

Des 2200922 CE-2

Appendix C

Early Coordination



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

Eric Holcomb, Governor
Michael Smith, Commissioner

July 8, 2024

Sample Early Coordination Letter. Graphics and photos from Appendix B were attached.

RE: Des. No. 2200922, SR 114 Roadway and Small Structures Project, Fulton County, Indiana.

Environmental Reviewer,

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with a road rehabilitation and small structure replacement project in Fulton County, Indiana. The road rehabilitation project begins at the intersection of State Road (SR) 114 and SR 17 and extends approximately 5.8 miles west to the intersection of SR 114 and SR 25. The project area is located within the Fulton Quadrangle, as shown on the attached topographic maps. Project limits are within Section 24, Township 29 North, Range 1 East and Sections 19-23 and 40, Township 29 North, Range 2 East. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible effects associated with the project. **Please use the above designation number (Des. No.) and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

SR 114 is a rural major collector roadway with a posted speed limit of 55 miles per hour (mph). The roadway provides two 12-foot-wide through-travel lanes and two 2 to 3 foot wide paved shoulders, one of each in either direction. The section of SR 114 between SR 17 and SR 25 will be rehabilitated; the proposed scope of work involves milling and patching the existing roadway and installing a new overlay of Hot Mixed Asphalt (HMA) pavement. Residential drives along the alignment will receive a 3-foot-wide apron to tie into the roadway. Along this alignment of SR 114, the project also proposes the replacement of 20 small drainage pipes. These structures include both concrete and metal pipes less than 48 inches in diameter, and will be replaced in-kind. Details of each structure and their locations are included in the attached structure summary table. New riprap installation and drainage ditch work may occur at the drainage structures as necessary. All larger culverts (greater than 48 inches in diameter) and bridges along the alignment are paving exceptions and are not included in the scope of this project.

It is anticipated that more than 0.5 acre of permanent and temporary right-of-way will be required for the project, to be acquired from the adjacent roadsides of SR 114 near the drainage pipe replacements. No permanent lighting work will occur as part of this project; however, temporary lighting may be used during project construction. No relocation of residents or businesses will be required. The Maintenance of Traffic (MOT) plan will involve short-term road closures for each small

structure replacement. During these closures a posted detour will be in place utilizing SR 25, SR 16, and SR 17. The temporary detour will be approximately 14.7 miles long. The remaining roadway resurfacing activities will occur during lane closures with posted flaggers.

The project's letting date is currently scheduled for October 2026, with construction anticipated to begin in late 2026 or early 2027. Land use within the vicinity of the project primarily includes roadside right-of-way, with residential, agricultural, and commercial properties adjacent to the project alignment. The project qualifies for the application of the U.S. Fish and Wildlife Service (USFWS) range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat, and project information will be provided to the USFWS for review separately. SJCA Inc. will investigate the site for historical resources for compliance with Section 106. A Waters of the U.S. Determination/ Wetland Delineation report will also be completed by SJCA Inc.

Information specific to your agency's area of expertise concerning the effects of the project should be forwarded to **Shelby Lutz, SJCA Inc.** via email at shelby@sjcainc.com. **Please provide your response within 30 calendar days from the date of this letter.** However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact me at the above email address or at **(317) 566-0629**. The INDOT Project Manager, Shawna DeGraff, may also be contacted at SDeGraff@indot.in.gov. **Should we not receive a response within 30 calendar days from the date of this letter,** it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. Thank you in advance for your input and assistance.

Sincerely,



Shelby Lutz
Environmental Scientist/Ecologist
SJCA Inc.

Attachments:

Early Coordination Recipient List
Structure Summary Table
Project Maps (Site Location, Topographic, Aerial)
Photo Location Maps and Site Photographs



INDIANA DEPARTMENT OF TRANSPORTATION

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Eric Holcomb, Governor
Michael Smith, Commissioner

The following agencies received Early Coordination Letters:

Federal Highway Administration
LaPorte District, Kari Carmany-George
K.CarmanyGeorge@dot.gov

Natural Resources Conservation Service
State Conservationist, John Allen
John.Allen@usda.gov

U.S. Army Corps of Engineers, Louisville District
RegulatoryApplicationsLRL@usace.army.mil

U.S. Department of Housing & Urban Development
Chicago Regional Office
Field Environmental Officer, Erik Sandstedt
Erik.R.Sandstedt@hud.gov

U.S. Fish and Wildlife Service
Northern Indiana Suboffice, Robin McWilliams-Munson
Robin_McWilliams@fws.gov

IDEM Groundwater Section
Wellhead Proximity Determinator
(Online Assessment)

Indiana Geological and Water Survey
(Online Assessment)
<https://igws.indiana.edu/eAssessment>

IDNR Division of Fish and Wildlife
Environmental Coordinator
EnvironmentalReview@dnr.in.gov

INDOT District Environmental, Stewart Michels
SMichels@indot.in.gov

INDOT Project Manager, Shawna DeGraff
SDeGraff@indot.in.gov

INDOT Utilities and Railroads
Utilities and Railroads Director, Sam Anderson
SaAnderson2@indot.in.gov

Fulton County Board of Commissioners
Commissioners@co.fulton.in.us

Fulton County Council
Council@co.fulton.in.us

Fulton County Highway Department
Highway@co.fulton.in.us

Fulton County Local Floodplain Administrator
Gary Madlem, Madlem-IMS@rtcol.com

Fulton County Sheriff's Department
AMoolenaar@co.fulton.in.us

Fulton County Soil & Water Conservation District
SWCDFultonCo@gmail.com

Fulton County Surveyor
Surveyor@co.fulton.in.us

Town of Fulton, Indiana
TownofFulton@hotmail.com

Local Volunteer Fire Departments
Fulton-Liberty Township, BrianET043@yahoo.com
Wayne Township, DagueFarms@fourway.net

Caston School Corporation
Superintendent, Angie Miller
MillerA@caston.k12.in.us
Transportation Director, Josh Lowe
LoweJ@caston.k12.in.us

Shelby Lutz

From: Shelby Lutz
Sent: Tuesday, July 9, 2024 8:36 AM
To: Peggy Dague
Subject: RE: Des 2200922; SR 114 Roadway & Small Structures Project, Fulton Co.Early Coordination
Attachments: Des 2200922_SR 114_Early Coordination.pdf

Good morning,

I'm sorry about that! I've reattached that packet of information – it has more details about the project and maps and photos of the area. Unfortunately we are still pretty early in the project, so I don't have specific dates of when construction would begin. Currently, it's anticipated to start in late 2026 or early 2027.

I have reached out to the local school corporation (superintendent and the transportation director) with this information to notify them as well. As part of our final environmental impacts document that will be prepared for the project, we always include a standard requirement for the project sponsor to notify any emergency services or school corporations at least two weeks prior to any construction that could block or limit access. So at a minimum, you should receive notification of the temporary closures from INDOT or the project engineer once we get closer to that construction occurring.

Thanks so much for following up, and please let me know if you have any additional questions.

Shelby Lutz

From: Peggy Dague <daguefarms@fourway.net>
Sent: Monday, July 8, 2024 2:58 PM
To: Shelby Lutz <Shelby@sjcainc.com>
Subject: RE: Des 2200922; SR 114 Roadway & Small Structures Project, Fulton Co.Early Coordination

Hello Shelby,

Thank you for reaching out with the upcoming project of SR114. I did not receive an attachment, but I am very familiar with the drainage pipes that will probably be replaced. My concern is not only for the Volunteer Fire Department, but also school buses. You did not mention when the projected starting date or completion dates might be. I would appreciate notification of those dates when you have those available.

This will be a temporary inconvenience, but I'm sure the community will appreciate the finished project.

Peggy Dague
Wayne Township Trustee

Sent from [Mail](#) for Windows

From: [Shelby Lutz](#)
Sent: Monday, July 8, 2024 12:56 PM
To: [brianet043@yahoo.com](#); [daguefarms@fourway.net](#)
Subject: Des 2200922; SR 114 Roadway & Small Structures Project, Fulton Co.Early Coordination

Shelby Lutz

From: Michels, Stewart <SMichels@indot.IN.gov>
Sent: Monday, July 8, 2024 4:48 PM
To: Shelby Lutz
Subject: RE: Des 2200922; SR 114 Roadway & Small Structures Project, Fulton Co. Early Coordination

Follow Up Flag: Follow up
Flag Status: Flagged

Shelby,

Thank you for providing a copy of the early coordination letter for Des 2200922 to the LaPorte District Environmental Services. We do not have any comment at this time. Thank you, again, for contacting us.

Regards,
Stew

Stewart Michels

Environmental Manager Supervisor

Indiana Department of Transportation
LaPorte District

Cell: (219) 402-7315

Email: SMichels@indot.in.gov

[Find us on social media!](#)



From: Shelby Lutz <Shelby@sjcainc.com>
Sent: Monday, July 8, 2024 11:54 AM
To: Michels, Stewart <SMichels@indot.IN.gov>
Subject: Des 2200922; SR 114 Roadway & Small Structures Project, Fulton Co. Early Coordination

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

Dear Environmental Reviewer,

Good afternoon, I hope you had a wonderful holiday weekend! Attached is Early Coordination information for the abovementioned project in Fulton County, Indiana for your reference and records.

Please feel free to contact me via email or phone. Your response is kindly requested within 30 days.



Organization and Project Information

Organization Name: SJCA Inc

Last Name: Lutz

Email: shelby@sjcainc.com

Address Line 2: Suite 200

State: IN

Project Title: SR 114 Road & Small Structures
Project - CLV-60294

Project Description: Des. No. 2200922 involves
rehabilitating the SR 114 roadway with a new
HMA overlay, from SR 17 to SR 25. Twenty small
structures along the alignment will be replaced
in-kind.

First Name: Shelby

Phone: (317) 566-0629

Address Line 1: 9102 N Meridian Street

City: Indianapolis

Zip: 46260

Destination ID: 2200922

Environmental Assessment Report

Geological Hazards:

1. Moderate liquefaction potential

Mineral Resources:

1. Bedrock Resource: High Potential
2. Sand and Gravel Resource: Low Potential

Disclaimer:

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This information was furnished by Indiana Geological Survey

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

Email: IGSEnvir@indiana.edu

Phone: (812) 855-7428



Organization and Project Information

Organization Name: SJCA Inc

Last Name: Lutz

Email: shelby@sjcainc.com

Address Line 2: Suite 200

State: IN

Destination Id: 2200922

First Name: Shelby

Phone: (317) 566-0629

Address Line 1: 9102 N Meridian Street

City: Indianapolis

Zip: 46260

Project Title: SR 114 Road & Small Structures
Project - CLV-60295 & CLV-60296

Project Description: Des. No. 2200922 involves rehabilitating the SR 114 roadway with a new HMA overlay, from SR 17 to SR 25. Twenty small structures along the alignment will be replaced in-kind.

Environmental Assessment Report

Geological Hazards:

1. Moderate liquefaction potential

Mineral Resources:

1. Bedrock Resource: High Potential
2. Sand and Gravel Resource: Low Potential

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Phone: (812) 855-7428



Organization and Project Information

Organization Name: SJCA Inc

Last Name: Lutz

Email: shelby@sjcainc.com

Address Line 2: Suite 200

State: IN

Destination Id: 2200922

First Name: Shelby

Phone: (317) 566-0629

Address Line 1: 9102 N Meridian Street

City: Indianapolis

Zip: 46260

Project Title: SR 114 Road & Small Structures
Project - CLV-60297 & CLV-60298

Project Description: Des. No. 2200922 involves rehabilitating the SR 114 roadway with a new HMA overlay, from SR 17 to SR 25. Twenty small structures along the alignment will be replaced in-kind.

Environmental Assessment Report

Geological Hazards:

1. Moderate liquefaction potential

Mineral Resources:

1. Bedrock Resource: High Potential
2. Sand and Gravel Resource: Low Potential

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Organization and Project Information

Organization Name: SJCA Inc

Last Name: Lutz

Email: shelby@sjcainc.com

Address Line 2: Suite 200

State: IN

Destination Id: 2200922

First Name: Shelby

Phone: (317) 566-0629

Address Line 1: 9102 N Meridian Street

City: Indianapolis

Zip: 46260

Project Title: SR 114 Road & Small Structures
Project - CLV-60299 & CLV-60300

Project Description: Des. No. 2200922 involves rehabilitating the SR 114 roadway with a new HMA overlay, from SR 17 to SR 25. Twenty small structures along the alignment will be replaced in-kind.

Environmental Assessment Report

Geological Hazards:

1. High liquefaction potential

Mineral Resources:

1. Bedrock Resource: High Potential
2. Sand and Gravel Resource: Low Potential

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Phone: (812) 855-7428



Organization and Project Information

Organization Name: SJCA Inc

Last Name: Lutz

Email: shelby@sjcainc.com

Address Line 2: Suite 200

State: IN

Project Title: SR 114 Road & Small Structures
Project - CLV-60301, -60302, & -60303

Project Description: Des. No. 2200922 involves
rehabilitating the SR 114 roadway with a new
HMA overlay, from SR 17 to SR 25. Twenty small
structures along the alignment will be replaced
in-kind.

