soil types for up to 15% of the area of the unit.

The NWI maps were developed to identify probable wetland areas and are mapped on USGS 7.5-minute quadrangle maps. The NWI maps were prepared from high-altitude photography and in most cases were not field checked. There are several limitations to the quality of this data. Therefore, the NWI maps should not be used as a sole determination to identify potential wetlands.

FIRM maps were developed to identify areas subject to flood hazards. These maps identify areas located within a flood zone, which may contain wetlands.

Indiana Department of Natural Resources (IDNR) floodway maps were developed to identify areas designated as floodways by the IDNR. These areas were mapped as approximate floodways and/or approved floodways. These maps identify areas within flood zones, which may contain wetlands.

### 3.1 USGS 7.5-minute Topographic Map

Geographically, the PSL is located in Sections 13, 18 and 19; Township 5 North; Range 3 and 4 East. **Exhibit 2** includes the USGS Medora, Indiana Quadrangle Topographic Maps. The flow regime of field-identified streams was verified using the topographic maps with perennial streams verified as solid blue lines on the map, intermittent streams verified as dashed blue lines on the map, and ephemeral streams verified where no blue lines were present on the map. During a review of the USGS topographic maps, one waterway, McHargue Ditch, was identified by a solid blue within the PSL as listed in **Table 1**.

**Table 1: USGS Topographic Map Identified Streams within Project Study Limits**

Stream Name	Flow Regime
McHargue Ditch	Perennial

Source: USGS 1996

### 3.2 USDA-NRCS Soil Survey Maps

The NRCS Web Soil Survey (USDA-NRCS, 2021) soil map and soil data for Jackson County was compared against the National and State of Indiana Hydric Soils lists to assess the location of hydric soils. The soil map is provided as **Exhibit 3**. **Table 2** identifies the soil unit symbol, map unit name, and hydric soil rating. Four nationally listed hydric soil units were identified within the PSL: Driftwood clay loam (DosAH), Fox-Ockley sandly loams (FhxA), Vallonia loam (ValAH), and Whitake sandy loam (WsyAH).

**Table 2: Soil Map Unit Legend – Soil Map Units within Project Study Limits**

Symbol	Map Unit Name	Hydric Rating (%)
DosAH	Driftwood clay loam, 0 to 2 percent slopes, frequently flooded, brief duration	Predominantly Hydric (96)
FhxA	Fox-Ockley sandly loams, sandy substratum, 0 to 2 percent slopes	Nonhydric (0)
ValAH	Vallonia loam, 0 to 2 percent slopes, frequently flooded, brief duration	Nonhydric (0)
WsyAH	Whitake sandy loam, 0 to 2 percent slopes, frequently flooded, brief duration	Predominantly Nonhydric (6)

Source: USDA-NRCS Web Soil Survey 2021 National Hydric Soils List

W County Road 100 S over McHargue Ditch

Des. No. 1703018

Waters Delineation Report

Jackson County, Indiana

Metric Project No. 19-0010



### 3.3 USFWS National Wetlands Inventory (NWI) Map

The NWI map of the area included in **Exhibit 3** was retrieved from the USFWS NWI website (USFWS, 2016). One mapped NWI polygon, listed in the table below, is located within the PSL. The nearest wetland not contained within the PSL is a R5UBFx located approximately 480 ft. east of the PSL and was associated with Smallwood Ditch. The NWI map is provided as **Exhibit 3**. The NWI wetlands identified within the PSL are listed in **Table 3**.

**Table 3: Mapped NWI Wetlands within the Project Study Limits**

Symbol	Wetland Type	Location Within PSL	Corresponding Feature
R2UBHx	Riverine, Lower Perennial, Unconsolidated Bottom, Permanently Flooded, Excavated	North Central / East Central	Wetland B / Wetland D

Source: USFWS National Wetlands Inventory 2016

### 3.4 Flood Insurance Rate Map (FIRM) and IDNR Floodway Map

The FIRM map of the area, **Exhibit 4**, was retrieved from the FEMA website (FEMA, 2018). One mapped floodplain is located within the PSL. This floodplain was identified as Zone A, an area subject to inundation by the 1 percent annual chance of flood. This floodplain was associated with East Fork White River. An Indiana DNR Approved Floodway was also present within the PSL. This floodway was also associated with East Fork White River. The FIRM map and IDNR Floodway map for this area is provided as **Exhibit 4**. The water resources identified within the mapped floodplain are listed in **Table 4**.

**Table 4: 100-Year Floodplain within the Project Study Limits**

Flood Zone Code	Water Resource Associated with Floodplain
A	East Fork White River

Source: FEMA, 2018

## 4.0 WETLAND AND STREAM DELINEATION METHODOLOGY

For the purpose of identifying wetlands regulated under Section 404 and 401 of the CWA, wetland determinations were made using the three criteria of assessment approach defined in the *1987 U.S. Army Corps of Engineers' Wetland Delineation Manual* and the *Midwest Regional Supplement "Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region (Version 2.0)"*. According to the procedure described in the manual, areas that reflect a predominance of hydrophytic vegetation, hydric soils, and wetland hydrology are considered wetlands.

Streams were identified based on the presence of an OHWM as defined in 33 CFR 328.3(3) as the "line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas." Once identified, streams were assessed using the Qualitative Habitat Evaluation Index (QHEI) as described in the *Ohio EPA Methods for Assessing Habitat in Flowing Waters: Using the Qualitative Habitat Evaluation Index (June, 2006)* to determine overall stream aquatic habitat quality. Streams with a drainage area greater than one square mile or a pool depth greater than 40 cm were evaluated using the QHEI.

W County Road 100 S over McHargue Ditch

Des. No. 1703018

Waters Delineation Report

Jackson County, Indiana

Metric Project No. 19-0010



A reconnaissance (waters delineation) was conducted to determine the general topography, plant communities, soils, and hydrology present within the survey boundary. Areas identified as either Waters of the U.S. or Waters of the State were delineated and mapped using a Trimble R1 GNSS Receiver handheld GPS unit with submeter accuracy.

## 5.0 RESULTS

The field reconnaissance was conducted on October 13, 2021, by Zachary Root of Metric. The site was investigated for evidence of hydrophytic vegetation, hydric soil, and wetland hydrology, with sampling points (SP) being dug in areas suspected of being wetlands as shown on **Exhibit 5**. Data were recorded on wetland determination data sheets from the USACE Midwest Regional Supplement and are included in **Appendix A**. Streams identified within the PSL were evaluated using the QHEI stream assessments. QHEI data sheets are provided in **Appendix B**. A photograph location map is provided as **Exhibit 6** and site photographs are provided in **Appendix C**. The photographs are visual documentation of site conditions at the time of the inspection and are intended to provide representative visual examples of the features found on the site.

### 5.1 Streams

One stream, McHargue Ditch, was observed within the PSL during the field reconnaissance. **Table 5** lists the stream identified during the site investigation.

**Table 5: Streams located within the Project Study Limits**

Stream Name	Photo #s	Lat/Long	OHWM Width (ft.)	OHWM Depth (ft.)	USGS Blue-line	Likely Water of the U.S.?	Dominant Substrate	HHEI/ QHEI Score	Potential Stream Impact (ft.)
McHargue Ditch	11, 13, 23-25, 39, 51-52, 62-63	38.861913 -86.130877	21 upstream, 16 downstream	1.4 upstream, 4 downstream	Yes (Perennial)	Yes	Sand, Silt	48 (Average)	991

#### McHargue Ditch – 991 LFT

McHargue Ditch flows from the north then turns ninety degrees and flows east. The stream is approximately 991 linear feet (LFT) (0.48 ac.) long within the PSL. McHargue Ditch is associated with a solid blue line on the USGS topographic map, indicating it is likely perennial. This is supported by the presence of fish and macroinvertebrates observed within the stream at the time of the field reconnaissance. McHargue Ditch was associated with a mapped R2UBHx NWI polygon. The ordinary high-water mark (OHWM) was 21 ft. wide and 1.4 ft. deep upstream of the main structure and 16 ft. wide and 4 ft. deep downstream of the main structure within the project study limits. Upstream measurements of the OHWM were gathered at the coordinates 38.131393, -86.131393 and the downstream measurements were gathered at 38.861906, -86.130494. Measurements of the OHWM were taken outside the influence of the structure. The dominant stream substrate was sand and silt. Functional riffles and pools were observed within the stream. Small amounts of instream cover consisting of overhanging vegetation, pools greater than 70 cm., and aquatic macrophytes was observed. Low sinuosity and moderate current velocity were observed. Streambanks exhibited moderate erosion and the floodplain was composed of row crop.

W County Road 100 S over McHargue Ditch

Des. No. 1703018

Waters Delineation Report

Jackson County, Indiana

Metric Project No. 19-0010



Vegetation observed along the streambanks included sandbar willow (*Salix interior*, FACW) and reed canary grass (*Phalaris arundinacea*, FACW). According to USGS *Indiana StreamStats*, the drainage area upstream of McHargue Ditch at the PSL is 6.937 square miles. The stream had a QHEI score of 48. Qualities of the stream listed above contribute to McHargue Ditch being classified as average quality. Because McHargue Ditch contributes flow to East Fork White River, a traditionally navigable waterway (TNW), McHargue Ditch should be considered a jurisdictional Water of the U.S.

## 5.2 Wetlands

A pair of sampling points was taken in areas that were determined to be wetlands. **Table 6** lists the pairs of sampling points associated with Wetland A, Wetland B, Wetland C, Wetland D, and Wetland E. A description of each of these sampling points is provided below.

**Table 6: Sampling Point Data Summary Table**

Plot #	Photo Points	Lat/Long	Hydrophytic Vegetation	Hydric Soils	Wetland Hydrology	Within a Wetland
SP-A1	14-16	39.772618 - 85.980893	Yes	Yes	Yes	Yes, Wetland A
SP-A2	17-19	39.772553 - 85.980899	No	No	No	No
SP-B1	27-29	39.772618 - 85.980893	Yes	Yes	Yes	Yes, Wetland B
SP-B2	31-33	39.772553 - 85.980899	No	No	No	No
SP-C1	44-46	39.772618 - 85.980893	Yes	Yes	Yes	Yes, Wetland C
SP-C2	47-49	39.772553 - 85.980899	No	No	No	No
SP-D1	60-62	39.772618 - 85.980893	Yes	Yes	Yes	Yes, Wetland D
SP-D2	57-59	39.772553 - 85.980899	No	No	No	No
SP-E1	65-67	39.772618 - 85.980893	Yes	Yes	Yes	Yes, Wetland E
SP-E2	69-71	39.772553 - 85.980899	No	Yes	No	No

Five wetlands were observed within the PSL. Descriptions of the wetlands are provided in **Table 7** below.

**Table 7: Wetland Summary Table**

Wetland Name	Photo #s	Lat/Long	Cowardin Class	Total Area	Quality	Likely Water of the U.S.?
				ac.		
<b>Wetland A</b>	10-11, 13-16, 21-23, 25, 39	38.861834 -86.130407	PEM1A	0.41	Poor	Yes
<b>Wetland B</b>	11-13, 23, 25-30, 39	38.861952 -86.130138	PEM1A	0.18	Poor	Yes
<b>Wetland C</b>	40, 44-46, 50, 63	38.862485 -86.131298	PEM1A	0.10	Poor	Yes
<b>Wetland D</b>	53, 60-63	38.862584 -86.131428	PEM1A	0.12	Poor	Yes
<b>Wetland E</b>	65-68	38.862044 -86.131737	PEM1A	0.01	Poor	Yes

**Wetland A (0.41 acre) – PEM1A**

Wetland A was classified as a Palustrine, Emergent, Persistent, Temporarily Flooded (PEM1A) wetland. This wetland is located in a depression south of McHargue Ditch and southeast of the intersection of W C.R. 100 S and C.R. 500 W. The boundaries of Wetland A were delineated by lack of wetland vegetation and increased elevation. Due to its location within a floodplain, Wetland A likely receives flood waters and drainage on a consistent basis during rain events. The wetland was not associated with an NWI polygon and was formed within the DosAH mapped soil unit, which is listed as 96 percent predominantly hydric. The wetland is located adjacent to W C.R. 100 S and C.R. 500 W and likely receives run-off from the adjacent paved roads. The wetland exhibited poor plant species diversity and contained a dominant invasive species of reed canary grass (*Phalaris arundinacea*, FACW). These factors contribute to the conclusion that Wetland A can support a limited amount of wildlife or aquatic habitat, and it therefore should be considered to be of poor quality. Based on topography, it can be deduced that water drains north into McHargue Ditch, a likely jurisdictional Water of the U.S. Therefore, Wetland A should also be considered a jurisdictional water of the U.S.