First Name: Shelby

Phone: (317) 566-0629

Address Line 1: 9102 N Meridian Street

City: Indianapolis

Zip: 46260

Destination ID: 2200922

Environmental Assessment Report

Geological Hazards:

1. Moderate liquefaction potential

Mineral Resources:

1. Bedrock Resource: High Potential
2. Sand and Gravel Resource: Low Potential

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Phone: (812) 855-7428



Organization and Project Information

Organization Name: SJCA Inc

Last Name: Lutz

Email: shelby@sjcainc.com

Address Line 2: Suite 200

State: IN

Destination Id: 2200922

First Name: Shelby

Phone: (317) 566-0629

Address Line 1: 9102 N Meridian Street

City: Indianapolis

Zip: 46260

Project Title: SR 114 Road & Small Structures
Project - CLV-60304

Project Description: Des. No. 2200922 involves rehabilitating the SR 114 roadway with a new HMA overlay, from SR 17 to SR 25. Twenty small structures along the alignment will be replaced in-kind.

Environmental Assessment Report

Geological Hazards:

1. Moderate liquefaction potential

Mineral Resources:

1. Bedrock Resource: High Potential
2. Sand and Gravel Resource: Low Potential

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Phone: (812) 855-7428



Organization and Project Information

Organization Name: SJCA Inc

Last Name: Lutz

Email: shelby@sjcainc.com

Address Line 2: Suite 200

State: IN

Destination Id: 2200922

First Name: Shelby

Phone: (317) 566-0629

Address Line 1: 9102 N Meridian Street

City: Indianapolis

Zip: 46260

Project Title: SR 114 Road & Small Structures
Project - CLV-60305

Project Description: Des. No. 2200922 involves rehabilitating the SR 114 roadway with a new HMA overlay, from SR 17 to SR 25. Twenty small structures along the alignment will be replaced in-kind.

Environmental Assessment Report

Geological Hazards:

1. High liquefaction potential

Mineral Resources:

1. Bedrock Resource: High Potential
2. Sand and Gravel Resource: Low Potential

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Phone: (812) 855-7428



Organization and Project Information

Organization Name: SJCA Inc

Last Name: Lutz

Email: shelby@sjcainc.com

Address Line 2: Suite 200

State: IN

Destination Id: 2200922

First Name: Shelby

Phone: (317) 566-0629

Address Line 1: 9102 N Meridian Street

City: Indianapolis

Zip: 46260

Project Title: SR 114 Road & Small Structures
Project - CLV-60306 & CLV-60307

Project Description: Des. No. 2200922 involves rehabilitating the SR 114 roadway with a new HMA overlay, from SR 17 to SR 25. Twenty small structures along the alignment will be replaced in-kind.

Environmental Assessment Report

Geological Hazards:

1. High liquefaction potential

Mineral Resources:

1. Bedrock Resource: High Potential
2. Sand and Gravel Resource: Low Potential

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Organization and Project Information

Organization Name: SJCA Inc

Last Name: Lutz

Email: shelby@sjcainc.com

Address Line 2: Suite 200

State: IN

Destination Id: 2200922

First Name: Shelby

Phone: (317) 566-0629

Address Line 1: 9102 N Meridian Street

City: Indianapolis

Zip: 46260

Project Title: SR 114 Road & Small Structures
Project - CLV-60308 & CLV-60309

Project Description: Des. No. 2200922 involves rehabilitating the SR 114 roadway with a new HMA overlay, from SR 17 to SR 25. Twenty small structures along the alignment will be replaced in-kind.

Environmental Assessment Report

Geological Hazards:

1. Moderate liquefaction potential

Mineral Resources:

1. Bedrock Resource: High Potential
2. Sand and Gravel Resource: Low Potential

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Phone: (812) 855-7428



Organization and Project Information

Organization Name: SJCA Inc

Last Name: Lutz

Email: shelby@sjcainc.com

Address Line 2: Suite 200

State: IN

Destination Id: 2200922

First Name: Shelby

Phone: (317) 566-0629

Address Line 1: 9102 N Meridian Street

City: Indianapolis

Zip: 46260

Project Title: SR 114 Road & Small Structures
Project - CLV-60310 & CLV-60311

Project Description: Des. No. 2200922 involves rehabilitating the SR 114 roadway with a new HMA overlay, from SR 17 to SR 25. Twenty small structures along the alignment will be replaced in-kind.

Environmental Assessment Report

Geological Hazards:

1. Moderate liquefaction potential

Mineral Resources:

1. Bedrock Resource: High Potential
2. Sand and Gravel Resource: Low Potential

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Email: IGSEnvir@indiana.edu

Phone: (812) 855-7428



Organization and Project Information

Organization Name: SJCA Inc

Last Name: Lutz

Email: shelby@sjcainc.com

Address Line 2: Suite 200

State: IN

Destination Id: 2200922

First Name: Shelby

Phone: (317) 566-0629

Address Line 1: 9102 N Meridian Street

City: Indianapolis

Zip: 46260

Project Title: SR 114 Road & Small Structures
Project - CLV-60312 & CLV-60313

Project Description: Des. No. 2200922 involves rehabilitating the SR 114 roadway with a new HMA overlay, from SR 17 to SR 25. Twenty small structures along the alignment will be replaced in-kind.

Environmental Assessment Report

Geological Hazards:

1. Moderate liquefaction potential

Mineral Resources:

1. Bedrock Resource: High Potential
2. Sand and Gravel Resource: Low Potential

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This information was furnished by Indiana Geological Survey

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

Email: IGSEnvir@indiana.edu

Phone: (812) 855-7428

THIS IS NOT A PERMIT

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

DNR#: ER-26672

Request Received: July 8, 2024

Requestor:

Shelby Lutz
SJCA, Inc.
9102 North Meridian Street, Suite 200
Indianapolis, IN 46260

Project:

SR 114 5.8-mile road rehabilitation, including an HMA overlay and 20 small drainage pipe in-kind replacements, from SR 17 to SR 25; Des #2200922

County/Site Info: Fulton County

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

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

Regulatory Assessment:

This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile, unless it qualifies for a bridge exemption (see enclosure) or qualifies under the INDOT and IDNR Memorandum of Understanding for Maintenance Activity Exemption, dated March 2023. Please include a copy of this letter with the permit application, if required.

Natural Heritage Database:

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

Fish and Wildlife Comments:

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

A) Pavement Rehabilitation

Pavement rehabilitation projects typically do not have a significant impact on fish, wildlife, and botanical resources if best management practices (BMPs) are in place to limit the migration of polycyclic aromatic hydrocarbons (PAHs) into local waterways. PAHs are a byproduct of asphalt and coal tar-based sealants and negatively impact aquatic systems. The use of sealants that are free of petroleum and coal tar-based products is encouraged whenever possible. Contaminated road runoff can significantly impact the aquatic environment through increased turbidity and release of sediment into the stream which can be harmful to fish and other aquatic organisms, their eggs, and their food supply. Where possible, road runoff should be directed to riprap turnouts and sediment filtration prior to entering a stream to reduce impacts to aquatic species.

We recommend the use of pollutant trapping technology such as storm drain inserts to reduce the runoff of roadside pollutants where appropriate.

B) Stream Crossing Design

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

The new/replacement/rehabilitated crossing structure, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. Upgrading wildlife passage for replacement/rehabilitated structures is recommended whenever possible to improve wildlife/vehicle safety. Bank lines must be maintained or restored within structures to allow for wildlife passage above the ordinary high-water mark (OHWM). All wildlife passage designs must include a smooth level pathway preferably 3 feet wide but a minimum of 1-2 feet in width composed of natural substrate (soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. The width and location of the wildlife pathway is dependent on the wildlife species using the area.

C) Riparian Habitat

If tree clearing will be necessary for this project, we recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation Guidelines (and plant lists) can be found online at: <https://www.in.gov/nrc/files/IB-17.pdf>.

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

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

D) Wetlands

Due to the presence or potential presence of wetland habitat on site, we recommend contacting and coordinating with the Indiana Department of Environmental Management (IDEM) 401 program and the US Army Corps of Engineers (USACE) 404 program.

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

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

Contact Staff:

Our agency appreciates this opportunity to be of service. Please contact me at RVanVoorhis@dnr.IN.gov or (317) 232-8163 if we can be of further assistance.

Rachel Van Voorhis

Rachel Van Voorhis
Environmental Coordinator
Division of Fish and Wildlife

Date: August 7, 2024

Shelby Lutz

From: Shelby Lutz
Sent: Monday, August 19, 2024 9:12 AM
To: 'Lowe, Josh'
Subject: RE: Des 2200922; SR 114 Roadway & Small Structures Project, Fulton Co. Early Coordination

Good morning,

I am reaching out with a brief update regarding the traffic concerns for this SR 114 structure replacement project. I have been in coordination with the lead designer on the project, who has also coordinated with INDOT. I am including each of their responses below:

From the designer:

- We are currently in coordination with INDOT on the anticipated construction window, the project will be awarded in October 2026, which will push construction into 2027. There is the potential that construction may be pushed to the summer of 2027. During construction, short term closures are anticipated for pipe removal and replacement. During the road closures the entire corridor will not be closed at one time, just in the locations of the pipe removal. Local detours will still be available along SR 114 for the residents and for bus travel. Non-local traffic will be detoured along SR 17, SR 16 and SR 25. A provision will be written that will require the contractor to coordinate closures with the local Emergency services and schools. The resurfacing project to follow the pipe replacement is anticipated to be completed under flagging operation. Whereas SR 114 will not be closed, bus traffic may see some slight delays from traffic queuing from the flagging operation and would need to plan accordingly if construction takes place during School months.

From INDOT:

- The entire corridor will not be closed at one time, just as each pipe is removed and replaced, so local detours will be available and will be coordinated with the school corporation.

I hope this information helps, but if you have any other questions or concerns, please let me know. Thank you,

From: Shelby Lutz
Sent: Tuesday, August 6, 2024 12:25 PM
To: Lowe, Josh <lowej@caston.k12.in.us>
Subject: RE: Des 2200922; SR 114 Roadway & Small Structures Project, Fulton Co. Early Coordination

Good afternoon,

Thank you so much for your response! I'm sorry for the delayed reply, but I wanted to reach back out to you and let you know I will pass along this information to the lead designer on the project. Currently the construction is anticipated to occur in late 2026 or early 2027, but unfortunately we are too early in the process for me to have any more details than that at this time. However, the project schedule might be able to be pushed to the summer months to avoid conflicts with the school year. I can't guarantee they will be able to for this project, but I will certainly pass along the information and make the suggestion!

We also always include a standard recommendation in our environmental document that requires the project sponsors (INDOT in this case, or the engineers) to notify schools and emergency services at least two weeks prior to any closures that could impact traffic. I hope that helps alleviate some concerns, and if I am able to get any additional information from the designers, I will be sure follow up with you.

Thanks so much,

From: Lowe, Josh <lowej@caston.k12.in.us>

Sent: Wednesday, July 24, 2024 9:09 AM

To: Shelby Lutz <Shelby@sjcainc.com>

Subject: Re: Des 2200922; SR 114 Roadway & Small Structures Project, Fulton Co. Early Coordination

Shelby,

I am the Transportation Director at Caston School Corp. and just responding to the email that was sent out on receiving feedback on the upcoming Highway 114 project in Fulton County IN. That road is a main road used by our district with 5 buses using this highway daily and we do have students that live on this road. As with all other road work we can figure out what will need to be done.

Thank You, Josh

On Mon, Jul 8, 2024 at 1:07 PM Shelby Lutz <Shelby@sjcainc.com> wrote:

Good afternoon,

I hope you had a wonderful holiday weekend! I am an Environmental Scientist/Ecologist with SJCA Inc. My company is working on a project for the Indiana Department of Transportation (INDOT) located near the town of Fulton in Fulton County, Indiana. The project involves the rehabilitation of the SR 114 roadway from SR 17 to SR 25, as well as the replacement of several drainage pipes under the roadway. Attached is a packet of information, maps, and photographs for reference.

I am reaching out to you with Early Coordination information for the abovementioned project for your review and comment. This information is being shared with you in case there will be any potential travel impacts in your area.

Please feel free to contact me via email or phone if you have any questions. If you have concerns or comments on this project, your response is kindly requested within 30 days. I will incorporate your response in environmental impact documentation for this project.

Thank you,

November 4, 2024

Shelby Lutz
SJCA Inc.
9102 N. Meridian Street, Suite 200
Indianapolis, Indiana 46260
Shelby@sjcainc.com

Dear Shelby Lutz:

The proposed SR 114 Roadway and Small Structures Project, in Fulton County, Indiana, (Des No 2200922) as referred to in your letter received on October 29 2024, will cause a conversion of prime farmland.