**Sampling Point A1 (SP-A1) – Wetland A**

SP-A1 was located in a depression south of W C.R. 100 S, east of C.R. 500 W. The dominant vegetation at this sampling point was sandbar willow (*Salix interior*, FACW) in the tree stratum, silver maple (*Acer saccharinum*, FACW) and common buttonbush (*Cephalanthus occidentalis*, OBL) in the sapling/shrub stratum, and reed canary grass (*Phalaris arundinacea*, FACW) and mild waterpepper (*Persicaria hydropiper*, OBL) in the herb stratum. This passed the hydrophytic vegetation indicators of rapid test for hydrophytic vegetation, dominance test, and prevalence index. The soil in the test pit met the hydric soil indicator of depleted matrix (F3). Indicators of wetland hydrology observed included sediment deposits (B2), oxidized rhizospheres on living roots (C3), crayfish burrows (C8), geomorphic position (D2), and FAC-neutral test (D5). Since all three required wetland criteria were met, this area qualified as a wetland.

**Sampling Point A2 (SP-A2) – Wetland A Upland**

SP-A2 was located on a floodplain south of Wetland A. The dominant vegetation at this sampling point was yellow bristle grass (*Setaria pumila*, FAC), orchard grass (*Dactylis glomerata*, FACU), and annual ragweed (*Ambrosia artemisiifolia*, FACU) in the herb stratum. This did not meet any of the

W County Road 100 S over McHargue Ditch

Des. No. 1703018

Waters Delineation Report

Jackson County, Indiana

Metric Project No. 19-0010



hydrophytic vegetation indicators. The soil in the test pit did not meet any of the hydric soil indicators. No indicators of wetland hydrology were observed. Since none of the three required wetland criteria were met, this area did not qualify as a wetland.

#### **Wetland B (0.18 acre) – PEM1A**

Wetland B was classified as a PEM1A wetland. This wetland is located on a terrace north of McHargue Ditch and southeast of the intersection of W C.R. 100 S and C.R. 500 W. The boundaries of Wetland B were delineated by lack of wetland vegetation. Due to its location within a floodplain, Wetland B likely receives flood waters and drainage on a consistent basis during rain events. The wetland was associated with an R2UBHx NWI polygon and was formed within the DosAH mapped soil unit, which is listed as 96 percent predominantly hydric. The wetland is located adjacent to W C.R. 100 S and C.R. 500 W and likely receives run-off from the adjacent paved roads. The wetland exhibited poor plant species diversity and contained a dominant invasive species of reed canary grass (*Phalaris arundinacea*, FACW). These factors contribute to the conclusion that Wetland A can support a limited amount of wildlife or aquatic habitat and therefore should be considered to be of poor quality. Based on topography, it can be deduced that water drains south into McHargue Ditch, a likely jurisdictional Water of the U.S. Therefore, Wetland B should also be considered a jurisdictional water of the U.S. The boundaries of Wetland B were delineated by lack of wetland vegetation.

#### **Sampling Point B1 (SP-B1) – Wetland B**

SP-B1 was located on a terrace of McHargue Ditch, which is south of W C.R. 100 S and east of C.R. 500 W. The dominant vegetation at this sampling point was sandbar willow (*Salix interior*, FACW) in the tree stratum, silver maple (*Acer saccharinum*, FACW) and common buttonbush (*Cephalanthus occidentalis*, OBL) in the sapling/shrub stratum, and reed canary grass (*Phalaris arundinacea*, FACW) and small spike false nettle (*Boehmeria cylindrica*, OBL) in the herb stratum. This passed the hydrophytic vegetation indicators of rapid test for hydrophytic vegetation, dominance test, and prevalence index. The soil in the test pit met the hydric soil indicator of depleted matrix (F3). Indicators of wetland hydrology observed included sediment deposits (B2), iron deposits (B5), crayfish burrows (C8), geomorphic position (D2), and FAC-neutral test (D5). Since all three required wetland criteria were met, this area qualified as a wetland.

#### **Sampling Point B2 (SP-B2) – Wetland B Upland**

SP-B2 was located on the top of a hillslope north of Wetland B. The dominant vegetation at this sampling point was honey locust (*Gleditsia triacanthos*, FACU) in the sapling/shrub stratum and yellow bristle grass (*Setaria pumila*, FAC) and orchard grass (*Dactylis glomerata*, FACU) in the herb stratum. This did not meet any of the hydrophytic vegetation indicators. The soil in the test pit did not meet any of the hydric soil indicators. No indicators of wetland hydrology were observed. Since none of the three required wetland criteria were met, this area did not qualify as a wetland.

#### **Wetland C (0.10 acre) – PEM1A**

Wetland C was classified as a PEM1A wetland. This wetland is located east of McHargue Ditch, and northeast of the intersection of W C.R. 100 S and C.R. 500 W. The boundaries of Wetland C were delineated by lack of wetland vegetation. Due to its location within a floodplain, Wetland C likely receives flood waters and drainage on a consistent basis during rain events. The wetland was not associated with an NWI polygon and was formed within the DosAH mapped soil unit, which is listed as 96 percent predominantly hydric. The wetland is located adjacent to W C.R. 100 S and C.R. 500 W and likely receives run-off from the adjacent paved roads. The wetland exhibited poor plant species diversity and contained

a dominant invasive species of reed canary grass (*Phalaris arundinacea*, FACW). These factors contribute to the conclusion that Wetland C can support a limited amount of wildlife or aquatic habitat and therefore should be considered to be of poor quality. Based on topography, it can be deduced that water drains southwest into McHargue Ditch, a likely jurisdictional Water of the U.S. Therefore, Wetland C should also be considered a jurisdictional water of the U.S.

#### Sampling Point C1 (SP-C1) – Wetland C

SP-C1 was located on the top of a hillslope east of McHargue Ditch, north of W C.R. 100 S, and east of C.R. 500 W. The dominant vegetation at this sampling point was American sycamore (*Platanus occidentalis*, FACW), American elm (*Ulmus americana*, FACW), and silver maple (*Acer saccharinum*, FACW) in the tree stratum. In the herb stratum, reed canary grass (*Phalaris arundinacea*, FACW) was the dominant plant. This passed the hydrophytic vegetation indicators of rapid test for hydrophytic vegetation, dominance test, and prevalence index. The soil in the test pit met the hydric soil indicator of depleted matrix (F3). Indicators of wetland hydrology observed included sediment deposits (B2), crayfish burrows (C8), and FAC-neutral test (D5). Since all three required wetland criteria were met, this area qualified as a wetland.

#### Sampling Point C2 (SP-C2) – Wetland C Upland

SP-C2 was located on a floodplain east of Wetland C. The dominant vegetation at this sampling point was red deadnettle (*Lamium purpureum*, UPL), common morning-glory (*Ipomoea purpurea*, FACU), and lesser herb robert (*Geranium robertianum*, FACU) in the herb stratum. This did not meet any of the hydrophytic vegetation indicators. The soil in the test pit did not meet any of the hydric soil indicators. No indicators of wetland hydrology were observed. Since none of the three required wetland criteria were met, this area did not qualify as a wetland.

#### Wetland D (0.12 acre) – PEM1A

Wetland D was classified as a PEM1A wetland. This wetland is located west of McHargue Ditch and northeast of the intersection of W C.R. 100 S and C.R. 500 W. The boundaries of Wetland D were delineated by lack of wetland vegetation. Due to its location within a floodplain, Wetland D likely receives flood waters and drainage on a consistent basis during rain events. The wetland was associated with an R2UBHx NWI polygon and was formed within the DosAH mapped soil unit, which is listed as 96 percent predominantly hydric. The wetland is located adjacent to W C.R. 100 S and C.R. 500 W, and it likely receives run-off from the adjacent paved roads. The wetland exhibited poor plant species diversity and contained a dominant invasive species of reed canary grass (*Phalaris arundinacea*, FACW). These factors contribute to the conclusion that Wetland D can support a limited amount of wildlife or aquatic habitat, and it therefore should be considered to be of poor quality. Based on topography, it can be deduced that water drains southeast into McHargue Ditch, a likely jurisdictional Water of the U.S. Therefore, Wetland D should also be considered a jurisdictional water of the U.S.

#### Sampling Point D1 (SP-D1) – Wetland D

SP-D1 was located on a hillslope west of McHargue Ditch, which is north of W C.R. 100 S and east of C.R. 500 W. The dominant vegetation at this sampling point was green ash (*Fraxinus pennsylvanica*, FACW) and common buttonbush (*Cephaelanthus occidentalis*, OBL) in the sapling/shrub stratum and reed canary grass (*Phalaris arundinacea*, FACW), small-spike false nettle (*Boehmeria cylindrica*, OBL), and Carolina horse-nettle (*Solanum carolinense*, FACU) in the herb stratum. This passed the hydrophytic vegetation indicators of dominance test and prevalence index. The soil in the test pit met the hydric soil indicator of redox dark surface (F6).

W County Road 100 S over McHargue Ditch

Des. No. 1703018

Waters Delineation Report

Jackson County, Indiana

Metric Project No. 19-0010



Two secondary indicators of wetland hydrology, crayfish burrows (C8) and FAC-neutral test (D5), were observed. This was enough to satisfy the criteria for wetland hydrology. Since all three required wetland criteria were met, this area qualified as a wetland.

#### Sampling Point D2 (SP-D2) – Wetland D Upland

SP-D2 was located on the top of a hillslope west of Wetland D. The dominant vegetation at this sampling point was red fescue (*Festucarubra*, FACU) and Kentucky blue grass (*Poapratensis*, FAC) in the herb stratum. This did not meet any of the hydrophytic vegetation indicators. The soil in the test pit did not meet any of the hydric soil indicators. One secondary indicator of wetland hydrology, crayfish burrows (C8), was observed. This was not enough to satisfy the criteria for wetland hydrology. Since none of the three required wetland criteria were met, this area did not qualify as a wetland.

#### Wetland E (0.01 acre) – PEM1A

Wetland E was classified as a PEM1A wetland. This wetland is located between Roadside Ditch (RSD) 1 and RSD 2 and northwest of the intersection of W C.R. 100 S and C.R. 500 W. The boundaries of Wetland E were delineated by lack of wetland vegetation. Due to its location within a floodplain, Wetland E likely receives flood waters and drainage on a consistent basis during rain events. The wetland was not associated with an NWI polygon and was formed within the DosAH mapped soil unit, which is listed as 96 percent predominantly hydric. The wetland is located adjacent to W C.R. 100 S and C.R. 500 W and likely receives run-off from the adjacent paved roads. The wetland exhibited poor plant species diversity and contained a dominant invasive species of reed canary grass (*Phalaris arundinacea*, FACW). These factors contribute to the conclusion that Wetland E can support a limited amount of wildlife or aquatic habitat and therefore should be considered to be of poor quality. Wetland E flows through RSD 2 to Culvert (CV) 2, which carries flow to Wetland D, a likely jurisdictional water of the U.S. Therefore, Wetland E should also be considered a jurisdictional water of the U.S.

#### Sampling Point E1 (SP-E1) – Wetland E

SP-E1 was located in a ditch west of McHargue Ditch, north of W C.R. 100 S. The dominant vegetation at this sampling point was reed canary grass (*Phalaris arundinacea*, FACW) in the herb stratum. This passed the hydrophytic vegetation indicators of rapid test for hydrophytic vegetation, dominance test and prevalence index. The soil in the test pit met the hydric soil indicator of depleted matrix (F3). Indicators of wetland hydrology observed included oxidized rhizospheres on living roots (C3), crayfish burrows (C8), and geomorphic position (D2). Since all three required wetland criteria were met, this area qualified as a wetland.

#### Sampling Point E2 (SP-E2) – Wetland E Upland

SP-E2 was located in a ditch west of Wetland E. The dominant vegetation at this sampling point was spiny cocklebur (*Xanthium spinosum*, FACU) and rape (*Brassica rapa*, UPL) in the herb stratum. This did not meet any of the hydrophytic vegetation indicators. The soil in the test pit met the hydric soil indicators of depleted below dark surface (A11) and redox dark surface (F6). One secondary indicator of wetland hydrology, geomorphic position (D2), was observed. This was not enough to satisfy the criteria for wetland hydrology. Since only one of the three required wetland criteria were met, this area did not qualify as a wetland.