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

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

Sincerely,

JOHN ALLEN  Digitally signed by JOHN ALLEN
Date: 2024.11.04 13:48:22 -05'00'

JOHN ALLEN
State Soil Scientist

Enclosers

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request				
Name of Project DES2200922_SR114_Roadway & Sm St		Federal Agency Involved				
Proposed Land Use		County and State Fulton County, IN				
PART II (To be completed by NRCS)		Date Request Received By NRCS 11/5/2024		Person Completing Form: JRA		
Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		Acres Irrigated 286 ac		
Major Crop(s) Corn		Farmable Land In Govt. Jurisdiction Acres: 223949 % 94		Amount of Farmland As Defined in FPPA Acres: 19358% 81		
Name of Land Evaluation System Used LESA		Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS		
PART III (To be completed by Federal Agency)		Alternative Site Rating				
		Site A	Site B	Site C	Site D	
A. Total Acres To Be Converted Directly		1.07				
B. Total Acres To Be Converted Indirectly		0.00				
C. Total Acres In Site		1.07				
PART IV (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime And Unique Farmland		0.91				
B. Total Acres Statewide Important or Local Important Farmland		0.00				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		<0.001				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		12				
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		96				
PART VI (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)		Maximum Points	Site A	Site B	Site C	Site D
1. Area In Non-urban Use		(15)	15			
2. Perimeter In Non-urban Use		(10)	8			
3. Percent Of Site Being Farmed		(20)	7			
4. Protection Provided By State and Local Government		(20)	0			
5. Distance From Urban Built-up Area		(15)	10			
6. Distance To Urban Support Services		(15)	5			
7. Size Of Present Farm Unit Compared To Average		(10)	0			
8. Creation Of Non-farmable Farmland		(10)	0			
9. Availability Of Farm Support Services		(5)	3			
10. On-Farm Investments		(20)	8			
11. Effects Of Conversion On Farm Support Services		(10)	0			
12. Compatibility With Existing Agricultural Use		(10)	0			
TOTAL SITE ASSESSMENT POINTS		160	56	0	0	0
PART VII (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)		100	96	0	0	0
Total Site Assessment (From Part VI above or local site assessment)		160	56	0	0	0
TOTAL POINTS (Total of above 2 lines)		260	152	0	0	0
Site Selected:		Date Of Selection		Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		
Reason For Selection: The project will replace 19 small structures under the SR 114 roadway. However, only 12 small structure locations will require the acquisition of right-of-way. The right-of-way areas were selected to allow for construction access and the structure replacements. This form averages all structure locations and areas of ROW.						
Name of Federal agency representative completing this form: Shelby Lutz, SJCA Inc.					Date: 11.13.2024	

(See Instructions on reverse side)

Form AD-1006 (03-02)



United States Department of the Interior

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



In Reply Refer To:

01/27/2025 19:55:39 UTC

Project Code: 2025-0017336

Project Name: Des. No. 2200922, SR 114 Road Rehabilitation and Small Structure Replacement Project

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

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

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

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

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/>

[s7process/index.html](https://www.fws.gov/s7process/index.html). This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process. For all **wind energy projects and projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

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

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

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

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

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

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

migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

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

Attachment(s):

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

OFFICIAL SPECIES LIST

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

This species list is provided by:

Indiana Ecological Services Field Office

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

PROJECT SUMMARY

Project Code: 2025-0017336

Project Name: Des. No. 2200922, SR 114 Road Rehabilitation and Small Structure Replacement Project

Project Type: Road Repair

Project Description: The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), intends to proceed with a Hot Mix Asphalt (HMA) overlay and small structure replacement project on SR 114, Des. No. 2200922, from SR 17 to SR 25 in Fulton County, Indiana. The project involves the in-kind replacement of 19 small structures (all with diameters of 24 inches or less) along with milling and new HMA overlay of SR 114. Work off of the existing roadway will be required for each structure; no work off the roadway will occur in the HMA overlay-only areas. All larger culverts (greater than 36 inches in diameter) and bridges along the alignment are paving exceptions and are not included in the scope of this project. No permanent lighting work will occur as part of this project; however, temporary lighting may be used during project construction. Suitable summer habitat, in the form of individual trees or copses, is present near several of the small structure locations. No tree clearing will occur as part of the project activities. A review of the confidential USFWS database by the INDOT LaPorte District on May 6, 2024, did not indicate the presence of threatened or endangered bat species in or within 0.5-mile of the project area. The project's letting date is currently scheduled for October 2026, with construction anticipated to begin in late 2026 or early 2027.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@40.9447039,-86.26821309677169,14z>



Counties: Fulton County, Indiana

ENDANGERED SPECIES ACT SPECIES

There is a total of 6 threatened, endangered, or candidate species on this species list.

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

MAMMALS

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat <i>Perimyotis subflavus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

BIRDS

NAME	STATUS
Whooping Crane <i>Grus americana</i> Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/758	Experimental Population, Non- Essential

CLAMS

NAME	STATUS
Salamander Mussel <i>Simpsonaias ambigua</i> There is proposed critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6208	Proposed Endangered

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> There is proposed critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

CRITICAL HABITATS

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

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

BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act ² and the Migratory Bird Treaty Act (MBTA) ¹. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

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

There are Bald Eagles and/or Golden Eagles in your [project](#) area.

Measures for Proactively Minimizing Eagle Impacts

For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the [National Bald Eagle Management Guidelines](#). You may employ the timing and activity-specific distance recommendations in this document when designing your project/activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to [Bald Eagle Nesting and Sensitivity to Human Activity](#).

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

If disturbance or take of eagles cannot be avoided, an [incidental take permit](#) may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the [Do I Need A Permit Tool](#). For assistance making this determination for golden eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

Ensure Your Eagle List is Accurate and Complete

If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the [Supplemental Information on Migratory Birds and Eagles](#), to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

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

Probability of Presence (■)

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

Breeding Season (■)

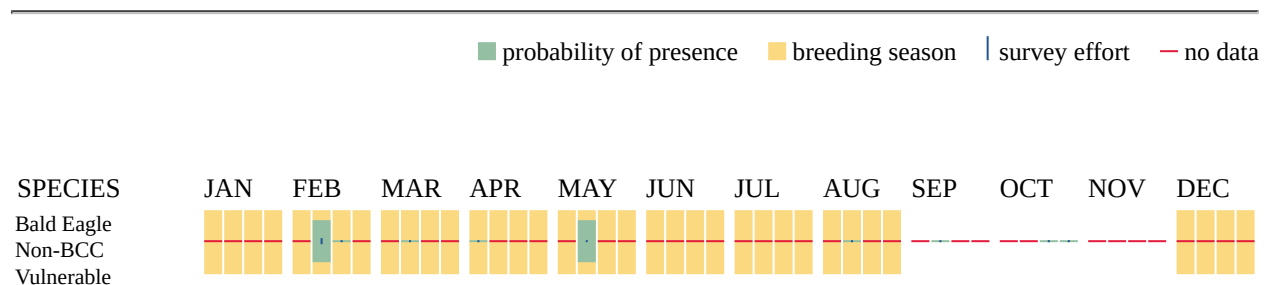
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

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

No Data (—)

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



Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>

- Nationwide avoidance and minimization measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) ¹ prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service). The incidental take of migratory birds is the injury or death of birds that results from, but is not the purpose, of an activity. The Service interprets the MBTA to prohibit incidental take.

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

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Lesser Yellowlegs <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Pectoral Sandpiper <i>Calidris melanotos</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9561	Breeds elsewhere

PROBABILITY OF PRESENCE SUMMARY

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

Probability of Presence (■)

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

Breeding Season (■)

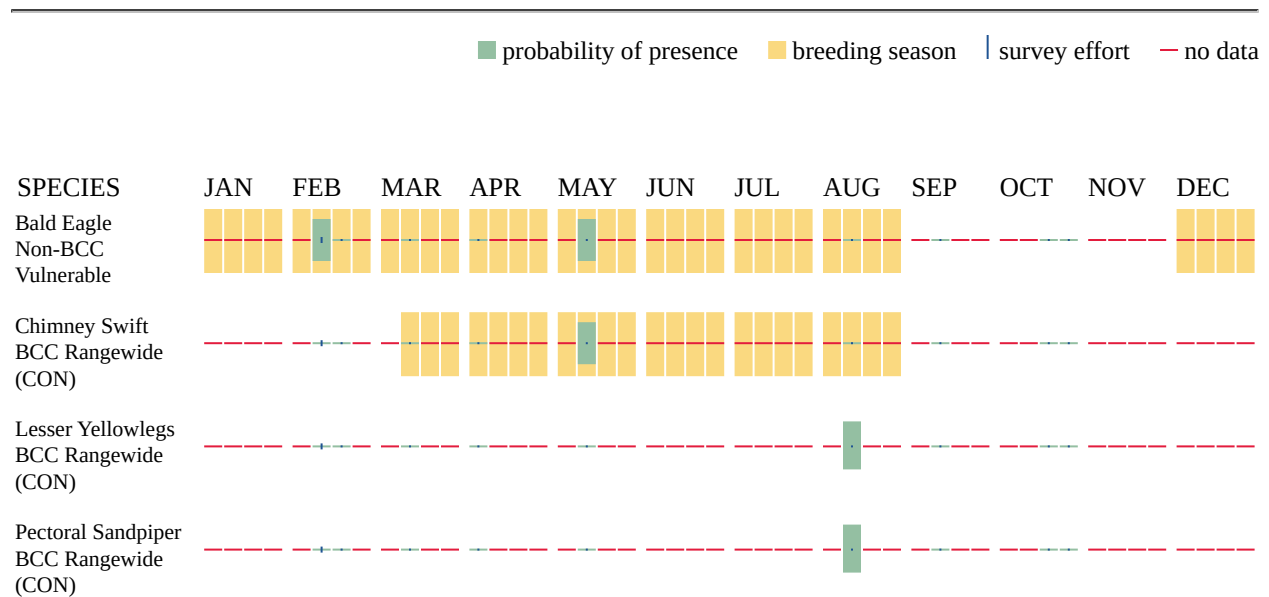
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

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

No Data (—)

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



Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>

- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

WETLANDS

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

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

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

FRESHWATER FORESTED/SHRUB WETLAND

- PFO1A

FRESHWATER EMERGENT WETLAND

- PEM1F
- PEM1A

RIVERINE

- R5UBH

IPAC USER CONTACT INFORMATION

Agency: SJCA Inc
Name: Christian Radcliff
Address: 1028 Virginia Avenue, Suite 201
City: Indianapolis
State: IN
Zip: 46203
Email: cradcliff@sjcainc.com
Phone: 3175660629

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

You have indicated that your project falls under or receives funding through the following special project authorities:

- BIPARTISAN INFRASTRUCTURE LAW (BIL) (OTHER)



United States Department of the Interior

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



In Reply Refer To:

11/20/2024 13:21:46 UTC

Project code: 2025-0017336

Project Name: Des. No. 2200922, SR 114 Road Rehabilitation and Small Structure Replacement Project

Subject: Concurrence verification letter for the 'Des. No. 2200922, SR 114 Road Rehabilitation and Small Structure Replacement Project' project under the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (NLEB).

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated November 20, 2024 to verify that the **Des. No. 2200922, SR 114 Road Rehabilitation and Small Structure Replacement Project** (Proposed Action) may rely on the concurrence provided in the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

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

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed

Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

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

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

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

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

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

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

- Monarch Butterfly *Danaus plexippus* Candidate
- Salamander Mussel *Simpsonaias ambigua* Proposed Endangered
- Tricolored Bat *Perimyotis subflavus* Proposed Endangered
- Whooping Crane *Grus americana* Experimental Population, Non-Essential

PROJECT DESCRIPTION

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

NAME

Des. No. 2200922, SR 114 Road Rehabilitation and Small Structure Replacement Project

DESCRIPTION

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), intends to proceed with a Hot Mix Asphalt (HMA) overlay and small structure replacement project on SR 114, Des. No. 2200922, from SR 17 to SR 25 in Fulton County, Indiana. The project involves the in-kind replacement of 19 small structures (all with diameters of 24 inches or less) along with milling and new HMA overlay of SR 114. Work off of the existing roadway will be required for each structure; no work off the roadway will occur in the HMA overlay-only areas. All larger culverts (greater than 36 inches in diameter) and bridges along the alignment are paving exceptions and are not included in the scope of this project. No permanent lighting work will occur as part of this project; however, temporary lighting may be used during project construction. Suitable summer habitat, in the form of individual trees or copses, is present near several of the small structure locations. No tree clearing will occur as part of the project activities. A review of the confidential USFWS database by the INDOT LaPorte District on May 6, 2024, did not indicate the presence of threatened or endangered bat species in or within 0.5-mile of the project area. The project's letting date is currently scheduled for October 2026, with construction anticipated to begin in late 2026 or early 2027.

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@40.9447039,-86.26821309677169,14z>



DETERMINATION KEY RESULT

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

QUALIFICATION INTERVIEW

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

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

Automatically answered

Yes

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

[1] See [northern long-eared bat species profile](#)

Automatically answered

Yes

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

A) Federal Highway Administration (FHWA)

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

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

No

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

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

No

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

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

No

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

No

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

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

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

Yes

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

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

No

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

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

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

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

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

No

11. Does the project include activities **within documented Indiana bat habitat**^{[1][2]}?

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

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

No

12. Does the project include activities **within documented NLEB habitat**^{[1][2]}?

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

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

No

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

No

14. Does the project include slash pile burning?

No

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

No

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

No

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

Yes

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

Yes

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

No

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

No

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

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

Yes

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

No

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

Automatically answered

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

24. **General AMM 1**

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

Yes

25. **Lighting AMM 1**

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

Yes

PROJECT QUESTIONNAIRE

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

N/A

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

N/A

AVOIDANCE AND MINIMIZATION MEASURES (AMMS)

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

LIGHTING AMM 1

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

GENERAL AMM 1

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

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

This key was last updated in IPaC on November 04, 2024. Keys are subject to periodic revision.

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

This decision key should only be used to verify project applicability with the Service's [amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion \(dated March 23, 2023\) for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

IPAC USER CONTACT INFORMATION

Agency: Indiana Department of Transportation

Name: Cassie Wahl

Address: 315 East Boyd Blvd

City: LaPorte

State: IN

Zip: 46350

Email: cwahl@indot.in.gov

Phone: 2193257509

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

You have indicated that your project falls under or receives funding through the following special project authorities:

- BIPARTISAN INFRASTRUCTURE LAW (BIL) (OTHER)

Des 2200922 CE-2

Appendix D

Section 106 of the NHPA

Minor Projects PA Project Submittal and Assessment Form

SECTION 1

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

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

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

Original Submission Date: June 11, 2024

Amended Submission Date*:

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

Submitted By (Provide Name and Firm/Organization): Heather Dewey, SJCA Inc., 1028 Virginia Ave. Suite 201, Indianapolis, IN 46203; 317-566-0629 hdewey@sjcainc.com

Project Designation Number: 2200922

Route Number: State Route (SR) 114, from SR 17 to SR 25

Feature crossed (if applicable): N/A

City/Township: Wayne Township and Town of Fulton/Liberty Township

County: Fulton County

Project Description: The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with a Hot Mix Asphalt (HMA) overlay and small structure replacement project on SR 114. The total project area encompasses a length of 5.9 miles and twenty (20) small structures. These twenty structures consist of concrete pipes and corrugated metal pipes (CMPs) with diameters between 15 inches (in.) and 24 in. and lengths between 45 ft. and 110 ft. Within the project area, SR 114 consists of a two-lane roadway classified as a Rural Collector not on the National Highway System, with lane widths of 10 ft. (ft.), and aggregate shoulders of approximately 2 ft. in width.