## 6.0 CONCLUSION

Five wetlands totaling 0.82 acres and one stream totaling 991 LFT and 0.48 acres were identified within the PSL. **Table 8** lists the water features identified and the corresponding acres and linear feet of stream located within the PSL.

**Table 8: Water Resources Identified within Project Study Limits**

Type of Waters	Name	Cowardin Class/ Flow Regime	Estimated Amount of Aquatic Resource in Project Study Limits	Jurisdictional Waters of the U.S.
Wetland	Wetland A	PEM1A	0.41	Yes
	Wetland B	PEM1A	0.18	Yes
	Wetland C	PEM1A	0.10	Yes
	Wetland D	PEM1A	0.12	Yes
	Wetland E	PEM1A	0.01	Yes
Stream	McHargue Ditch	Perennial	991 LFT, 0.48 acre	Yes

We have performed a waters delineation for the proposed bridge replacement project. McHargue Ditch, Wetland A, Wetland B, Wetland C, Wetland D, and Wetland E are likely Waters of the U.S. Every effort should be taken to avoid and minimize impacts to the wetlands and waterways. If any wetlands or streams will be impacted by this project, permits will be required by the USACE and IDEM. The final determination of jurisdictional waters is ultimately made by the USACE. This report is our best judgment based on the guidelines set forth by USACE.

## 7.0 REFERENCES

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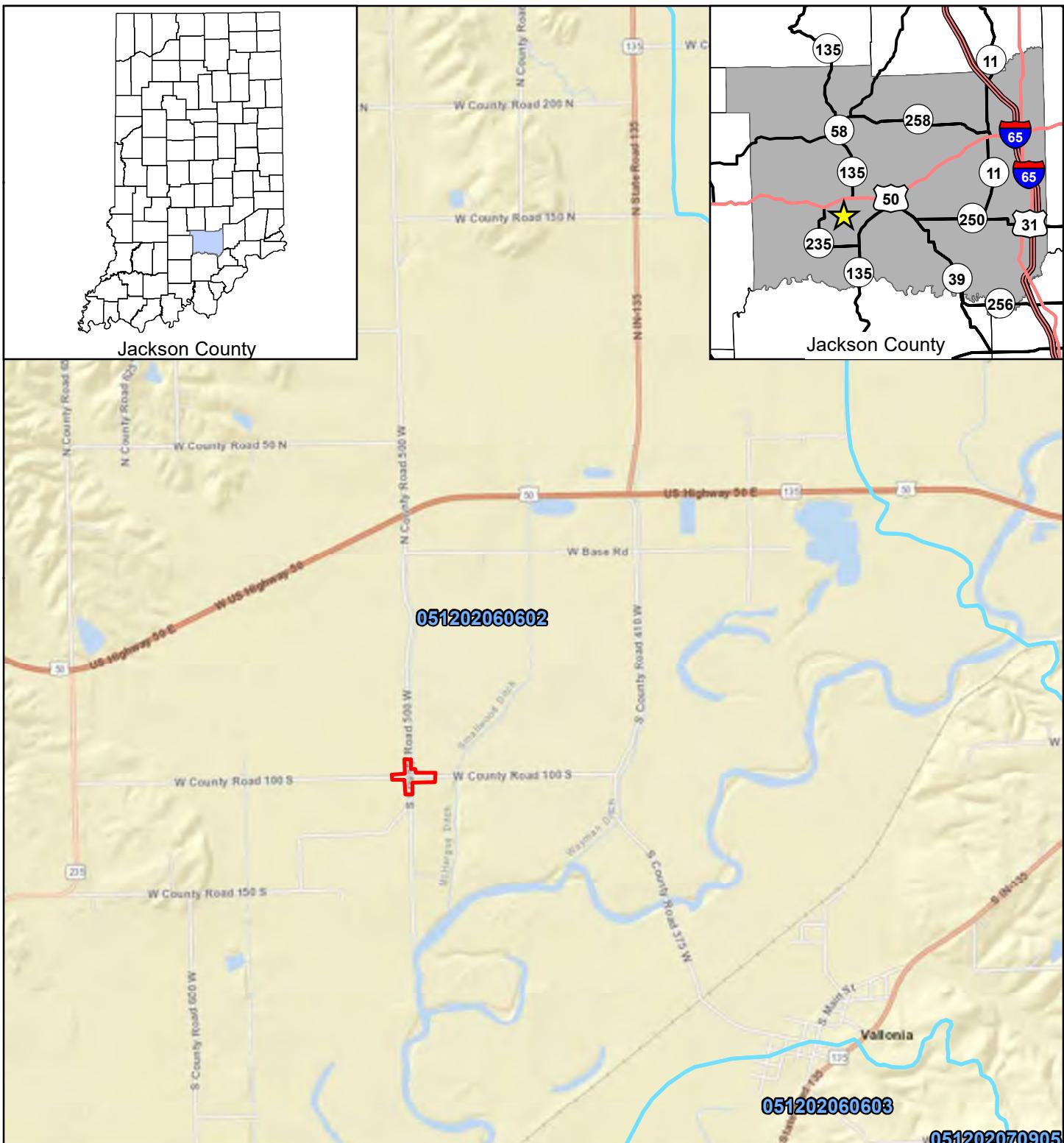
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## Project Study Limits (PSL)

Exhibit 1 - Location Map  
W County Road 100 S over McHargue Ditch  
Bridge Replacement  
Owen, Carr, and Brownstown Townships, Jackson County, IN  
Des. No. 1703018  
Metric Project No.19-0010  
Map Date: 11/2/2021  
Map Author: Zachary Root

All locations approximate  
2018 Basemap  
Latitude: 38.86201 Longitude: -86.13111



Exh. 1

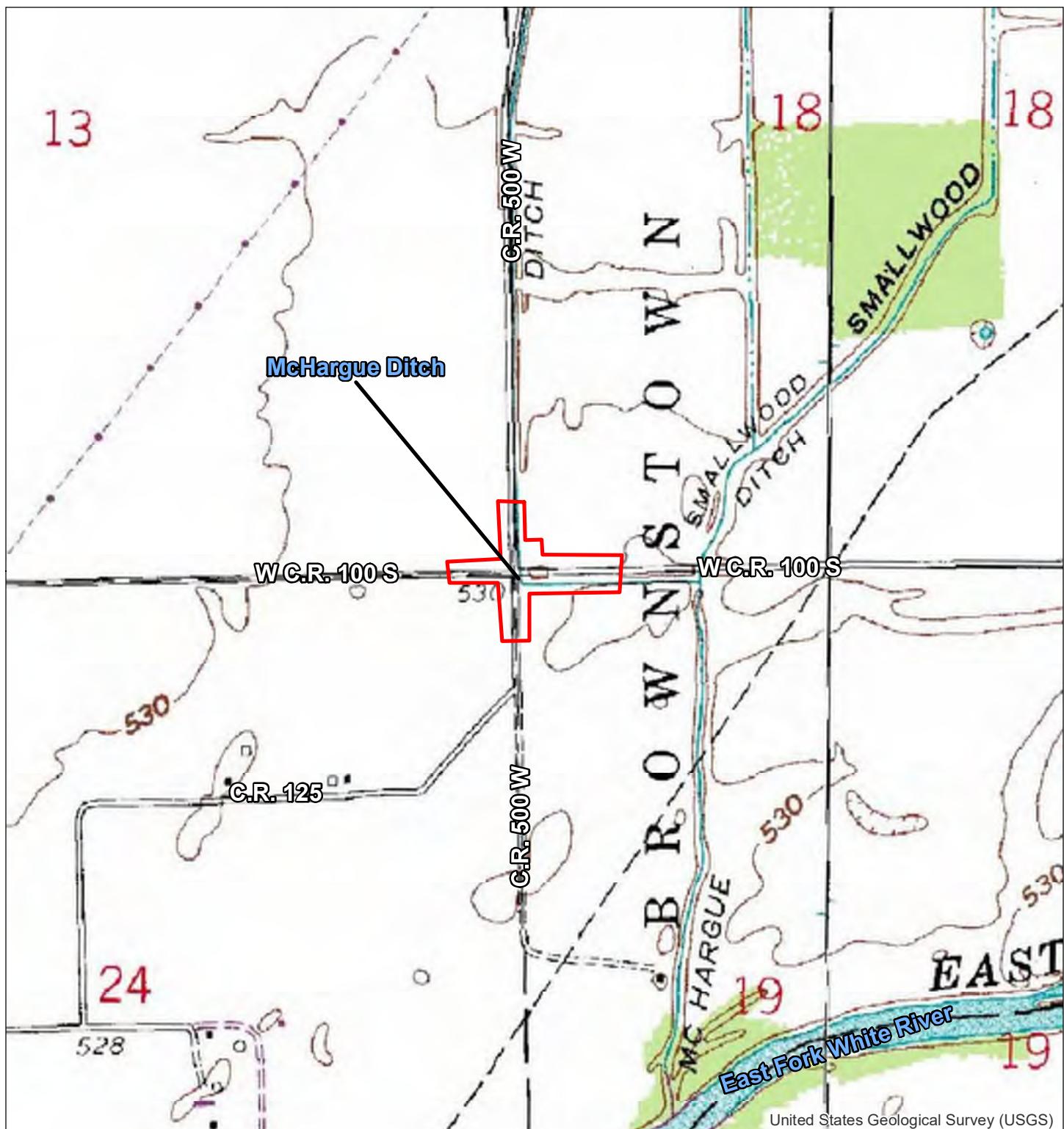


Exhibit 2B - USGS Topographic Map - Large Scale  
 Medora, IN 7.5 minute Quadrangle  
 W County Road 100 S over McHargue Ditch  
 Bridge Replacement  
 Owen, Carr, and Brownstown Townships, Jackson County, IN  
 Des. No. 1703018  
 Metric Project No.19-0010  
 Map Date: 11/2/2021  
 Map Author: Zachary Root

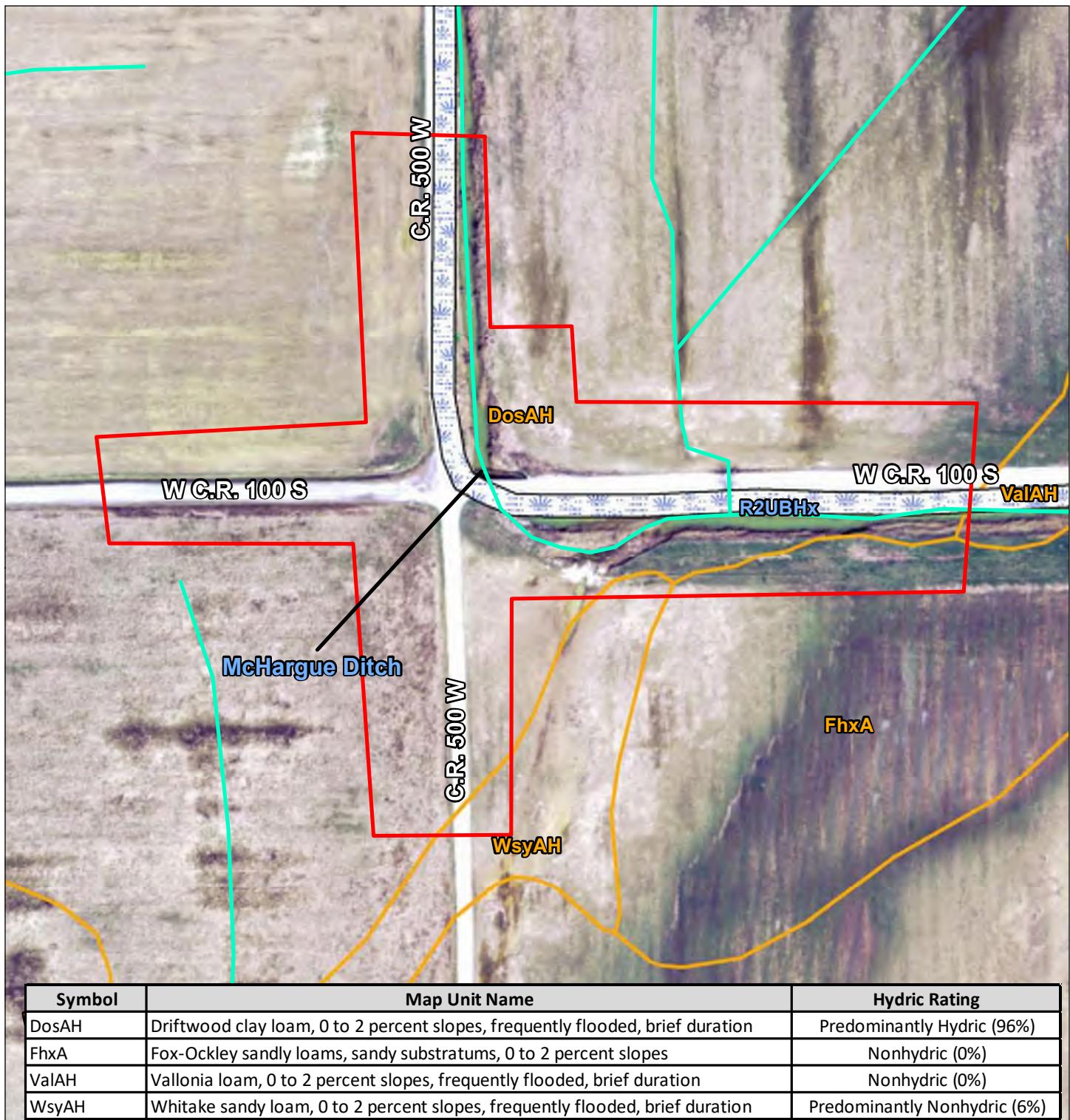
All locations approximate  
 Source: Indiana Spatial Data Portal (1996)