The proposed project will mill and resurface the existing asphalt pavement to 2 in. in depth with partial and full depth patching, as determined by the pavement design. Full depth pavement replacement will be required at the location of the small structure replacements. The pavement resurfacing will include the SR 114 limits within the corridor. Intersecting roadways will be resurfaced at the approach to SR 114. Residential drives that intersect with the corridor will receive a 3 ft. paved apron, and existing shoulders will receive 6 inches of No. 73 aggregate to match the existing material and shoulder width.

The twenty small structures in the project area will be replaced with concrete pipes of the same width and length as the existing structure (B9). These small structures are identified in the table below. Structures CLV-60312 & CLV-60313 will require some additional ditch work to convey flow from CLV-60313 to CLV-60312. Structure CLV-60313 will need to be slightly lengthened, and the inverts lowered to meet the low points in the adjacent yards. Revetment riprap will be placed at the ends of all the small structures. The existing inlets near several of the small structures (seen in the attached photos) will remain in place.

The purpose of this project is to improve the roadway to a good condition with an International Roughness Index (IRI) < 95 and to replace the small structures with a rating of 5 or below. The culvert rating system is on a scale from 1-9 with 9 being in great condition and 5 meaning the culvert requires attention. The need for this project is

Minor Projects PA Project Submittal and Assessment Form

Note: CLV 60297 was removed from the project scope.

due to the existing road showing signs of pavement distress, including edge failure and transverse cracking, and due to the deteriorating condition of the small structures, which show flooding, debris buildup, and rust.

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

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

Structure Number	Structure Types	Rating (North End)	Rating (South End)	Diameter	Length
60294	Concrete Pipe	5	7	15 in.	65 ft.
60295	Concrete Pipe	5	5	18 in.	65 ft.
60296	Concrete Pipe	5	5	15 in.	90 ft.
60297	Concrete Pipe	0	0	Unknown	95 ft.
60298	Concrete Pipe	3	5	15 in.	80 ft.
60299	Corrugated Metal Pipe	5	3	15 in.	65 ft.
60300	Corrugated Metal Pipe	5	N/A	15 in.	100 ft.
60301	Corrugated Metal Pipe	5	3	18 in.	60 ft.
60302	Corrugated Metal Pipe	0	5	18 in.	110 ft.
60303	Corrugated Metal Pipe	5	5	18 in.	55 ft.
60304	Concrete Pipe	3	7	15 in.	80 ft.
60305	Corrugated Metal Pipe	5	3	24 in.	85 ft.
60306	Corrugated Metal Pipe	5	3	18 in.	105 ft.
60307	Concrete Pipe	5	0	15 in.	80 ft.
60308	Corrugated Metal Pipe	5	7	18 in.	70 ft.
60309	Corrugated Metal Pipe	5	5	18 in.	45 ft.
60310	Concrete Pipe	5	0	15 in.	60 ft.
60311	Corrugated Metal Pipe	5	5	22 in. x 13 in.	80 ft.
60312	Corrugated Metal Pipe	3	5	18 in.	60 ft.
60313	Corrugated Metal Pipe	0	0	15 in.	45 ft.

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

☐ Yes ☐ No

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

☐ Yes ☐ No
Inventory Page # _____

Minor Projects PA Project Submittal and Assessment Form

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

☒ Yes ☐ No

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

☒ Permanent ☒ Temporary ☐ Reacquisition

If applicable, identify right-of-way acquisition locations in text below and in attached mapping. Please specify how much (both temporary and permanent) and indicate what activities are included in the proposed right-of-way: More than 0.5 acre

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

☐ Yes ☒ No

Archaeology (check one):

☐ All proposed activities are presumed to occur in previously disturbed soils.*

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

☒ Project takes place in undisturbed soils and the archaeology report is included with the submission.*

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

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

B-9. Installation, replacement, repair, lining, or extension of culverts and other drainage structures under the conditions listed below *[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]*:

Condition A (Archaeological Resources)

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

i. Work occurs in previously disturbed soils; *OR*

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

Condition B (Above-Ground Resources)

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

i. Work does not involve installation of a new culvert and other drainage structure, and there are no impacts to unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and retaining walls, under one of the following conditions (*Condition a, Condition b, or Condition c must be satisfied*):

Minor Projects PA Project Submittal and Assessment Form

- a. The structure exhibits no wood, stone, or brick structures or parts therein; *OR*
 - b. The structure exhibits only modern wood, stone, or brick structures or parts therein; *OR*
 - c. The structure exhibits non-modern wood, stone, or brick structures or parts therein and the following conditions are met (*BOTH Condition 1 AND Condition 2 must be met*):
 - 1. Work does not occur adjacent to or within a National Register-listed or National Register- eligible district or individual above-ground resource; *AND*
 - 2. The structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. Under this condition, a qualified professional (meeting the Secretary of Interior's Professional Qualification standards [48 Federal Register (FR) 44716]) must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.
- ii. Work involves the installation of a new culvert and other drainage structures *AND/OR* there may be impacts to unusual features, including historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and retaining walls, under the following conditions (*BOTH Condition a and Condition b must be satisfied*):
- a. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*
 - b. The subject structure exhibits one of the characteristics described below (*Condition 1, Condition 2 or Condition 3 must be satisfied*).
 - 1. The structure exhibits no wood, stone, or brick structures or parts therein; *OR*
 - 2. The structure exhibits only modern wood, stone, or brick structures or parts therein; *OR*
 - 3. The structure exhibits non-modern wood, stone, or brick structures or parts therein but lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. Under this condition, a qualified professional (meeting the Secretary of Interior's Professional Qualification standards [48 Federal Register (FR) 44716]) must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.

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

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

Minor Projects PA Project Submittal and Assessment Form

Part II: Completed by INDOT-CRO

Information reviewed (please check all that apply):

General project location map ☒ USGS map ☒ Aerial photographs ☒ Soil survey data ☒

General project area photos ☒ Archaeology Reports ☒ Historic Property Reports ☐

Indiana Historic Buildings, Bridges, and Cemeteries Map/Interim Report ☒

Bridge inspection information/iTAMS ☒ Historic Bridge Inventory Database ☐

SHAARD ☒ SHAARD GIS ☒ Streetview Imagery ☒ County GIS Data/Property Cards ☒

Other (please specify):

Smith, Galen K.

2024 A Phase Ia Archaeological Reconnaissance Survey for the State Road 114 HMA Overlay and Small Structure Replacements Project from State Road 17 to State Road 25, Liberty and Wayne Townships, Fulton County, Indiana (INDOT Des. No. 2200922). Report on file, Indiana Department of Transportation, Cultural Resources Office, Indianapolis, IN.

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

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

Additional Comments:

Above-ground Resources

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

The National Register & Indiana Historic Sites and Structures Inventory (IHSSI) information for Fulton County is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). The *Fulton County Interim Report* (1987; Wayne Township, Liberty Township) of the IHSSI was consulted. The SHAARD information was checked against the Interim Report hard copy maps. The IHBBCM contains the most up to date IHSSI information. No IHSSI documented resources rated higher than "Contributing" are located immediately adjacent to the project area.

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

Minor Projects PA Project Submittal and Assessment Form

The INDOT-CRO historian reviewed structures adjacent to the project area utilizing online aerial, street-view photography, and the Fulton County GIS website. The project area is located along SR 114, in an agrarian setting. The immediately adjacent built environment consists primarily of late nineteenth to early twentieth century residential and agricultural outbuildings. None of these structures appear to possess either the age or integrity and/or significance necessary to be considered National Register-eligible.

Regarding the following structures, they were not identified in a review of the IHBBCM. The structures were reviewed through photographs provided by the consultant that demonstrate the structures' size and material. The structures are not included in INDOT's Indiana Total Assets Management System (iTAMS) due to the small size of the pipes. Photographs confirm that the structures do not exhibit any wood, stone, or brick structures or parts therein. Additionally, the structures do not appear to possess any historical or engineering significance.

- Structure No. CLV-60294, 15-inch reinforced concrete pipe (RCP).
- Structure No. CLV-60295, 18-inch RCP.
- Structure No. CLV-60296, 15-inch RCP.
- Structure No. CLV-60297, RCP.
- Structure No. CLV-60298, 15-inch RCP.
- Structure No. CLV-60299, 15-inch CMP.
- Structure No. CLV-60300, 15-inch corrugated metal pipe (CMP).
- Structure No. CLV-60301, 18-inch CMP.
- Structure No. CLV-60302, 15-inch CMP.
- Structure No. CLV-60303, 18-inch CMP.
- Structure No. CLV-60304, 18-inch RCP.
- Structure No. CLV-60305, 24-inch CMP.
- Structure No. CLV-60306, 18-inch CMP.
- Structure No. CLV-60307, 15-inch RCP.
- Structure No. CLV-60308, 18-inch CMP.
- Structure No. CLV-60309, 18-inch CMP.
- Structure No. CLV-60310, 15-inch RCP.
- Structure No. CLV-60311, 15-inch by 12-inch CMP.
- Structure No. CLV-60312, 18-inch CMP.
- Structure No. CLV-60313, 15-inch CMP.

Note: CLV 60297 was removed from the project scope.

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

Archaeological Resources

An INDOT-CRO archaeologist who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 reviewed the Phase Ia archaeological reconnaissance submitted by SJCA, Inc. on behalf of Fishbeck (Smith 2024).

A 14.9-acre survey area was examined through a combination of systematic shovel probing (n=27), pedestrian survey, and visual inspection of disturbed areas. The area encompassing the intersection of SR 114 has been previously disturbed from the construction of the state road, existing culverts with associated drainages, embankments, residential infrastructure, landscaping, paved and gravel driveways, and buried utilities. Pedestrian survey in 5 m intervals was utilized in survey areas where the ground surface visibility was greater than 70 percent in agricultural fields around the project culverts. Shovel test probes were placed around culverts where surface visibility was less than 30 percent in residential lawns and agricultural fields. No archaeological sites were documented as a result of the survey and no further investigation is recommended (Smith 2024).

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

Minor Projects PA Project Submittal and Assessment Form

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

INDOT-CRO staff reviewer(s): Taylor Payne and KayLee Blum

INDOT Approval Date: 9/27/2024

Amendment Approval Date (if applicable):

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

Category A consists of projects that, by their nature, have no effect on properties listed in or eligible for inclusion in the National Register of Historic Places (hereinafter referred to as the “National Register”) and do not require review by INDOT Cultural Resources Office. All of the work under this Category must occur in previously disturbed soils, which are defined as soils that have been completely altered or displaced by earthmoving or other modern manipulation.

1. Any work on bridges limited to substructure or superstructure elements without replacing, widening, or elevating the superstructure under the conditions listed below (***BOTH Conditions A and B must be met***). This category **does not** include bridge replacement projects (when both superstructure and substructure are removed):
 - A. The project takes place in previously disturbed soils; *AND*
 - B. With regard to the bridges, at least one of the conditions (i, ii or iii) listed below must be satisfied:
 - i. The latest Historic Bridge Inventory identified the bridge as non-historic (see <http://www.in.gov/indot/2531.htm>);
 - ii. The bridge was built after 1945, and is a common type as defined in Section V. of the *Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* issued by the Advisory Council on Historic Preservation on November 2, 2012 for so long as that Program Comment remains in effect AND the considerations listed in Section IV of the Program Comment do not apply;
 - iii. The bridge is part of the Interstate system and was determined not eligible for the National Register under the Section 106 Exemption Regarding Effects to the Interstate Highway System adopted by the Advisory Council on Historic Preservation on March 10, 2005, for so long as that Exemption remains in effect.
2. All work within interchanges and within medians of divided highways in previously disturbed soils.
3. Replacement, repair, lining, or extension of culverts and other drainage structures that do not exhibit wood, stone or brick structures or parts therein and are in previously disturbed soils.
4. Roadway work associated with surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking within previously disturbed soils where replacement, repair, or installation of curbs, curb ramps or sidewalks will not be required.
5. Repair, in-kind replacement or upgrade of existing lighting, signals, signage, and other traffic control devices in previously disturbed soils.
6. Repair, replacement, or upgrade of existing safety appurtenances such as guardrails, barriers, glare screens, and crash attenuators in previously disturbed soils.
7. Repair or in-kind replacement of fencing and hardscape landscaping elements and/or replacement of existing plant materials in previously disturbed soils and installation of new fencing and hardscape landscaping elements and plant materials limited to locations within interstate right-of way within previously disturbed soils.
8. Installation of new or modification of existing traffic control devices and systems, including signs, signals, markings, illumination, other warning devices and their supports, to improve safety at railway crossings in previously disturbed soils.
9. Installation, repair, or replacement of erosion control measures along roadways, waterways and bridge piers within previously disturbed soils.