0 375 750 1,500  
 Feet



Exh. 2B



Project Study Limits (PSL)       NWI Wetland  
 NHD Flowline       NRCS Soil Survey

Exhibit 3 - NWI, NHD, NRCS Soil Map  
 W County Road 100 S over McHargue Ditch  
 Bridge Replacement  
 Owen, Carr, and Brownstown Townships, Jackson County, IN  
 Des. No. 1703018  
 Metric Project No.19-0010  
 Map Date: 11/2/2021  
 Map Author: Zachary Root

All locations approximate  
 Source: Indiana Spatial Data Portal (2016)



0      80      160      320  
 Feet



Exh. 3



Project Study Limits (PSL)

IDNR Floodway

Floodplain - Zone A - 1% Chance Annual Chance

Exhibit 4 - IDNR Floodway and Flood Insurance Rate Map  
W County Road 100 S over McHargue Ditch  
Bridge Replacement  
Owen, Carr, and Brownstown Townships, Jackson County, IN  
Des. No. 1703018  
Metric Project No.19-0010  
Map Date: 11/2/2021  
Map Author: Zachary Root

All locations approximate

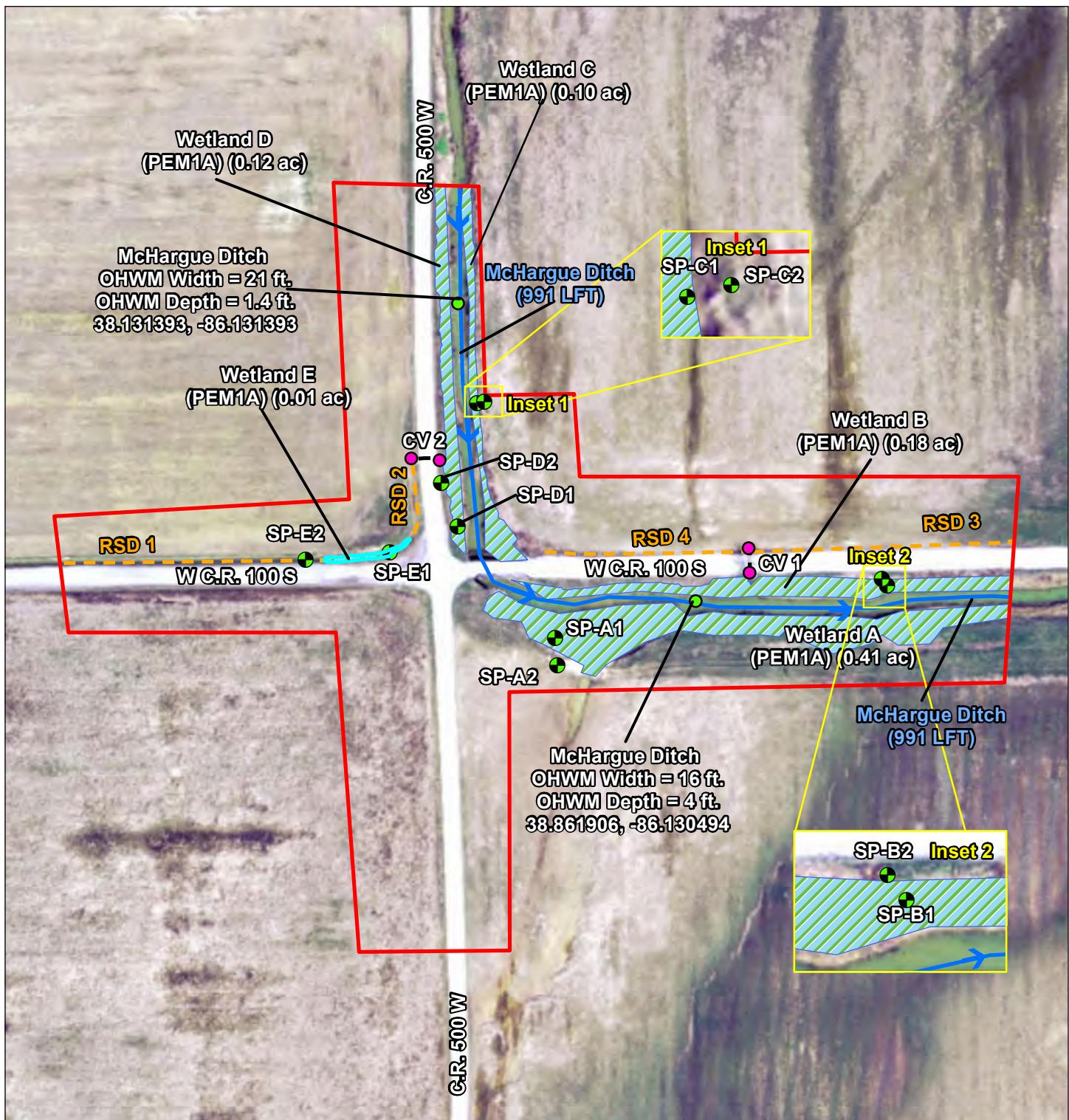
Source: Indiana Spatial Data Portal (2016)



0 435 870 1,740  
Feet



Exh. 4



Sampling Point (SP)

Project Study Limits (PSL)

OHWM locations

Culvert Opening

Stream

Wetland

Roadside Ditch (RSD)

Culvert (CV)

Exhibit 5 - Waters Delineation Map  
W County Road 100 S over McHargue Ditch  
Bridge Replacement  
Owen, Carr, and Brownstown Townships, Jackson County, IN  
Des. No. 1703018  
Metric Project No.19-0010  
Map Date: 11/2/2021  
Map Author: Zachary Root

All locations approximate  
Source: Indiana Spatial Data Portal (2016)



0 75 150 300  
Feet



Exh. 5

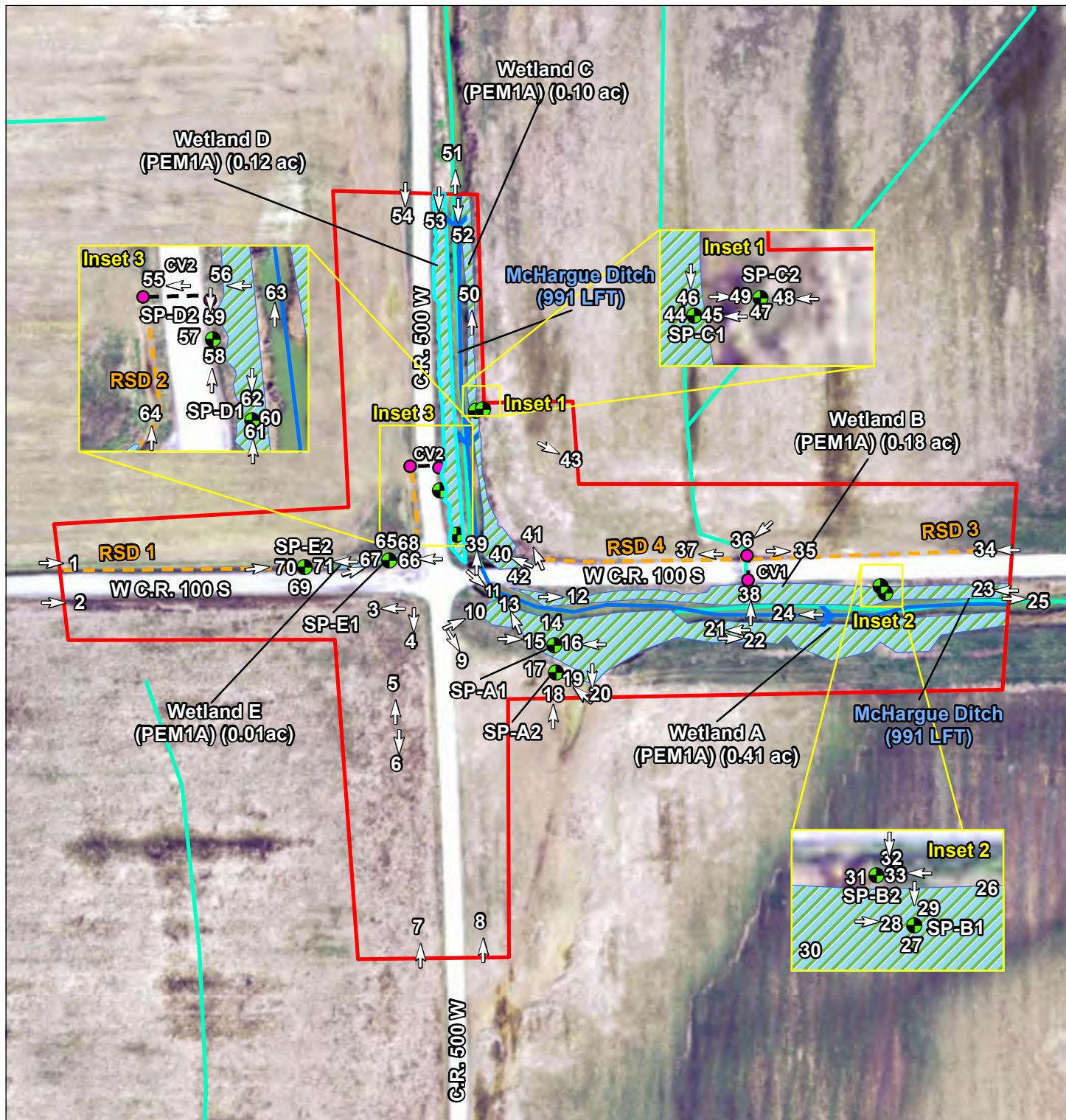


Exhibit 6 - Photograph Location Map  
W County Road 100 S over McHargue Ditch  
Bridge Replacement  
Owen, Carr, and Brownstown Townships, Jackson County, IN  
Des. No. 1703018  
Metric Project No.19-0010  
Map Date: 11/2/2021  
Map Author: Zachary Root

All locations approximate



## Exh. 6

## **Appendix G**

### **Public Involvement**



Resolution Group, Inc.

April 13, 2020

**Notice of Survey Letter**

Russell A Sherrill  
Charlotte Sherrill Revocable Living Trust  
707 S. SR 235  
Medora, IN 47260

RE: Property located at 5000 W. CR 125S, Medora, IN 47260

Parcel Tax ID: 36-53-24-100-001.000-003

Project No. Bridge 197 Bridge 197 carrying CR 100 South over MC Hargue Ditch

Our information indicates that you own or occupy property near a proposed highway project. Our employees will be performing a survey of the project area in the near future. It may be necessary for them to come onto your property to complete this work. This is permitted by law per Indiana Code IC 8-23-7-6. They will show you their identification, if you are available, before coming onto your property. If you have sold this property, or it is occupied by someone else, please let us know the name and address of the new owner or current occupant so we can contact them about the survey.

At this stage, we generally do not know what effect, if any, the project will have on your property. If it is determined later that your property is involved, someone will contact you with additional information.

The survey work will include mapping the location of features such as trees, buildings, fences, and drives, as well as obtaining ground elevations. The survey is needed for the proper planning and design of this improvement project. Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If any problems do occur, please contact our field crew or contact me at the telephone number or address shown at the bottom of this page.

Sincerely,

A handwritten signature in blue ink, appearing to read 'R. D. Perry'.

Ryan D. Perry, PS  
*Director of Survey &  
Right of Way Services*  
Resolution Group, Inc.

# **Appendix H**

## **Air Quality**

## Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2024 - 2028

SPONSOR	CONTRACT ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2024	2025	2026	2027	2028
<b>Jackson County</b>																	
Seymour	2200079	Init.	IR 1005	Railroad Protection	Seymour	0	STBG	\$306,000.00	Local Safety Program - 130	CN	\$306,000.00	\$0.00					\$306,000.00
Performance Measure Impacted: Safety																	
Location: Railroad Safety Project on the LIRC RR line at DOT# 535457Y SR 258																	
Indiana Department of Transportation	2200840	Init.	US 31	HMA Overlay, Preventive Maintenance	Seymour	4.119	STBG	\$2,390,000.00	Road Construction	CN	\$1,912,000.00	\$478,000.00					\$2,390,000.00
Performance Measure Impacted: Pavement Condition																	
Location: 4.12 miles S of US 50 (N 1240 E) to US 50																	
Comments: Include DES 2200840																	
Jackson County	2201115	Init.	IR 1001	Bridge Inspections	Seymour	0	STBG	\$476,000.00	Local Funds	PE	\$0.00	\$57,000.00	\$6,000.00	\$32,000.00	\$19,000.00		
Performance Measure Impacted: Bridge Condition																	
Location: Countywide Bridge Inspection and Inventory Program for Cycle Years 2023-2026																	
Jackson County	2300123	Init.	IR 1011	Bridge Inspections	Seymour	0	STBG	\$523,000.00	Local Funds	PE	\$0.00	\$49,000.00				\$42,000.00	\$7,000.00
Performance Measure Impacted: Bridge Condition																	
Location: Countywide Bridge Inspection and Inventory Program for cycle years 2027-2030																	
Jackson County	40891 / 1703018	Init.	IR 1009	Bridge Replacement	Seymour	.04	STBG	\$1,336,000.00	Local Funds	CN	\$0.00	\$213,000.00			\$213,000.00		
The project will not require any additional permanent right-of-way																	
The 2024-2028 STIP project listing will be updated if required prior to approval of the ECF																	
Performance Measure Impacted: Bridge Condition																	
Location: Bridge #197-CR 100S over McHargue Ditch, .01 mile East of CR 500W																	
Comments: Include DES 1703018																	
Seymour	40897 / 1703015	Init.	ST 1023	Intersection Improvement, Roundabout	Seymour	5	STBG	\$1,696,000.00	Group III Program	CN	\$840,000.00	\$0.00	\$840,000.00				
Performance Measure Impacted: Safety																	
Location: Intersection of 4th and OBrien Street in Seymour Indiana																	

## **Appendix I**

### **Additional Studies**

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

ProjectNumber	SubProjectCode	County	Property
1800171	1800171BB	Jackson	Starve Hollow
1800230	1800230	Jackson	Jackson-Washington State Forest and Starve Hollow
1800305	1800305C	Jackson	Starve Hollow State Recreation Area
1800327	1800327J	Jackson	Starve Hollow State Recreation Area
1800363	1800363EE	Jackson	Starve Hollow State Recreation Area
1800447	1800447	Jackson	Starve Hollow State Recreation Area

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

# Bridge Inspection Report



Structure Information			
Structure:	36-00197	Facility Carried:	CR 100 SOUTH
NBI Number:	3600132	Features Intersected:	McHARGUE DITCH
Inspection Information			
Inspection Date:	04/25/2023	Lead Inspector:	Shane Kelleher
Inspection Type:	Routine	Additional Inspectors:	
Condition Ratings Summary			
(58) Deck:	<b>5</b>	(60) Substructure:	<b>5</b>
(58.01) Wearing Surface:	<b>5</b>	(61) Channel / Channel Protection:	<b>6</b>
(58.02) Joints:		(62) Culverts:	<b>N</b>
(58.03) Approach Slabs:		(71) Waterway Adequacy:	<b>3</b>
(59) Superstructure:	<b>5</b>	(72) Approach Roadway Alignment:	<b>8</b>
(59.01) Paint:	<b>0 - Failed Condition</b> <b>n - no paint remaining</b>	(113) Scour Critical Bridge:	<b>8</b>

Structure: 36-00197  
NBI Number: 3600132

Facility Carried: CR 100 SOUTH  
Features Intersected: McHARGUE DITCH

Inspector: Shane Kelleher  
Inspection Date: 04/25/2023

## IDENTIFICATION

(1) STATE CODE:	185 - Indiana	(12) BASE HIGHWAY NETWORK:
(8) STRUCTURE:		(13A) INVENTORY ROUTE:
(5) INV. ROUTE:	1 - Route carried "on" the structure - 4 - County Route - 2 - Alternate - -	(13B) SUBROUTE NUMBER:
(2) HIGHWAY AGENCY DISTRICT:		(16) LATITUDE:
(3) COUNTY CODE:	036 - Jackson	(17) LONGITUDE:
(4) PLACE CODE:		(98) BORDER
(6) FEATURES INTERSECTED:		(A) STATE NAME:
(7) FACILITY CARRIED:		(B) PERCENT:
(9) LOCATION:		(99) BORDER BRIDGE STRUCT. NO:
(11) MILEPOINT:		

## AGE OF SERVICE

(27) YEAR BUILT:		(19) BYPASS DETOUR LENGTH:
(106) YEAR RECONSTRUCTED:		(29) ADT:
(42) TYPE OF SERVICE		(30) YEAR OF ADT:
(A) ON BRIDGE:	1 - Highway	(109) ADTT:
(B) UNDER BRIDGE:	5 - Waterway	(114) FUTURE AVERAGE DAILY TRAFFIC:
(28) LANES		(115) YEAR OF FUTURE ADT:
(A) ON BRIDGE:		
(B) UNDER BRIDGE:		

## STRUCTURE TYPE AND MATERIAL

(43) STRUCTURE TYPE, MAIN:		(45) NUMBER OF SPANS IN MAIN UNIT:
(A) KIND OF MATERIAL:	3 - Steel	(46) NUMBER OF APPROACH SPANS:
(B) TYPE OF DESIGN:	10 - Truss - Thru	(107) DECK STRUCTURE TYPE: 8 - Timber
(44) STRUCTURE TYPE, APPROACH SPANS		(108) WEARING SURFACE PROTECTION SYSTEM
(A) KIND OF MATERIAL:	0 - Other	A) WEARING SURFACE: 7 - Timber
(B) TYPE OF DESIGN:	00 - Other	B) DECK MEMBRANE: 0 - None
		C) DECK PROTECTION: 0 - None

Structure:	36-00197	Facility Carried:	CR 100 SOUTH	Inspector:	Shane Kelleher
NBI Number:	3600132	Features Intersected:	McHARGUE DITCH	Inspection Date:	04/25/2023

## GEOMETRIC DATA

(48) LENGTH OF MAX SPAN:	(35) STRUCTURE FLARED:	0 - No
(49) STRUCTURE LENGTH:	(10) INV RTE, MIN VERT CLEARANCE:	
(50) CURB/SIDEWALK WIDTHS	(47) TOT HORIZ CLEARANCE:	
A) LEFT:	(53) VERT CLEAR OVER BR RDWY:	
B) RIGHT:	(54) MIN VERTICAL UNDERCLEARANCE:	
(51) BRDG RDWY WIDTH CURB-TO-CURB:	A) REFERENCE FEATURE:	N - Feature not a highway or a railroad
(52) DECK WIDTH, OUT-TO-OUT:	B) MIN VERT UNDERCLEAR:	
(32) APPROACH ROADWAY:	(55) LATERAL UNDERCLEARANCE RIGHT:	
(33) BRIDGE MEDIAN:	A) REFERENCE FEATURE:	N - Feature not a highway or a railroad
(34) SKEW:	B) MIN LATERAL UNDERCLEAR:	
	(56) MIN LATERAL UNDERCLEAR ON LEFT:	

## 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:	2 - Eligible for National Register	(100) STRAHNET HIGHWAY:	0 - Not a defense highway
(101) PARALLEL STRUCTURE:	N - No parallel structure	(102) DIRECTION OF TRAFFIC:	2 - 2-way traffic
(103) TEMPORARY STRUCTURE:		(104) HIGHWAY SYSTEM OF INVENTORY ROUTE:	0 - Structure/Route is NOT on NHS
(105) FEDERAL LANDS HIGHWAYS:		(110) DESIGNATED NATIONAL NETWORK:	0 - The inventory route is not part of the national network for trucks
(112) NBIS BRIDE LENGTH:	Y - Yes		

Structure: 36-00197	Facility Carried: CR 100 SOUTH	Inspector: Shane Kelleher
NBI Number: 3600132	Features Intersected: McHARGUE DITCH	Inspection Date: 04/25/2023

## LOAD RATING & POSTING

5.1 – LOADS AND LOAD RATINGS		LEGACY CODING	
B.LR.01 - Design Load		(65) Inventory Rating Method	
B.LR.02 - Design Method		(66) Inventory Rating	
B.LR.03 - Load Rating Date		(63) Operating Rating Method	
B.LR.04 - Load Rating Method		(64) Operating Rating	
B.LR.05 - Inventory Load Rating Factor		(31) Design Load	
B.LR.06 - Operating Load Rating Factor		(70) Bridge Posting	0 - Greater than 39.9% below
B.LR.07 - Controlling Legal Load Rating Factor		(41) Structure Open/Posted/Closed	P - Posted
B.LR.08 - Routine Permit Loads		Tons Posted	
		Date Posted/Closed	
5.2 – LOAD POSTING STATUS		POSTING – EMERGENCY VEHICLES (TON)	
B.PS.01 - Load Posting Status		Emergency Vehicle Sign	
B.PS.02 - Posting Status Change Date		Posted Tonnage (Single Axle) EV	
		Posted Tonnage (Tandem) EV	
		Posted Tonnage (Gross) EV	
POSTING – COMMERCIAL VEHICLE (TON)		MAXIMUM ALLOWABLE TONNAGES	
*Actual posted values may not exceed those as shown below			
Commercial Vehicle Sign		<b>WEIGHT LIMIT 12.0000 TONS</b>	<b>EMERGENCY VEHICLE WEIGHT LIMIT SINGLE AXLE 10.3013 T TANDEM 13.6090 T GROSS 17.6813 T</b>
Posted Tonnage (Single Axle) CV			
Posted Tonnage (Gross) CV			
Posted Tonnage (2-axle) CV			
Posted Tonnage (3-axle) CV			
Posted Tonnage (4-axle) CV			
Posted Tonnage (5-axle) CV			
Posted Tonnage (6-axle) CV			

Structure:	36-00197	Facility Carried:	CR 100 SOUTH	Inspector:	Shane Kelleher
NBI Number:	3600132	Features Intersected:	McHARGUE DITCH	Inspection Date:	04/25/2023

## NAVIGATION DATA

(38) NAVIGATION CONTROL:	0 - No navigation control on waterway	(39) NAVIGATION VERTICAL CLEAR:
(111) PIER OR ABUTMENT PROTECTION:		(116) MINIMUM NAVIGATION VERTI.CLEARANCE, VERT. LIFT BRIDGE:  (40) NAV HORIZONTAL CLEARANCE:

## INSPECTIONS

(90) INSPECTION DATE:	(91) DESIGNATED INSPECTION FREQUENCY:
(92) CRITICAL FEATURE INSPECTION	(93) CRITICAL FEATURE INSPECTION DATE
A) NSTM INSP REQ / FREQ: Y - Yes	A) NSTM DATE:
B) UNDERWATER INSP REQ / FREQ:	B) UNDERWATER INSP DATE:
C) SPECIAL INSP REQ / FREQ:	C) SPECIAL INSP DATE:
D) INSPECTION EQUIPMENT NEEDED:	D) SPECIAL INSP DATE:

## PROPOSED IMPROVEMENTS

(75A) TYPE OF WORK:	(94) BRIDGE IMPROVEMENT COST:
(75B) WORK DONE BY:	(95) ROADWAY IMPROVEMENT COST:
(76) LENGTH OF IMPROVEMENT:	(96) TOTAL PROJECT COST:
(97) YEAR OF IMPROVEMENT COST ESTIMATE:	
COMMENTS:	

Structure:	36-00197	Facility Carried:	CR 100 SOUTH	Inspector:	Shane Kelleher
NBI Number:	3600132	Features Intersected:	McHARGUE DITCH	Inspection Date:	04/25/2023

## NATIONAL BRIDGE INVENTORY CONDITION RATINGS

(58) DECK:

(58.01) WEARING SURFACE: 5 - FAIR CONDITION- elements may have minor section loss, cracking, spalling or scour.