10. Routine roadside maintenance activities necessary to preserve existing infrastructure or maintain roadway safety in previously disturbed soils.
11. Rehabilitation of existing rest areas and truck weigh stations within previously disturbed soils.
12. Removal and disposal of hazardous waste.
13. Work on concrete and asphalt decks of bridges identified in the Historic Bridge Inventory as National Register-listed or National Register-eligible (see <http://www.in.gov/indot/2531.htm>), which is limited to pavement resurfacing, overlay, pavement repair, pavement grinding, pavement marking, seal coating, joint repair, and in-kind replacement or repair of existing concrete curbs, curb ramps or sidewalks in previously disturbed soils, provided none of these actions impact structural members of the bridge.
14. Repair and/or replace existing MSE walls, retaining walls and noise walls in previously disturbed soils, using similar design, dimensions and materials.



A Phase Ia Archaeological Reconnaissance for the Proposed State Road 114 HMA Overlay and Small Structure Replacements Project from State Road 17 to State Road 25, Liberty and Wayne Townships, Fulton County, Indiana (INDOT Des. No. 2200922)

Archaeological Short Report

Lead Agency: Federal Highway Administration

September 26, 2024

Prepared for:

Fishbeck
8520 Allison Pointe Blvd # 100,
Indianapolis, IN 46250



Galen K. Smith, M.A.
Archaeologist, QP
SJCA, Inc.
9102 North Meridian Street, Suite 200
Indianapolis, Indiana 46260



INDIANA ARCHAEOLOGICAL SHORT REPORT

State Form 54566 (R3 / 3-22)

INDIANA DEPARTMENT OF NATURAL RESOURCES DIVISION OF HISTORIC PRESERVATION AND ARCHAEOLOGY

402 West Washington Street, Room W274

Indianapolis, Indiana 46204-2739

Telephone Number: (317) 232-1646

Fax Number: (317) 232-0693

E-mail: dhpa@dnr.IN.gov

Where applicable, the use of this form is recommended but not required by the Division of Historic Preservation and Archaeology (DHPA).

Name(s) of author(s) Galen K. Smith, M.A.	Date (month, day, year) 9/26/24
Title of project A Phase Ia Archaeological Reconnaissance Survey for the State Road 114 HMA Overlay and Small Structure Replacements Project from State Road 17 to State Road 25, Liberty and Wayne Townships, Fulton County, Indiana (INDOT Des. No. 2200922)	
This document is being used to report on the results of: <input type="checkbox"/> Records check only <input checked="" type="checkbox"/> Records check and Phase 1a archaeological reconnaissance <input type="checkbox"/> An addendum to a previous archaeological report. <i>For an addendum, provide the following information.</i>	
Name(s) of author(s) of previous report	
Title of previous report	
Date of previous report (month, day, year)	DHPA number

PROJECT OVERVIEW

Description of project

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with an Hot Mixed Asphalt (HMA) HMA overlay and small structures replacement project on State Road (SR) 114. The total project area encompasses a length of 5.9 miles and 20 small structures. These 20 structures consist of concrete pipes and corrugated metal pipes (CMPs) with diameters between 15 and 24 inches and lengths between 45 and 110 feet. Within the project area, SR 114 consists of a two-lane roadway classified as a Rural Collector not on the National Highway System, with lane widths of 10 feet, and aggregate shoulders of approximately two feet in width.

The proposed project will mill and resurface the existing asphalt pavement to two inches in depth with partial and full depth patching, as determined by the pavement design. Full depth pavement replacement will be required at the location of the small structure replacements. The pavement resurfacing will include the SR 114 limits within the corridor. Intersecting roadways will be resurfaced at the approach to SR 114. Residential drives that intersect with the corridor will receive a three foot paved apron, and existing shoulders will receive 6 inches of No. 73 aggregate to match the existing material and shoulder width.

The twenty small structures in the project area will be replaced with concrete pipes of the same width and length as the existing structure (B9). Structures CLV-60312 & CLV-60313 will require some additional ditch work to convey flow from CLV-60313 to CLV-60312. Structure CLV-60313 will need to be slightly lengthened and the inverts lowered to meet the low points in the adjacent yards. Revetment riprap will be placed at the ends of all the small structures. The existing inlets near several of the small structures will remain in place.

The purpose of this project is to improve the roadway to a good condition with an IRI < 95 and to replace the small structures with a rating of 5 or below. The need for this project is due to the existing road showing signs of pavement distress, including edge failure and transverse cracking, and due to the deteriorating condition of the small structures, which show flooding, debris buildup, and rust.

The phase Ia survey focused on the locations stated above for the culvert replacements. The remainder of the project will be confined to the existing roadway and shoulder for the HMA overlay. This area was excluded from the field investigation because no ground disturbance is expected to occur outside the previous disturbance. Both permanent and temporary right-of-way acquisition is anticipated for the project, exceeding 0.5 acres.

INDOT designation number(s) 2200922	Project number	DHPA number	DHPA plan number
Prepared for: (Company / Institution / Agency) Fishbeck			
Name of contact Tony Lukac			

The 1883 Liberty and Wayne Townships maps depicts the surrounding landscape in more detail, at least regarding individual land ownership. By 1883, much of the rural landscape had been subdivided into smaller tracts. Although several farmsteads, churches, and schoolhouses are illustrated, only one structure is depicted within the immediate vicinity of the survey area at CLV-60310. Most of the survey area was not located along the rural road system but in the rear of properties (Kingman 1883).

The 1907 Standard Atlas of Fulton County (Ogle 1907) illustrates that much of the rural landscape had been further subdivided into smaller tracts, and several land transfers and residential development had occurred. In Wayne Township, new structures are depicted near CLV-60294 and in Liberty Township at CLV-60306, 60307, 60308, and 60311. Of these structures, only those near CLV-60310 and 60311 are extant.

Historic aerials were reviewed from 1957 through 2020 (Historic Aerials 2024). The 1957 aerial photograph supports the historic mapping, indicating that much of the survey area was reserved for agriculture. SR 114 still had only extended as far as CR 600 West and 350 West. The landscape and survey areas between those county roads were mainly cultivated with sporadic occurrences of woodlots. Between 1957 and 1981, the remaining portions of SR 114 were constructed. Minor changes to the survey area and region included clearing several woodlots and residential construction. No significant changes to the survey area are evident between 1981 and the present.

Records check (*Check all that apply*)

- ☐ The project area does not have the potential to contain archaeological resources. *Provide explanation / justification.*
- ☐ There are previously recorded archaeological resources within the project area, but those resources do not warrant additional archaeological investigation. *Provide explanation / justification.*
- ☒ The project area contains previously recorded archaeological resources that warrant additional investigation and/or the project area has the potential to contain archaeological resources. *Provide explanation / justification.*
- ☒ Based upon the records check results, a reconnaissance has been conducted.
- ☒ A cemetery is located within or adjacent to the project area.

Explanation / justification

The potential of undisturbed soils within the survey area suggested that the project may impact unrecorded archaeological resources. As a result, a Phase 1a survey of the survey area was warranted.

Although the Smalley cemetery is within 100 feet of the proposed project, a cemetery development plan is not warranted per the INDOT Cultural Resources Office Manual (2024). At this location, the project involves an HMA overlay for an existing use that will not impact the cemetery, as no right-of-way will be taken from the respective property. In addition, the construction limits will avoid all parts of the cemetery and are limited to the previously disturbed road surface and shoulder.

Phase 1a archaeological reconnaissance (*Check all that apply*)

- ☐ No Phase 1a reconnaissance was conducted.
- ☒ Phase 1a reconnaissance located no archaeological resources.
- ☐ Previously recorded sites were in the project area.
- ☐ Artifacts and/or features at a previously recorded site(s) within the project area were not discovered. *List the site(s) below.*
- ☐ Phase 1a reconnaissance has identified landforms conducive to buried archaeological deposits. *Describe below.*

List sites.

Describe landforms.

Number of shovel probes excavated

27

Number of cores / auger probes

0

Describe disturbances. Attach photographs documenting disturbances.

See Fieldwork Results Section

Actual area surveyed (*hectares*)

6.1

Actual area surveyed (*acres*)

14.9

Explain results of fieldwork.

CLV-60294: The survey area at CLV-60294 encompassed 0.7 acres, located approximately 0.3 miles east of SR 17. The topographic setting is level to slightly undulating ground moraine. The southern half of the survey area is positioned primarily within a manicured residential lawn, with the extreme southwest corner in a harvested agricultural field (Photograph 1; Figure 4). The northern half of the survey area was in a harvested agricultural field with 50% surface visibility (Photograph 2). Because of the low to moderate surface visibility, the agricultural fields were pedestrian surveyed at a reduced one-meter interval.

Visible disturbance was documented within the SR 114 road shoulder, ditches, and utility corridors (i.e., buried cables; Photographs 3-4). Additional disturbances were confined to an asphalt driveway for the adjacent residence (Photograph 5). Visual inspection and walkover of these portions of the survey area failed to identify any cultural resources.

area (Photograph 70). Visual inspection and walkover of these portions of the survey area failed to identify any cultural resources.

Three shovel probes were excavated outside previous disturbances to examine the soils. These shovel probes were positioned along a single transect in the residential lawn north of SR 114. The stratigraphy encountered was uniform, consisting of a 30-centimeter thick brown (10YR 4/4) loam underlain by a yellowish-brown (10YR 5/4) clay loam subsoil (Photograph 71). No archaeological deposits were identified within the survey area.

CLV-60311: The survey area at CLV-60311 encompassed 0.7 acres, located approximately 0.2 miles east of CR South 250 West. The topographic setting is a level to slightly undulating ground moraine. The northern half of the survey area is primarily within a manicured residential lawn with short grass cover (Photographs 72; Figure 19). The southern half of the survey area was divided between a fallow agricultural field with 50% surface visibility and a residential lawn (Photographs 73-74). Due to the poor visibility, the agricultural field was surveyed at the reduced one-meter interval.

Visible disturbance was documented within the SR 114 road shoulder, ditches, and utility corridors (i.e., buried cables and gas lines; Photograph 75). Additional disturbances were attributed to an agricultural drain tile installation. North of SR 114, this disturbance was confined to a rip-rap-covered drainage basin at the culvert outlet (Photograph 76). South of SR 114, there was evidence that the entire southwest quarter of the survey area in the fallow agricultural field was recently excavated and disturbed for tile installation (Photographs 77-78). The remaining disturbance was limited to a gravel driveway (Photograph 79). Visual inspection and walkover of these portions of the survey area failed to identify any cultural resources.

Four shovel probes were excavated outside previous disturbances to examine the soils. The stratigraphy encountered was uniform consisting of a 30-centimeter thick brown (10YR 4/4) loam underlain by a yellowish-brown (10YR 5/4) clay loam subsoil (Photograph 80). No archaeological deposits were identified within the survey area.

CLV-60312 and 30313: The survey area at CLV-60312 and 60313 encompassed 1.1 acres at the intersection of CR South 125 West. The topographic setting is level to slightly undulating ground moraine. The survey area was divided between two harvested agricultural fields with surface visibility nearing 100% and a manicured residential lawn in the northeast quarter (Photographs 81-82; Figure 20). Due to the excellent visibility, the agricultural fields were surveyed at the standard five-meter intervals.

Visible disturbance was documented within the SR 114 and CR South 125 West road shoulder, ditches, and utility corridors (i.e., buried cables and gas lines; Photograph 83-84). Visual inspection and walkover of these portions of the survey area failed to identify any cultural resources.

Two shovel probes were excavated outside previous disturbances to examine the soils in the residential lawn. The stratigraphy encountered was uniform, consisting of a 30-centimeter thick brown (10YR 4/4) loam underlain by a yellowish-brown (10YR 5/4) clay loam subsoil (Photograph 85). No archaeological deposits were identified within the survey area.

RECOMMENDATIONS

Records check (Check all that apply)

- ☐ No archaeological investigation is recommended before the project is allowed to proceed because the records check has determined that the project area does not have the potential to contain archaeological resources.
- ☐ A Phase 1a archaeological reconnaissance is recommended.
- ☒ Based upon the records check results, a Phase 1a archaeological reconnaissance was recommended and has been conducted.
- ☐ A cemetery development plan may be required under Indiana Code 14-21-1-26.5 because project ground disturbance will be within 100 feet of a cemetery.

Phase 1a archaeological reconnaissance (Check all that apply)

- ☒ It is recommended that the project be allowed to proceed as planned because the Phase 1a archaeological reconnaissance has located no archaeological sites within the project area and/or previously recorded sites that were investigated warrant no additional investigation.
- ☐ It is recommended that Phase 1c archaeological subsurface reconnaissance be conducted before the project is allowed to proceed. The Phase 1a archaeological reconnaissance has determined that the project area includes landforms which have the potential to contain buried archaeological deposits.

Other recommendations / commitments

Pursuant to IC-14-21-1, if any 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 must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646.

REQUIRED ATTACHMENTS

Des 2200922 CE-2
Appendix E
Red Flag Investigation



INDIANA DEPARTMENT OF TRANSPORTATION

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

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

Eric Holcomb, Governor
Michael Smith, Commissioner

Date: June 17, 2024

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: Shelby Lutz
SJCA Inc.
9102 N Meridian Street, Suite 200
Indianapolis, IN 46260
Shelby@sjcainc.com

Re: RED FLAG INVESTIGATION
DES #2200922, State Project
Road Rehabilitation and Small Structures Project
SR 114, From SR 17 to SR 25
Fulton County, Indiana

Note: CLV 60297 was removed from the project scope.

Repeat maps have been removed from this report.

PROJECT DETAILS

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a preventative maintenance road rehabilitation and small structures replacement project in Fulton County, Indiana. The road rehabilitation alignment begins at the intersection of State Road (SR) 114 and SR 17 and extends approximately 5.8 miles to the intersection of SR 114 and SR 25. The proposed scope of work includes milling and patching the existing roadway along SR 114 and installing a new overlay of recycled Hot Mixed Asphalt (HMA) pavement. A total of twenty (20) small structures under the roadway will be replaced in-kind due to existing deterioration. Structure replacement information is included in the following table. None of the drainage structures are listed in the INDOT Total Assets Management System (iTAMS) since they are less than forty-eight (48) inches in diameter. Larger culverts and bridges along the project alignment are paving exceptions and are not included in the scope of this project. Work will likely extend below the Ordinary High Water Mark (OHWM) due to the structure replacements.

Structure Number	Structure Type	Length	Diameter	Location	Excavation Depth (feet below ground surface (ft-bgs))
CLV-60294	Concrete Pipe	65 ft	15 in	40.94589, -86.36994	11.25 ft-bgs
CLV-60295	Concrete Pipe	65 ft	18 in	40.94571, -86.36616	11.5 ft-bgs
CLV-60296	Concrete Pipe	90 ft	15 in	40.94566, -86.36504	11.25 ft-bgs
CLV-60297	Concrete Pipe	95 ft	Unk.	40.94584, -86.35605	10 ft-bgs
CLV-60298	Concrete Pipe	80 ft	15 in	40.94562, -86.35475	11.25 ft-bgs
CLV-60299	Metal Pipe	65 ft	15 in	40.94583, -86.34965	11.25 ft-bgs
CLV-60300	Metal Pipe	100 ft	15 in	40.94591, -86.34785	11.25 ft-bgs
CLV-60301	Metal Pipe	60 ft	18 in	40.94592, -86.34075	11.5 ft-bgs

CLV-60302	Metal Pipe	110 ft	18 in	40.94601, -86.33827	11.5 ft-bgs
CLV-60303	Metal Pipe	55 ft	18 in	40.94593, -86.33569	11.5 ft-bgs
CLV-60304	Concrete Pipe	80 ft	18 in	40.94569, -86.32682	11.5 ft-bgs
CLV-60305	Metal Pipe	85 ft	24 in	40.94598, -86.32024	12 ft-bgs
CLV-60306	Metal Pipe	105 ft	18 in	40.94572, -86.30688	11.5 ft-bgs
CLV-60307	Concrete Pipe	80 ft	15 in	40.94595, -86.30136	11.25 ft-bgs
CLV-60308	Metal Pipe	70 ft	18 in	40.94572, -86.29667	11.5 ft-bgs
CLV-60309	Metal Pipe	45 ft	18 in	40.94586, -86.29160	6.5 ft-bgs
CLV-60310	Concrete Pipe	60 ft	15 in	40.94580, -86.28628	11.25 ft-bgs
CLV-60311	Concrete & Metal Pipes	80 ft	24 in	40.94558, -86.28325	12 ft-bgs
CLV-60312	Metal Pipe	60 ft	18 in	40.94545, -86.27040	11.5 ft-bgs
CLV-60313	Metal Pipe	45 ft	15 in	40.94544, -86.27027	6.25 ft-bgs

Bridge Work Included in Project: Yes ☐ No ☒ Structure #(s) N/A

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

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

Culvert Work Included in Project: Yes ☒ No ☐ Structure #(s) see above table

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

Type and proposed depth of excavation: Excavation will extend beyond the existing roadway for the small structure replacements along the alignment, with a maximum depth of excavation anticipated to reach twelve (12) feet below ground surface. Specific excavation depths for each structure replacement are included in the above table.

Maintenance of traffic (MOT): The MOT plan for the project will involve short-term road closures for the small structure replacements. During these closures, a detour will be in place along SR 25, SR 16, and SR 17.

Work in waterway: Yes ☒ No ☐ Below ordinary high water mark: Yes ☒ No ☐

State Project: ☒ LPA: ☐

Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

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

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

Explanation:

CLV-60304

Cemeteries: Although mapped with two (2) cemetery icons, one (1) cemetery named Smalley Cemetery (SHAARD ID: CR-25-50) is located approximately 0.03 mile west of the project area of the drainage structure. The cemetery property is located over 100 feet from the edge of the excavation area for the structure replacement. However, the property is adjacent to the SR 114 roadway, which will also be replaced. A Cemetery Development Plan may be required since the project alignment is within 100 feet of the cemetery. Coordination with INDOT Cultural Resources will occur.

CLV-60306

Pipelines: One (1) pipeline segment, a natural gas pipeline managed by Northern Indiana Public Service Co., is located within the project area of the drainage structure. Coordination with INDOT Utilities and Railroads should occur.

WATER RESOURCES TABLE AND SUMMARY

Water Resources Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Karst Springs	N/A	NWI – Wetlands	76
Canal Structures – Historic	N/A	Lakes	4
NPS NRI Listed	N/A	Floodplain – DFIRM	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	9	Cave Entrance Density	N/A
Rivers and Streams	63	Sinkhole Areas	N/A
Canal Routes – Historic	N/A	Sinking-Stream Basins	N/A

Direct coordination with INDOT ESD Ecology, Waterway Permitting, and Stormwater will occur on all water resources except for the IDEM 303d Listed Streams and Lakes (Impaired).

Explanation:

CLV-60294

Wetlands: One (1) National Wetlands Inventory (NWI) wetland is located adjacent to the north of the project area for the structure. A Waters of the U.S. Report is recommended based on mapped features, and coordination with INDOT ESD Ecology, Waterway Permitting, and Stormwater will occur.

CLV-60300

Rivers and Streams: One (1) stream segment is located adjacent to the north of the project area for the structure. The stream segment is associated with Mill Creek. A Waters of the U.S. Report is recommended based on mapped features, and coordination with INDOT ESD Ecology, Waterway Permitting, and Stormwater will occur.

IDEM 303d Listed Streams and Lakes: One (1) IDEM 303d Listed Stream is located adjacent to the north of the project area for the structure replacement. The impaired stream segment is associated with Mill Creek and is listed as impaired for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

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

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

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	N/A	Open Dump Waste Sites	N/A
RCRA Generator/ TSD	N/A	Restricted Waste Sites	N/A
RCRA Corrective Action Sites	N/A	Waste Transfer Stations	N/A
State Cleanup Sites	1	Tire Waste Sites	N/A
Septage Waste Sites	N/A	Landfill Boundaries	N/A
Underground Storage Tank (UST) Sites	2	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	N/A	Brownfields	1
Construction Demolition Waste	N/A	Notice of Contamination Sites	N/A
Solid Waste Landfill	N/A	Institutional Controls	N/A
Infectious/Medical Waste Sites	N/A	NPDES Facilities	N/A
Leaking Underground Storage (LUST) Sites	1	NPDES Pipe Locations	N/A
Manufactured Gas Plant Sites	N/A		

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

Explanation:

CLV-60313

State Cleanup Site: One (1) state cleanup site is located within the 0.5 mile search radius. Personal Finance Company, 6944 S SR 25, Agency Interest (AI) ID: 23116, is located approximately 0.41 mile northeast of the project area for the structure replacement. According to the Environmental Disclosure Document dated March 7, 2001, the site was formerly used as a gas station. Four (4) underground storage tanks were classified as removed from the site, but soil and groundwater contamination was found south and southeast of the property. No impact is expected.

Underground Storage Tank (UST) Sites: Two (2) UST sites are located within the 0.5 mile search radius for the structure replacement area. The nearest site, Kaiser Ag Chemical Incorporated, SR 114 and CR 100 W, AI ID: 23121, is located approximately 0.46 mile southeast of the project area. According to the UST Notification Form dated October 25, 1991, one (1) UST formerly used for gasoline was removed from the property and no spills or contamination have been documented. No impact is expected.

Leaking Underground Storage Tank (LUST) Sites: One (1) LUST site is located within the 0.5 mile search radius. Gas & More, 7292 N Liberty Ave, AI ID: 18427, is the site of a current gas station and is located approximately 0.43 mile northeast of the project area for the structure replacement. According to the UST Notification Form dated December 18, 2019, there are three (3) USTs containing gasoline and diesel fuel on the property. The No Further Action (NFA) Determination Pursuant to Risk Integrated System of Closure (RISC) dated September 24, 2020 states that the site had a petroleum leak but soil and groundwater contamination levels were below detection. No impact is expected.

Brownfield: One (1) brownfield site is mapped within the 0.5 mile search radius. The former Dana Corporation, 1552 N Wentzel St, AI ID: 25222, is located in Rochester and is outside of the 0.5 mile buffer. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

The Fulton 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_fulton.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 agricultural and residential properties, with some commercial properties at the eastern end of the project alignment. None of the twenty (20) drainage structures have an inspection report due to their diameter being less than forty-eight (48) inches. Additional investigation to confirm the presence or absence of bats in the drainage structures 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."

Evidence of Birds in Bridge Report: Yes ☐ No ☐ N/A ☒

*If yes, further coordination with INDOT Ecology and Waterway Permitting may be necessary.

RECOMMENDATIONS SECTION

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

INFRASTRUCTURE:

Cemeteries: Although mapped with two (2) cemetery icons, one (1) cemetery named Smalley Cemetery (SHAARD ID: CR-25-50) is located approximately 0.03 mile west of the project area of the drainage structure CLV-60304. A Cemetery Development Plan may be required since the project alignment is within 100 feet of the cemetery. Coordination with INDOT Cultural Resources will occur.

Pipelines: One (1) pipeline segment, a natural gas pipeline managed by Northern Indiana Public Service Co., is located within the project area of the CLV-60306 drainage structure. Coordination with INDOT Utilities and Railroads should occur.

WATER RESOURCES:

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

- One (1) NWI wetland is located adjacent to the project area for the CLV-60294 structure replacement.
- One (1) stream segment is adjacent to the project area for the CLV-60300 structure replacement.

IDEM 303d Listed Streams and Lakes: One (1) impaired stream segment is located adjacent to the project area for the CLV-60300 structure replacement. The impaired stream segment is associated with Mill Creek and is listed as impaired for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

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 in the drainage structures 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."

Prepared by: Shelby C. Lutz (Signature)
Shelby Lutz
Environmental Scientist/Ecologist
SJCA Inc.

QA/QC Completed by: Christian Radcliff (Signature)
Christian Radcliff
Permitting Specialist/Ecologist
SJCA Inc.

INDOT ESD concurrence: Tracy Barnes (Signature)
Digitally signed by Tracy Barnes
Date: 2024.06.17 09:32:09
-04'00'

Graphics:

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

SITE LOCATION: YES

INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Infrastructure
SR 114, From SR 17 to SR 25
Des. No. 2200922, Road & Small Structures Project
Fulton County, Indiana

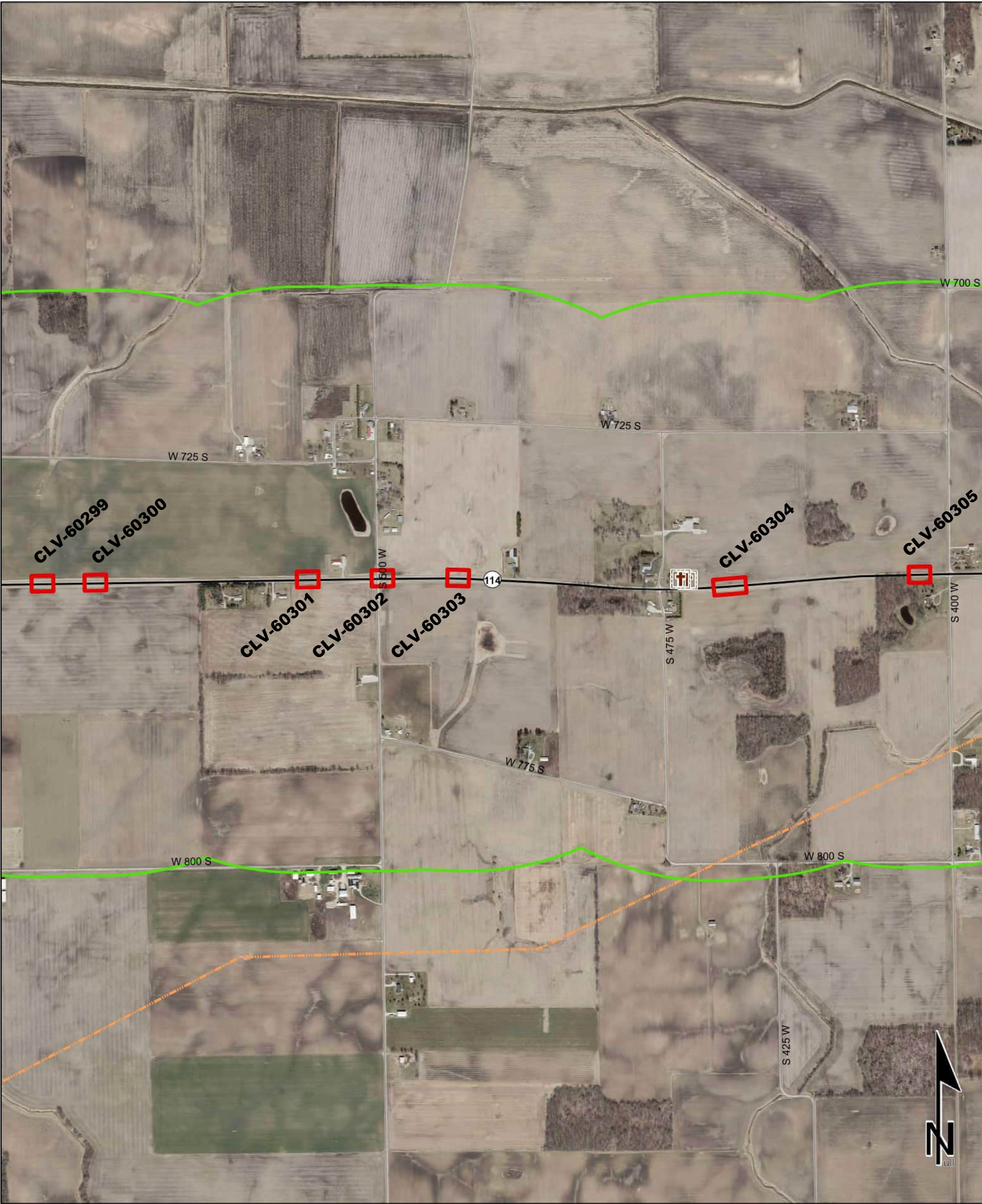


Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

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

	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 - Infrastructure
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Fulton County, Indiana