(58.02) JOINTS:

(58.03) APPROACH SLABS:

(58.04) TERMINAL JOINTS:

(59) SUPERSTRUCTURE:

(59.01) PAINT:

(59.02) BEARINGS:

(60) SUBSTRUCTURE:

(60.1) RETAINING WALLS:

(61) CHANNEL / CHANNEL PROTECTION:

(62) CULVERTS:

(71) WATERWAY ADEQUACY:

(72) APPROACH ROADWAY ALIGNMENT:

(113) SCOUR CRITICAL BRIDGES:

Structure:	36-00197	Facility Carried:	CR 100 SOUTH	Inspector:	Shane Kelleher
NBI Number:	3600132	Features Intersected:	McHARGUE DITCH	Inspection Date:	04/25/2023

## INDOT DEFINED CONDITION RATINGS

CONCRETE SLOPEWALL:

BIRDS PRESENT?:

BATS PRESENT?:

## APPRAISAL

36A) BRIDGE RAILS:

36B) TRANSITIONS:

36C) APPROACH GUARDRAIL:

36D) APPROACH GUARDRAIL ENDS:

SUFFICIENCY RATING:	(67) STRUCTURAL EVALUATION:	4 - Meets minimum tolerable limits
STATUS:	(68) DECK GEOMETRY:  (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL	3 - Requiring high priority of corrective action  N - Not applicable

**REVIEWED**

By Mary Kennedy at 1:37 pm, Dec 14, 2023

**REVIEWED**

by G.Klevitsky /INDOT 12/14/2023

no additional comments.

## Historic Bridge Alternatives Analysis

BRIDGE NUMBER: 36-00197

DESIGNATION NUMBER: 1703018

ROUTE IDENTIFICATION AND FEATURE CROSSED:

County Road 100 S. over McHargue Ditch

NBI NUMBER: 3600132

PROJECT LOCATION: 0.1 miles East of CR 500 West



PREPARED BY: Zachary Collins, PE

REVIEWED BY: Jeff Matern, PE

Janssen & Spaans Engineering Inc.

JSE Project No: 1287

DATE: 12/11/2023

<b>TABLE OF CONTENTS</b>	
I. EXISTING STRUCTURE DATA	1
II. EXISTING CONDITIONS	2
III. PURPOSE AND NEED	3
IV. ALTERNATIVES	6
A. DO NOTHING ALTERNATIVE	6
B-1. REHAB. IN ACCORDANCE WITH SOI STANDARDS W/O INTERSECTION RELOC.	8
B-2. REHAB. IN ACCORDANCE WITH SOI STANDARDS W/ INTERSECTION RELOC.	9
C-1. REHAB. IN ACCORDANCE WITH SOI STANDARDS (ONE-WAY PAIR)	9
C-2. TWO-WAY BYPASS W/ NO REHAB. TO EXISTING STRUCTURE	10
D. REPLACEMENT W/ EXISTING CHANNEL ALIGNMENT	11
E. REPLACEMENT W/ CHANNEL REALIGNMENT	11
V. MINIMIZATION AND MITIGATION	13
VI. PRELIMINARY PREFERRED ALTERNATIVE	14
VII. APPENDICES	14
A. MAPS	15
A. PHOTOGRAPHS	20
C. PURPOSE AND NEED SUPPORTING DOCUMENTS	26
D. PLANS AND DESIGN CRITERIA	117
E. COST ESTIMATES	123
F. JACKSON COUNTY DOCUMENTS	174

## **I. EXISTING STRUCTURE DATA**

### **A. HISTORY**

Bridge No.: 36-00197

Project Location: CR 100 S. over McHargue Ditch, Jackson County, Indiana

Designation Number: 1703018

Year Built: 1920

Years Rehabilitated: n/a

Years Repaired: n/a

Most Recent Field Inspection Date: 04/14/2021

AADT (2013): 50 V.P.D.

AADT (2033): 70 V.P.D.

Percentage Commercial Vehicles: 5%

*(All traffic data provided per the NBIS report dated 04-14-2021)*

Low Volume Road: Yes

Functional Classification: Local Rural

Detour Length: 3.1 mi

Load Rating: 10 tons

Sufficiency Rating: 43.6

National Register of Historic Places Status: Eligible

Historic Bridge Prioritization Status: Non-Select

Historic Character-Defining Features: Steel Pratt pony truss with riveted built up members and connections, rivet and bolt gusset plate joints.

### **B. STRUCTURE/DIMENSIONS**

Surface Type: Wooden deck planks on top of steel stringer beams

Deck Width Out to Out: 17.8 ft

Out to Out of Bridge Floor: 64.7 ft

Bridge Clear Roadway: 17.8 ft

Number of Lanes on Structure: One bi-directional lane

Skew: 10°

Type of Superstructure: Steel Pratt Pony Truss

Spans: 1 Span (61.5')

Type of Substructure/Foundation: Reinforced concrete abutment assumed to be on spread footings

Seismic Zone: 1

### **C. APPURTENANCES**

Bridge Railing: lattice rail

Curbs: None present

Sidewalks: None present

Utilities: None present  
Railroad: None present

#### D. APPROACHES

Roadway Width: 20 ft  
Surface Type: Gravel  
Guardrail: None present (off bridge)  
Guardrail End Treatment: None

### **II. EXISTING CONDITIONS**

*The discussion of the existing conditions incorporates direct photo references. The specific photos as noted are located in Appendix B.*

#### A. Bridge Deck

The bridge deck consists of wooden planks transversely placed on steel I-beam stringers. Wide longitudinal timber runners are fastened to the planks in the tire paths (Photos 1-3). There is 1" of section loss on top of timbers at east end of bridge. During the preliminary site visit, JSE noted that there was additional damage of one of the runners being out of place and severe splitting on the south runner (see Photo 3).

#### B. Superstructure

The pony truss is listed in fair condition due to section loss of 5-10% in most members. No areas show section loss as severe. Isolated rust-through of a few stringer webs is occurring in east abutment bearing. JSE observed in the field that the stringers are in fact s-shape. This s-shape is a historical characteristic of bridge. Also, there are gusset plates on the bottom of joints L2, L4, and L6 that were not previously documented with photos in inspection reports. A few of these gusset plates are missing some bolts (Photo 4). There was also some impact damage on the lattice railing of the North truss (Photo 10).

#### C. Substructure and Foundations

The substructure is in fair condition, consisting of vertical abutments on spread footings and has experienced minor section loss. There is a vertical crack between the wingwall and the west abutment (Photo 7). There is also a large vertical crack and spall at the SE Wingwall. Extensive sediment buildup is present at east abutment due to poor channel alignment blocking a large portion of the bridge waterway opening (Photo 6).

#### D. Approaches

The approaches (Photos 8/9) are in good condition. The gravel surfaces appear clean and contain very little rutting. The intersection with CR 500 W is located approximately 20 ft west of the west bridge abutment and the intersection is approximately 2 ft lower than bridge deck. No guardrail is present on the approaches. A stop sign is located west of the

bridge at the intersection, but visibility to WB traffic is completely obscured by the truss structure. The County stated that a “stop ahead” sign on WB CR 100 S was placed and stolen. The location of the intersection and the type of bridge structure prevent placing a stop sign where it can be seen. Per IDM Figure 46-10A, the Intersection Sight Distance (ISD) for CR100S is 145 ft and the ISD for CR500W is 300 ft. **Within this sight triangle, there cannot be any obstruction.** The truss is within the sight triangle and obscures the required sight distance to westbound traffic. Please see Appendix C, page 25, for sight triangle diagrams.

The small turn radii off the bridge limit the ability of drivers to safely complete the right turn maneuver. The required turn radius for a WB-62 or WB-65 truck is 46.27 ft for a 90 degree turn per IDM Figure 46-12I and 46-12K. The only corner that meets the required turn radius is the northwest corner of the intersection. The existing turn radii of the intersection are as follows:

- Headed west on CR100S the turn radius off the bridge turning left onto CR500W is approximately 38 ft and to turn right off the bridge is 44 ft.
- Head east on CR100S the turn radius to turn left onto CR500W is 61 ft and the radius to turn right is 43 ft.
- Headed south on CR500W to turn left onto the bridge, the turn radius is 44 ft and to turn right onto CR100S, the radius is 44 ft as well.
- Headed north on CR500W to turn right onto the bridge, the turn radius is 41 ft and to turn left onto CR100S is 51 ft.

#### E. Stream Channel

The bank material consists of a concrete floor liner and riprap. Light bank erosion has occurred upstream and downstream of the structure. The 90-degree bend at the bridge causes major sediment buildup at the east abutment, substantially blocking a large portion of the bridge opening, resulting in widespread minor damage to the streambanks and frequent flooding.

### **III. PURPOSE & NEED**

#### A. Background

Jackson County Bridge 197 (Bridge 36-00197; NBI 3600132) carries County Road 100 South (CR100S) over McHargue Ditch in Jackson County, Indiana. Bridge 197 is a simple span steel pony truss with a wooden deck. The project is located on the East-West Section Line between Section 18, Township 5 North, Range 4 East and Section 19 Township 5 North, Range 4 East. The route is classified as a very low volume, local rural road and is surrounded by commercial agricultural facilities. Bridge 197 has a 65-foot length and a 17.33-foot clear roadway width. The east edge of CR500W is approximately 20 feet from

the west abutment of Bridge 197. The intersection of CR500W and CR100S includes a 2-way stop condition on CR100S.

Observed conditions at the bridge and intersection are as follows:

- The truss superstructure obstructs the ability of the westbound motorist to see the stop sign and oncoming traffic from CR500W.
- The existing intersection is approximately 2 feet below the roadway surface elevation of the bridge deck. This differential results in a 9% down grade from the bridge to the center of the intersection.
- Visible damage along the north lattice bridge railing gives evidence of vehicle strikes (Appendix B Photo 10). It appears there is no structural damage to the truss superstructure.
- The northwest corner of the intersection has a larger turning radius than other three corners of the intersection (Appendix B Photo 9).
- The bridge has been posted for 10 Tons. The load posting signs for this structure were missing during the site visit. (According to Jackson County, these are frequently stolen and missing at this site.) As of April 2021, the posting signs have been replaced.
- The bridge is located on a 90-degree bend of McHargue Ditch, causing sediment buildup at the east abutment resulting in frequent flooding at the intersection and along CR500W and CR100S. Flooding documentation included in Appendix F.

As noted, CR100S serves predominantly agricultural and commercial properties located in proximity to the route. Vehicles from these properties include heavy agricultural trucks that produce loadings exceeding the 15-Ton design vehicle. A typical legally loaded semi-trailer/two-unit truck can weigh as much as 40 Tons. This is more than double the design capacity of the existing bridge. Additionally, vehicles used for agricultural hauling can legally carry loads up to 10% greater than this 40 Tons. Given that farmers are exempt from National and Indiana registration requirements, their vehicles are not subject to periodic audits and inspections and their drivers are not required to obtain a commercial driver's license (CDL). It is likely that inexperienced drivers are operating heavily overloaded trucks over the existing bridge.

CR100S also functions as an emergency vehicle route. The closest fire station to the bridge location is the Vallonia Volunteer Fire Department, which is located approximately 2.5 miles away. The next closest fire department is 4.5 miles away in Medora. Since the existing bridge does not have sufficient load capacity to carry a two-unit fire truck, the Vallonia Fire Department would have to make a detour up to West Base Road adding approximately 2 miles to the route. Statements from a local agricultural company (Bundy Brothers and Sons Incorporated) and the Medora Community School Corporation, emphasize the need for a bridge that can safely carry their vehicles. These statements can be found in Appendix F.

Bridge 197 was built in 1920 and is identified as eligible for the National Register of Historic Places (NRHP) in the Historic Bridge Inventory (HBI). The bridge was determined

eligible under Criterion C, as an example of a bridge built during the initial period of development or application of standards for its type in Indiana; thus representing an important phase in construction.

The bridge is identified as a Non-Select Bridge in the HBI. Non-Select Bridges are not considered excellent examples of a given type of historic bridge or they are not suitable candidates for preservation.

A replacement is warranted on a low-volume Non-Select bridge, if it meets two or more of the following criteria, per IDM 412-5.04(02):

1. **The bridge waterway opening is inadequate (i.e., National Bridge inventory Item 71 is rated 2 or 3).**
2. The bridge has a documented history of catching debris due to inadequate freeboard or due to piers in the stream.
3. **The bridge requires special inspection procedures (i.e., the first character of National Bridge Inventory Item 92A or 92C is Y).**
4. The bridge is classified as scour-critical (i.e., National Bridge Inventory Item 113 is rated 0, 1, 2, or 3).
5. The bridge has fatigue-prone welded components that are expected to reach the end of their service lives within the next 20 years. See Section 412-4.03(04) for information on conducting a fatigue analysis.
6. The bridge Sufficiency Rating of lower than 35.

## B. Need

Per the Indiana Design Manual (IDM) Figure 412-2A, the minimum required load capacity for the bridge is H-15 (15 Ton). Due to adjacent land use as described above, the County desires the HL-93 design load required for new structures (and representative of the typical vehicles in this area).

Per the 2021 NBIS Inspection Report, the waterway adequacy rating is a 3 on a scale of 1 to 9. The 90-degree bend of the ditch at the downstream face of the bridge results in large sediment buildup at the east abutment face causing frequent flooding at the intersection.

Additionally, the structure and the adjacent intersection are not geometrically compliant, for even 3R criteria, and as such pose a risk to agricultural vehicle drivers and the public at large and should therefore be considered a significant project need. The deficiencies include:

- The 17.33 ft clear roadway of the structure is too narrow to accommodate bi-directional vehicle passage and agricultural vehicle access. It is possible that damage to the lattice railing could be a result of the narrow bridge clear roadway. Per the following IDM Figures:
  - o 412-2B, the minimum rehab bridge clear roadway width is 18 ft.

- 55-3D, the minimum rehab bridge clear roadway width is 20 ft or at least the same width as the approach roadway.
- 55-3D, the minimum replacement bridge clear roadway width is 24 ft. The County desires for the replacement bridge to have a clear roadway width of 28 ft for agricultural equipment.
- Intersection Sight Distance (ISD)
  - The truss obstructs the view of the stop sign going west on CR100S. The truss also obstructs the view of CR 100 S WB traffic when stopped at the intersection looking north.

### C. Purpose

The purpose of this project is to provide a structure and intersection that fully satisfy the geometric, structural, and hydraulic needs of Jackson County and the local agricultural community by addressing the following:

- Improve turn radii at the intersection.
- Correct the stop sign visibility issues with the truss obstruction.
- Increase bridge width.
- Increase structural capacity.
- Improve the waterway adequacy through the bridge by a means that prevents future buildup of sediment at the east abutment.

## IV. ALTERNATIVES

Per the IDM Chapter 412 Section 5 in conjunction with the Indiana Department of Cultural Resources-Cultural Resources Office (INDOT-CRO) Manual Part IV, the evaluation of alternatives shall address the prescribed hierachal list proceeding from A to G. They shall be evaluated based on whether the alternative is feasible and prudent. A summary of the cost estimates is found in Table 3, while a cost estimate for each alternative can be found in Appendix E.

The Controlling Design Criteria used to develop all alternatives are referenced from the *AASHTO Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT  $\leq$  400 VPD)*, IDM figure 412-2A, and IDM Figure 55-3D. The design criteria for alternatives B-G is summarized in Tables 1 and 2.

### A. Do Nothing Alternative

The first alternative is the “do nothing” alternative. This alternative means that no federal funds will be expended, and no action will be taken to correct the current deficiencies.

The road would remain open with the currently posted weight limit of 10 tons. As previously stated, this route has a very low volume of traffic.

Alternative A would not alter the existing structure; thus, it would not have an effect on the historic structure. The structure would continue to deteriorate, which could affect its historic status in the future. This deterioration would result in a high life cycle cost and low remaining life of 5 years. Once the bridge reaches less than a 5 Ton Limit, the bridge will be closed. The detour length once the bridge is closed is 3.1 miles. Below in Table 1, you can find the Level One Checklist for the existing structure and can find the life cycle cost in Appendix D.

Although it is **feasible** to do nothing because of the low volume of traffic on E CR 100S, this solution is **not prudent** since “doing nothing” does not meet the purpose and need for the project.

**Table 1. Design Criteria for the B Alternatives and Rehabilitation Portion of the C-1 Alternatives**

Design Criteria	Design Criteria Reference	Minimum Design Criteria	Existing Condition	Proposed Condition	Design Exception Required?
Design Speed	*AASHTO Geometric Design of VLVLR pg. 9	35 mph	un-posted	un-posted	N/A
Lane Width/Shoulder Width (Total Road Cross-Section)	*AASHTO Geometric Design of VLVLR	Existing <sup>1</sup>	17.8 ft	17.8 ft	No <sup>1</sup>
Bridge Clear Roadway Width	*AASHTO Geometric Design of VLVLR	Existing	17.8 ft	17.8 ft	No
Structural Capacity	IDM Fig. 412-2A	H-15	10 Ton	B2; C2:H-15	No
Travel Lane Cross Slope	*AASHTO Geometric Design of VLVLR	Existing <sup>2</sup>	0	0	No <sup>2</sup>
Stopping Sight Distance	IDM Fig. 55-3D	250 ft	<250'	<250'	Yes
Maximum Grade	IDM Fig. 55-3D	10%	9%	Flat	No
Bridge Railing Test Level	*AASHTO Geometric Design of VLVLR	Existing <sup>3</sup>	N/A	N/A	No <sup>3</sup>

\* AASHTO Guidelines for Geometric Design of Very Low-Volume Local Roads. (ADT  $\leq$  400 VPD)

<sup>1</sup> Evidence observed from site visit does not show excessive rutting or skid marks from running off the road.

<sup>2</sup> Roadway is aggregate pavement and carries a single lane of bi-directional traffic. No cross-slope is warranted since none exists.

<sup>3</sup> Existing bridge has w-beam attached directly to the trusses. It is permissible to maintain this feature since no evidence of strikes or rubbing is present.

## B-1. Rehabilitation in Accordance with the Secretary of Interior's Standards without Intersection Relocation

Alternative B-1 involves rehabilitating the existing truss bridge to a standard that meets the Secretary of Interior's Standards (SOIS) for Rehabilitation. This alternative maintains the structure's historic integrity and achieves the H-15 design capacity set forth by IDM 412-2A. To achieve this, all replacement procedures would maintain and/or restore the historic elements of the structure as closely as possible to match the existing work. Essential work for this alternative would include:

- New stringers and gusset-plates. As such, it is estimated that all lower chord and top vertical member gusset-plates will need to be replaced in-kind, matching the existing elements in appearance.
- Use of carriage bolts to mimic the rounded shape of the rivets.

Jacking and temporary shoring would be used to support the bridge during the rehabilitation process. The bridge would be covered while being painted and cleaned to catch all debris. After the rehabilitation of the existing structure is completed, the expected service life would be 25 years per the HBPA. With concurrence to the service life, the maintenance cost for 25 years was included in the cost of the project.

An analysis was conducted to determine the final structural capacity of this bridge once restored to historic standards. It was determined that following rehabilitation, the bridge would be efficient for the H-15 Loading.

Additionally, this alternative's construction cost estimate of \$453,000 is 23.2% of the replacement cost of Alternative E. This does not exceed the 40% economic threshold that warrants full bridge replacement of Non-Select Bridges in a low-volume rural setting per IDM 412-5.04(02). However, the following two criteria of IDM 412-5.04(02), to determine whether replacement is warranted, are not corrected by this rehabilitation alternative:

1. The rating of "3" for item 71 in the 2021 Bridge Inspection Report has identified the bridge waterway opening as inadequate.
3. Due to the fractural critical nature of the existing bridge, item 92A of the 2021 Bridge Inspection Report indicates that special inspection procedures are required.

Alternative B-1 would rehabilitate the structure to the SOIS. Other historic elements would be strengthened in a sympathetic manner. No other historic properties are present within the Area of Potential Effects (APE). Alternative B-1 is **feasible**. However, this alternative doesn't meet the purpose and need because it fails to correct the roadway geometry, bridge width, and structural capacity. This alternative also doesn't correct the criteria from IDM 412-5.04(02), therefore it is not **prudent**.

B-2. Rehabilitation in Accordance with the Secretary of Interior's Standards with Intersection Relocation

This alternative involves rehabilitating the existing structure in accordance with Alternative B-1, except this option includes moving the intersection slightly West and increasing the turn radii of the intersection. This realignment of the intersection would also include a vertical profile correction as well to fix the existing +/- 2 ft steep drop from the edge of the existing bridge to the edge of the intersection.

Alternative B-2 is **feasible**. This alternative's construction cost estimate of \$1,147,000 is 58.9% of the replacement cost of Alternative E. However, this alternative doesn't meet the purpose and need because it fails to correct the bridge width and structural capacity. This alternative also doesn't correct the criteria from IDM 412-5.04(02), therefore it is **not prudent**.

C-1. Rehabilitation in Accordance with the Secretary of Interior's Standards (One-way Pair)

This alternative involves rehabilitating the existing bridge in the same fashion as alternative B-1 except that a new bridge will be built adjacent to the north of the existing bridge, for use as a one-way pair. It is expected that the new bridge will be a single span AASHTO Type II beam bridge meeting appropriate design criteria (Table 2).

This alternative will also involve building additional approach roadway to provide enough length for tapering the existing roadway for the one-way bridge pair. Approximately 3 acres of new right-of-way will need to be acquired. Jacking and temporary shoring would be used to support the bridge during the rehabilitation. For additional details related to rehabilitating the existing structure see the description in Alternative B-1. In agreement with Alternative B-1 the expected service life extension of the existing bridge will be 25 years per the HBPA.

In addition to the rehabilitation costs in Alternative B-1, this option includes costs associated with a new bridge, increased right-of-way purchasing, and road approach modification. Identical to the B-1 alternative, the rehabilitated truss will achieve the capacity for the H-15 loading. The costs are \$1,615,200; 83% of replacement Alternative E.

As noted previously in the discussion of Alternative B-1, for Alternative C-1 the structure would be rehabilitated to the SOIS; historic elements would be strengthened in a sympathetic manner. No other historic properties are present within the APE.

Although Alternative C-1 is **feasible**, it is **not prudent** due to high relative cost of this alternative compared to the replacement alternative and due to the inadequate waterway opening and bridge width.

**Table 2. Design Criteria for the New Structure for the C-2, D, & E Alternatives.**

Design Criteria	Design Criteria Reference	Minimum Design Criteria	Existing Condition	Proposed Condition	Design Exception Required?
Design Speed	*AASHTO Geometric Design of VLVLR pg. 9	35 mph	un-posted	un-posted	N/A
Lane Width/Shoulder Width (Total Road Cross-Section)	*AASHTO Geometric Design of VLVLR	Existing <sup>1</sup>	11 ft to 15 ft	11 ft to 15 ft	No <sup>1</sup>
Bridge Clear Roadway Width	*AASHTO Geometric Design of VLVLR	Existing	15.4 ft	24-28 ft (C)	No
Structural Capacity	IDM Fig. 55-3D	HL-93	10 Ton	HL-93	No
Travel Lane Cross Slope	*AASHTO Geometric Design of VLVLR	Existing <sup>2</sup>	0	0	No <sup>2</sup>
Stopping Sight Distance	*AASHTO Geometric Design of VLVLR	170 ft	165 ft	>170 ft	No
Maximum Grade	*AASHTO Geometric Design of VLVLR	9%	8.9 %	<9 %	No
Bridge Railing Test Level	*AASHTO Geometric Design of VLVLR	Existing	N/A	MASH TL-3	No

\* AASHTO Guidelines for Geometric Design of Very Low-Volume Local Roads. (ADT  $\leq$  400 VPD)

1 Evidence observed from site visit does not show excessive rutting or skid marks from running off the road.

2 Roadway is aggregate pavement and carries a single lane of bi-directional traffic. No cross-slope is warranted since none exists.

## C-2. Two-Way Bypass with Non-Vehicular Use

Alternative C-2 involves creating a two-way bypass in conjunction with Alternative C-1. The bypass option will provide a 28 ft clear roadway beam bridge and along with the relocation of the intersection slightly west. The right of way needed to be acquired will be equivalent to that prescribed in Alternative C-1. This alternative does not include rehabilitation to the existing structure.