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	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
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Red Flag Investigation - Infrastructure
SR 114, From SR 17 to SR 25
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Fulton County, Indiana



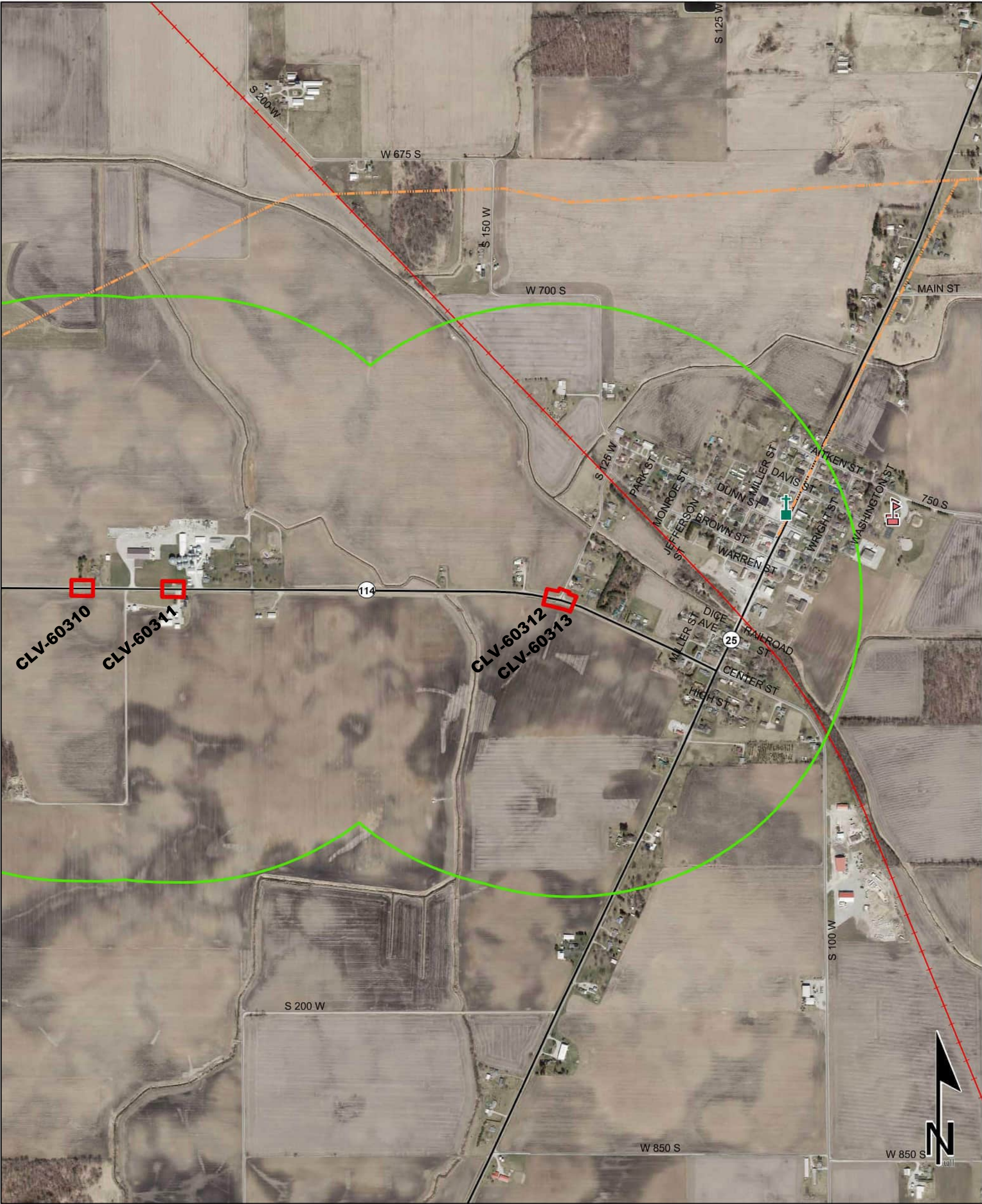
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	Religious Facility		Recreation Facility		Project Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
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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

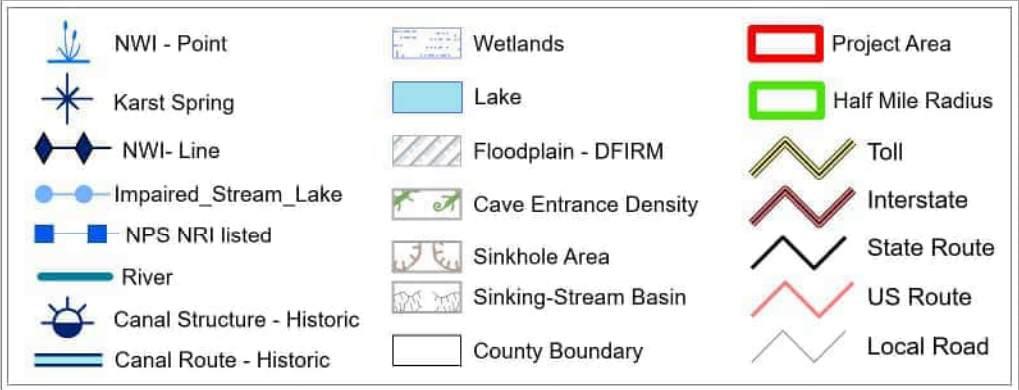
Red Flag Investigation - Water Resources
SR 114, From SR 17 to SR 25
Des. No. 2200922, Road & Small Structures Project
Fulton County, Indiana



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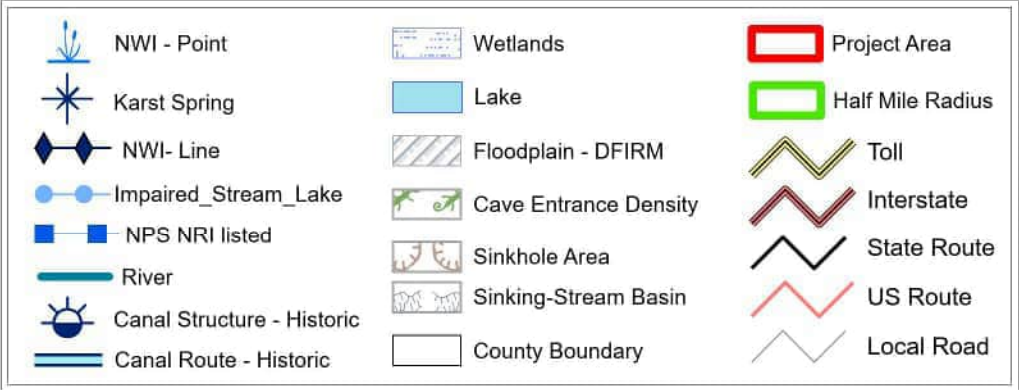
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Fulton County, Indiana



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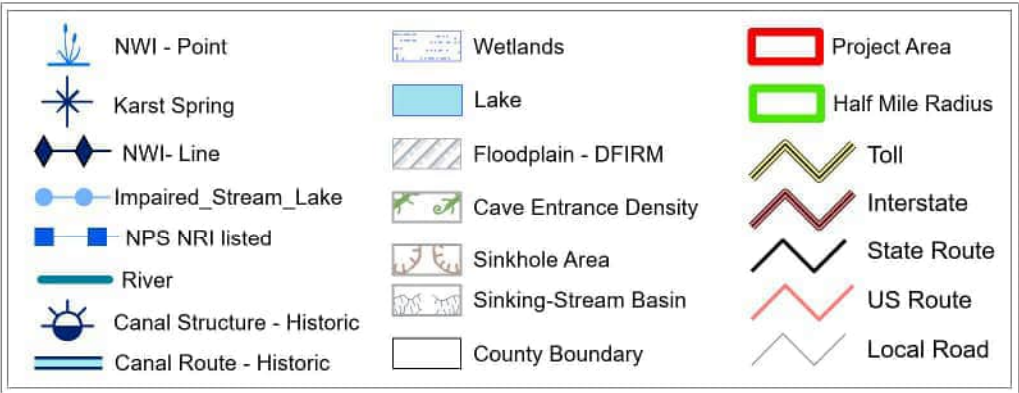


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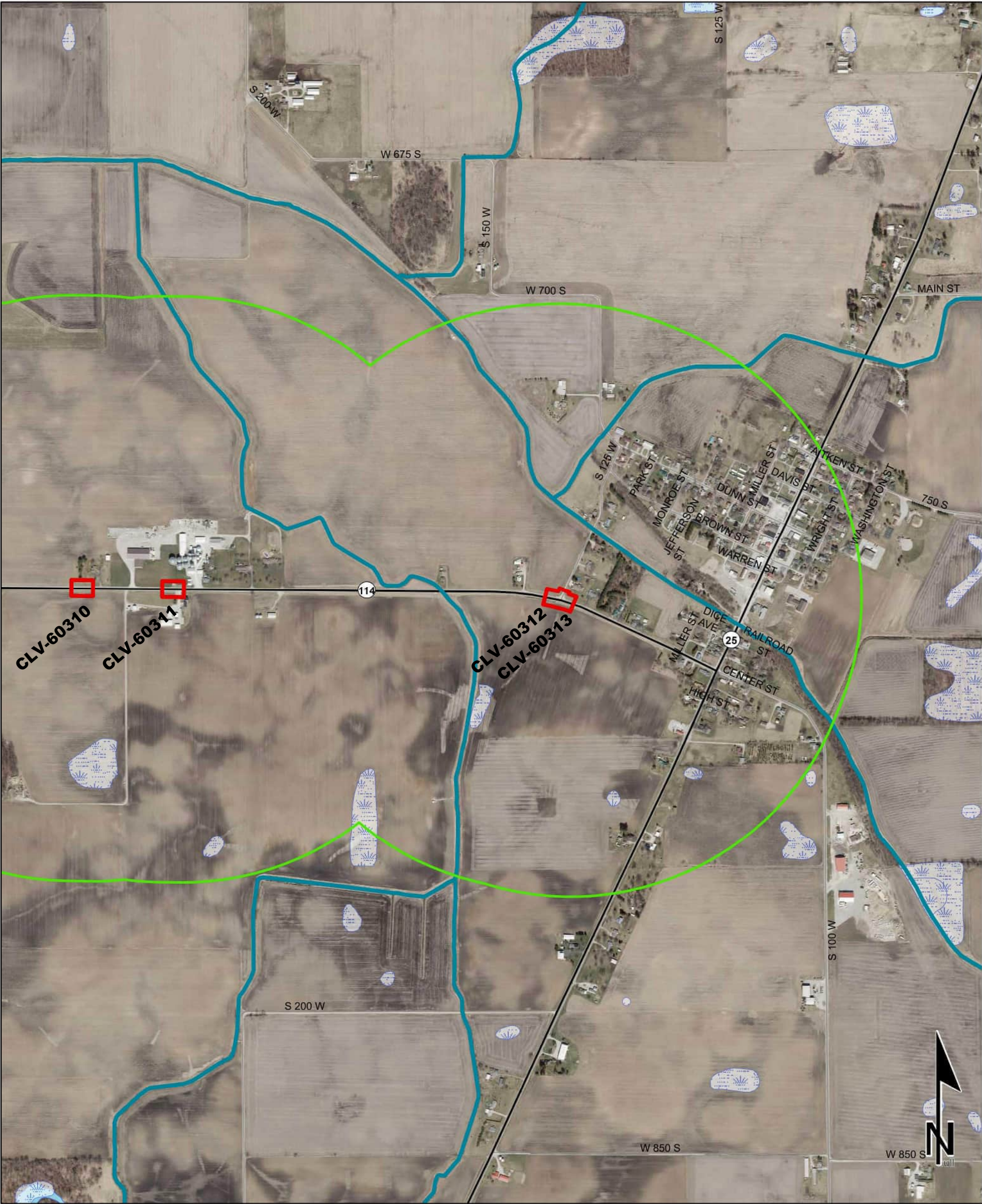