The existing bridge currently can handle H10 loading, which meets the requirements stated in Table 3.2-1 of the *LRFD Guide Specifications for the Design of Pedestrian Bridges (2009)*. Due to the lack of pedestrian access at the site, a pedestrian walkway would be created adjacent to the existing facility so the bridge may be accessed. Due to this bridge's remote location, a small pull-off parking area would be created for visitors since the existing roadway facility is too narrow to accommodate this kind of use. The 25-year required life span for the existing bridge might not be achieved.

The cost of Alternative C-2 (\$1,499,700) is 77% of replacement Alternative E. Alternative C-2 is **feasible**. It is **not prudent** because of the high relative cost to the replacement alternative and it doesn't resolve the hydraulic deficiency of the ditch nor does it remove the need for fracture critical inspection.

Additionally, this alternative would require a responsible party that wasn't the current owner to come forward and assume ownership of the bridge at the existing location. Following the project, this party would care for and maintain the bridge. Without a responsible party assuming ownership of the existing bridge, this alternative is not prudent. Additionally, the hydraulic issues make keeping the historic bridge in place undesirable. As discussed below, a party has stepped forward to reuse the historic bridge elsewhere.

#### D. Bridge Replacement In-Place with Existing Channel Alignment

This project involves constructing a 28 ft clear roadway beam bridge in place of the existing truss bridge. Alternative D, like previous bypass/rehab alternatives, would slightly move the intersection West. For this alternative, there is no need to move the intersection as far West because there is no truss obstructing the visibility of WB traffic.

The cost of this alternative is \$1,541,800, which is 79.1% of Alternative E.

Although Alternative D provides a replacement structure with a larger hydraulic opening and removes the need of fracture critical inspections, the inadequate alignment of the channel will result in sediment buildup over time resulting in a reduced and insufficient hydraulic opening, therefore Alternative D is considered **not prudent**.

#### E. Bridge Replacement with Channel Realignment

This alternative would include moving the bridge location further east and changing the channel alignment to two 45-degree bends, instead of the current single 90-degree channel bend. This will improve the hydraulic performance of the bridge, while increasing the hydraulic opening as well. This option replaces the current pony truss with an anticipated haunched concrete slab bridge on piles. The vertical alignment of CR 100 S would tie in with the existing alignment of CR 500 W, therefore minimizing the amount of pavement reconstruction needed.

The cost of Alternative E is \$1,948,700. Alternative E is **feasible**. It also eliminates the hydraulic inadequacy of the existing bridge and corrects the channel alignment while addressing the inadequate bridge clear roadway (photo 10), the sight obstruction from the pony truss (see calcs in appendix), and improvements to the intersection. Alternative E is

considered **prudent** because it improves the hydraulic rating and removes the need for fracture critical inspections.

Both Alternatives D and E will attempt to relocate the existing bridge for a new use. A responsible party must come forward to take ownership and relocate the bridge. Jackson County Fairgrounds have come forward to take ownership of the bridge and will use it for pedestrian/ADA use. The agreement from Jackson County Fairgrounds can be found in Appendix F. On January 26, 2012, Historic Jackson County Bridge #198 was relocated to the fairgrounds to be utilized for pedestrian traffic over a legal drain. The location, use, and condition of this bridge can be found in Appendix F. Jackson County Bridge #197 would also be placed over the legal drain for similar use, but at a location closer to ADA parking. The placement of Jackson #197 in respect to Jackson #198 can be also found in Appendix F.

**Table 3: Alternative Summary Table**

Alternative	Meets Project Purpose & Need?	Construction Cost	ROW Amount & Cost	Total Cost	Other Factors	Feasible & Prudent?
A-No-Build	No	N/A	N/A	N/A	Likely closure in 5 yrs.	Feasible: Yes Prudent: No
B-1: Rehabilitation in Accordance with SOIS without Intersection Relocation	No	\$453,000	N/A	\$453,000	None	Feasible: Yes Prudent: No
B-2: Rehabilitation in Accordance with SOIS with Intersection Relocation	No	\$1,123,000	4 acres, \$24,000	\$1,147,000	None	Feasible: Yes Prudent: No
C-1: One-Way Pair	No	\$1,607,700	6 acres, \$36,000	\$1,615,200	None	Feasible: Yes Prudent: No
C-2: Two-Way Bypass with Non-Vehicular Use	No	\$1,463,700	6 acres, \$36,000	\$1,499,700	A new owner must come forward.	Feasible: Yes Prudent: No
D: Bridge Replacement In-Place	No	\$1,529,800	2 acre, \$12000	\$1,541,800	None	Feasible: Yes Prudent: No
E: Bridge Replacement with Channel Realignment	Yes	\$1,900,700	8 acre, \$48,000	\$1,948,700	None	Feasible: Yes Prudent: Yes

\*Right of Way Cost Based on \$6000/acre

## **V. MINIMIZATION AND MITIGATION**

### **A. Minimization**

Alternatives A, B-1, B-2, C-1, and C-2 retain the existing structure in its current location. Alternative A, the Do Nothing alternative minimizes all impacts by allowing the bridge to remain in its current condition; however, this alternative does not meet the project purpose and need.

Alternatives B-1, B-2 and C-1 propose to rehabilitate the bridge to the SOIS for Rehabilitation, which would minimize the impacts to the historic structure; however, these alternatives have been demonstrated to have an additional cost involved and do not meet the purpose and need of this project. Thus, they are not prudent alternatives.

Alternative C-2 proposes a two-way bypass with non-vehicular use of the existing bridge. This alternative minimizes the impacts to the historic structure and is feasible. This alternative would require a responsible party to step forward to take ownership and maintenance responsibility for the existing bridge. The inadequate waterway opening and channel alignment would remain at the existing bridge. Therefore, it would not satisfy the purpose and need and is considered **not prudent**.

Alternatives D and E would remove the existing bridge superstructure for potential relocation and reuse, with construction of a new bridge on the existing alignment; thus, they would meet the project purpose and need. While the bridge would be relocated to another location, this alternative would minimize the changes to the historic character of the bridge. The Jackson County Fair Board has expressed a commitment to acquire ownership of the Jackson County Bridge 197 (36-00197) and relocate it to the County Fairgrounds as explained more below.

### **B. Mitigation**

Jackson County will consult with the State Historic Preservation Office (SHPO), to determine if photo documentation of the bridge is required consistent with the *Historic Bridges PA: Attachment B- Standard Treatment Approach for Historic Bridges*.

The bridge has been marketed for rehabilitation and reuse, or for the salvage of elements of the bridge by an interested party, in accordance with the Historic Bridge PA. An advertisement was placed in *The Tribune* newspaper (Seymour, Indiana), and on the INDOT Historic Bridges Marketing Program website on **May 19, 2021** and signs advertising the bridge for reuse were placed at the project site on the same day. An advertisement in *The Indianapolis Star* newspaper was published **May 19, 2021**. The marketing period will end when the public hearing comment period ends.

The Jackson County Fair Board has expressed a commitment to acquire ownership of the Jackson County Bridge 197 (36-00197) and relocate it to the County Fairgrounds. The agreement can be found in Appendix F. The new use would be for pedestrian ADA access to and from the fairgrounds. The Jackson County Fairgrounds relocated an historic truss on January 26, 2012 to the fairgrounds. The potential location of Jackson #197 is shown in Appendix F.

## **VI. PRELIMINARY PREFERRED ALTERNATIVE**

Alternate E is the preferred alternative because it is prudent and feasible and allows the relocation and preservation of the bridge at another location.

## **VII. APPENDICES**

- A. Maps
- B. Photographs
- C. Purpose and Need Supporting Documents
- D. Plans and Design Criteria
- E. Cost Estimates
- F. Jackson County Supporting Documents

**APPENDIX F:**  
**JACKSON COUNTY DOCS**

**JACKSON COUNTY HIGHWAY DEPARTMENT  
360S CR 25E  
BROWNSTOWN, INDIANA 47220**

**August 15, 2023**

Dear Sirs:

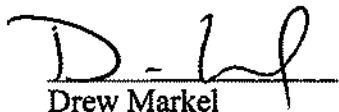
The Jackson County Fair Board, The Jackson County Board of Commissioners, and the Jackson County Highway Department have agreed upon the donation, acceptance, and re-erection of historical bridge #197, Des# 1703018, at the Jackson County Fairgrounds.

The fairgrounds were unanimously chosen for the new home of this structure based on the prime location and frequency for public exhibition and enjoyment of this historical bridge during the many events that take place at the fairgrounds each year. This bridge indeed has historical significance and will provide the local taxpayers with enjoyment while serving as a pedestrian bridge for future generations.

All costs associated with the removal and re-erection of bridge #197 shall be the responsibility of the Jackson County Board of Commissioners. This agreement is hereby effective immediately upon the application of the designated signatures below:

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**Jackson County Board of Commissioners:**



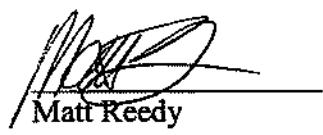
Drew Markel

**Jackson County Fair Board**



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Jackson County Fair Board, President



Matt Reedy



Bob Gillaspy

**JACKSON COUNTY  
HIGHWAY DEPARTMENT  
360 S. CO. RD. 25 EAST  
BROWNSTOWN, IN. 47220**

Mary,

The current Historic Iron Truss Bridge at the Fairgrounds was placed on January 26, 2012.

After serving its purpose in the county for many years, Historic Bridge # 198 is being enjoyed by the public at all fairgrounds functions.

Since its placement at the Fairgrounds, it serves as a span over a legal drain connecting the Fairgrounds and the reserved Handicap Parking Lot for all events being held throughout the year. It is well maintained and utilized for handicap access and public enjoyment.

Allowing the county to move Historic Bridge # 197 to the fairgrounds would be very beneficial for not only the fairgrounds but also for all handicap patrons for all events throughout the year. Bridge # 197 would span a legal drain that runs through the fairgrounds, placement of this bridge would be approximately 90 feet downstream from the other truss bridge allowing for easier ADA event access being centered on the handicap reserved parking lot. A new asphalt walk path will connect the bridge to the current walk paths.

Thank You,

Jerry Ault

Highway Superintendent



**JACKSON COUNTY  
HIGHWAY DEPARTMENT  
360 S. CO. RD. 25 EAST  
BROWNSTOWN, IN. 47220**

Mary, DES# 1703018

I received an email from Brad Isaacs stating that more documentation is needed for Des# 1703018 Jackson County Bridge #197. This project is in a flood prone area, usually between March and June, and occasionally in the fall. This project is on County Road 100 South, and it has a gravel surface keeping travelers at 25 to 30 MPH due to dust, road surface, line of sight when entering the bridge, and the bridge deck surface being wood is also a contributing factor of speed on this road.

The intersecting road on this project is County Road 500 W, it too is in a flood prone area and due to wear and tear, unevenness, farm equipment, Semi traffic transporting feed to the feeding operation located a half mile West of this project, and multiple curves, 35 to 40 MPH is the speeds locals always use on 500 W.

Thank You,

Jerry Ault

Highway Superintendent

## Medora Community School Corporation

31 S. Perry St. - P.O. Box 369 - Medora, IN 47260 - Telephone (812) 966-2210 - Fax (812) 966-2217

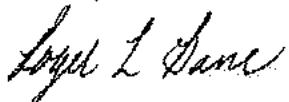
TO: Jackson County Hwy. Department  
FROM: Roger L. Bane, Superintendent  
Medora Community School Corporation  
DATE: December 10, 2020  
SUBJECT: Support of Bridge Project

Medora Community School Corporation fully supports the Jackson County Hwy. Department in its effort to replace the bridge on 100 S. The improvement of roads in Jackson County is imperative for the safe passage of our students. Having improved bridges and roads allows us to increase our ability to provide improved transportation services for our students. This is done by allowing us to use alternative bus routes in instances of floods or blocked roads.

The safety of our students is our main priority. Having improved bridges and roads in Jackson County will help school districts assure that normal and alternative routes taken by our buses are safe and efficient.

If any other information is needed for the support of this grant, please send me an email at [rbane@medora.k12.in.us](mailto:rbane@medora.k12.in.us) or call (812) 966-2210.

Sincerely,



Roger L. Bane  
Superintendent

December 9, 2020

To Whom it may concern,

We are voicing our opinion that Bundy Brothers would benefit from the Iron bridge located in the Vallonia bottoms being replaced. This would allow our trucks to use the bridge to go this way and avoid Highway 50 and avoid the risk of an accident due to the volume of traffic on Hwy 50.

Thank you,

Bundy Brothers and Sons, Inc.