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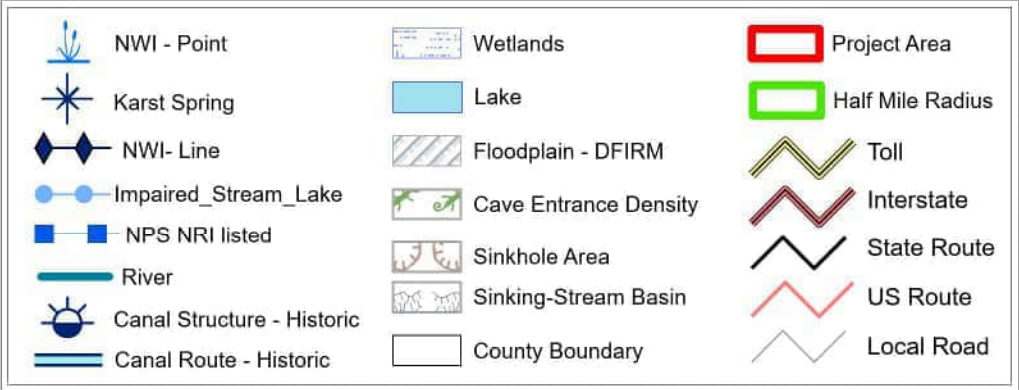
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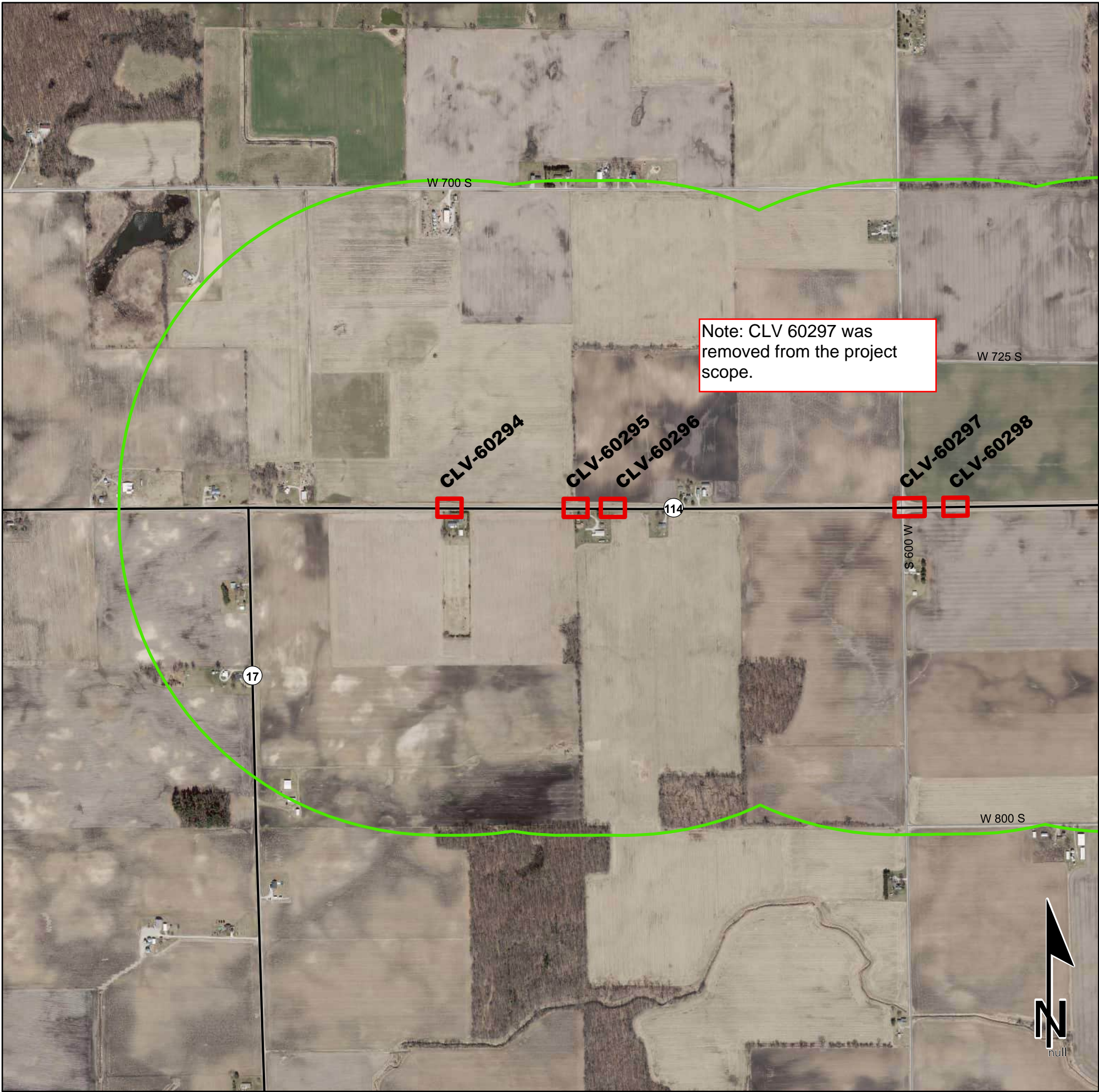
Red Flag Investigation - Water Resources
SR 114, From SR 17 to SR 25
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Red Flag Investigation - Hazardous Material Concerns
SR 114, From SR 17 to SR 25
Des. No. 2200922, Road & Small Structures Project
Fulton County, Indiana



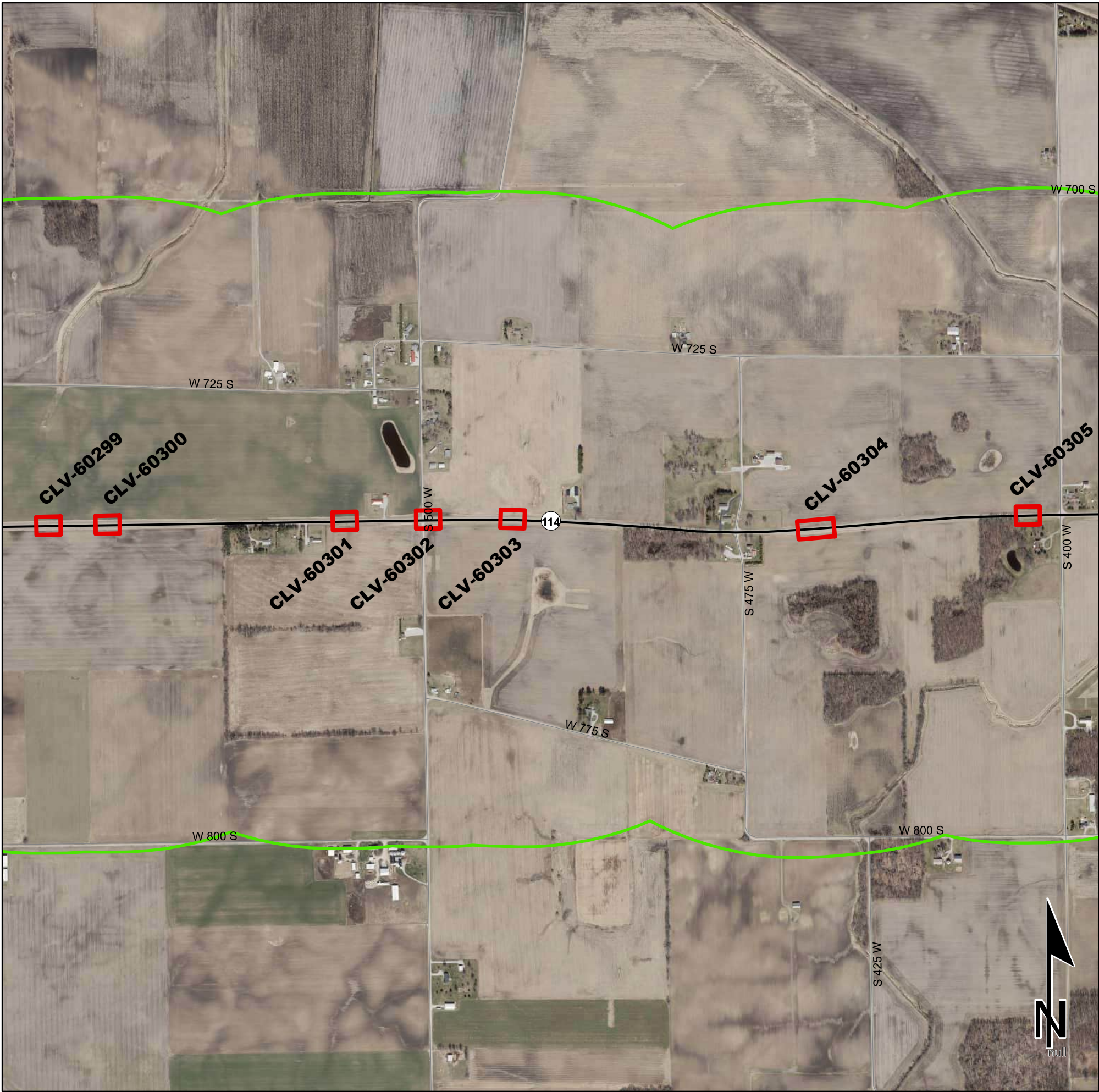
	Brownfield		RCRA Generator/TSD		Institutional Controls
	RCRA Corrective Action Sites		Restricted Waste Site		County Boundary
	Confined Feeding Operation		Septage Waste Site		Project Area
	Notice Of Contamination		Solid Waste Landfill		Half Mile Radius
	Construction/Demolition Site		State Cleanup Site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

0.2 0.1 0 0.2 Miles

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Appendix E, Page 15

Red Flag Investigation - Hazardous Material Concerns
SR 114, From SR 17 to SR 25
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Fulton County, Indiana



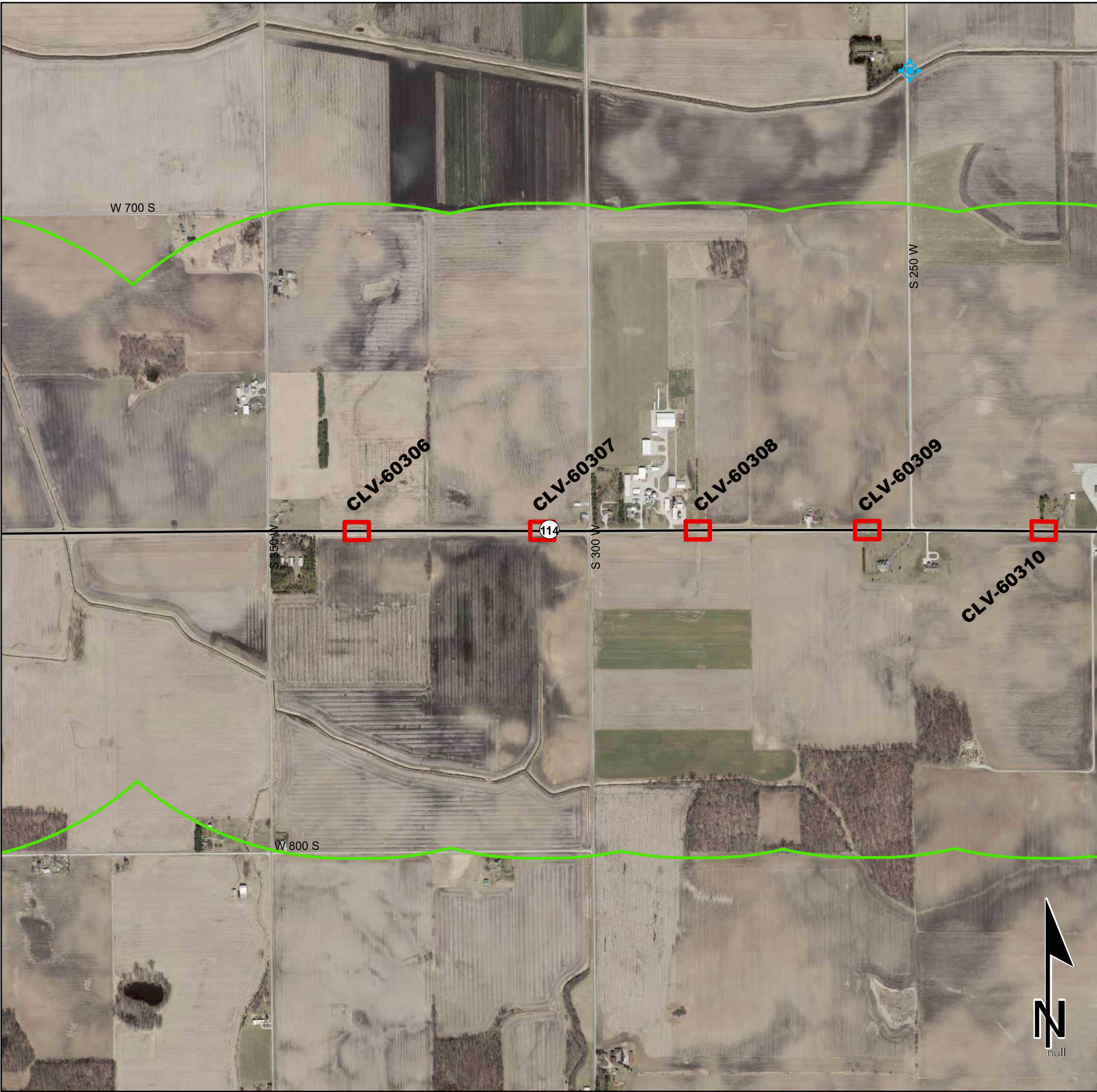
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	Open Dump Waste Site				



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Appendix E, Page 16

Red Flag Investigation - Hazardous Material Concerns
SR 114, From SR 17 to SR 25
Des. No. 2200922, Road & Small Structures Project
Fulton County, Indiana



	Brownfield		RCRA Generator/TSD		Institutional Controls
	RCRA Corrective Action Sites		Restricted Waste Site		County Boundary
	Confined Feeding Operation		Septage Waste Site		Project Area
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	Manufactured Gas Plant		Underground Storage Tank		US Route
	NPDES Facilities		Voluntary Remediation Program		Local Road
	NPDES Pipe Locations		Waste Transfer Station		
	Open Dump Waste Site				

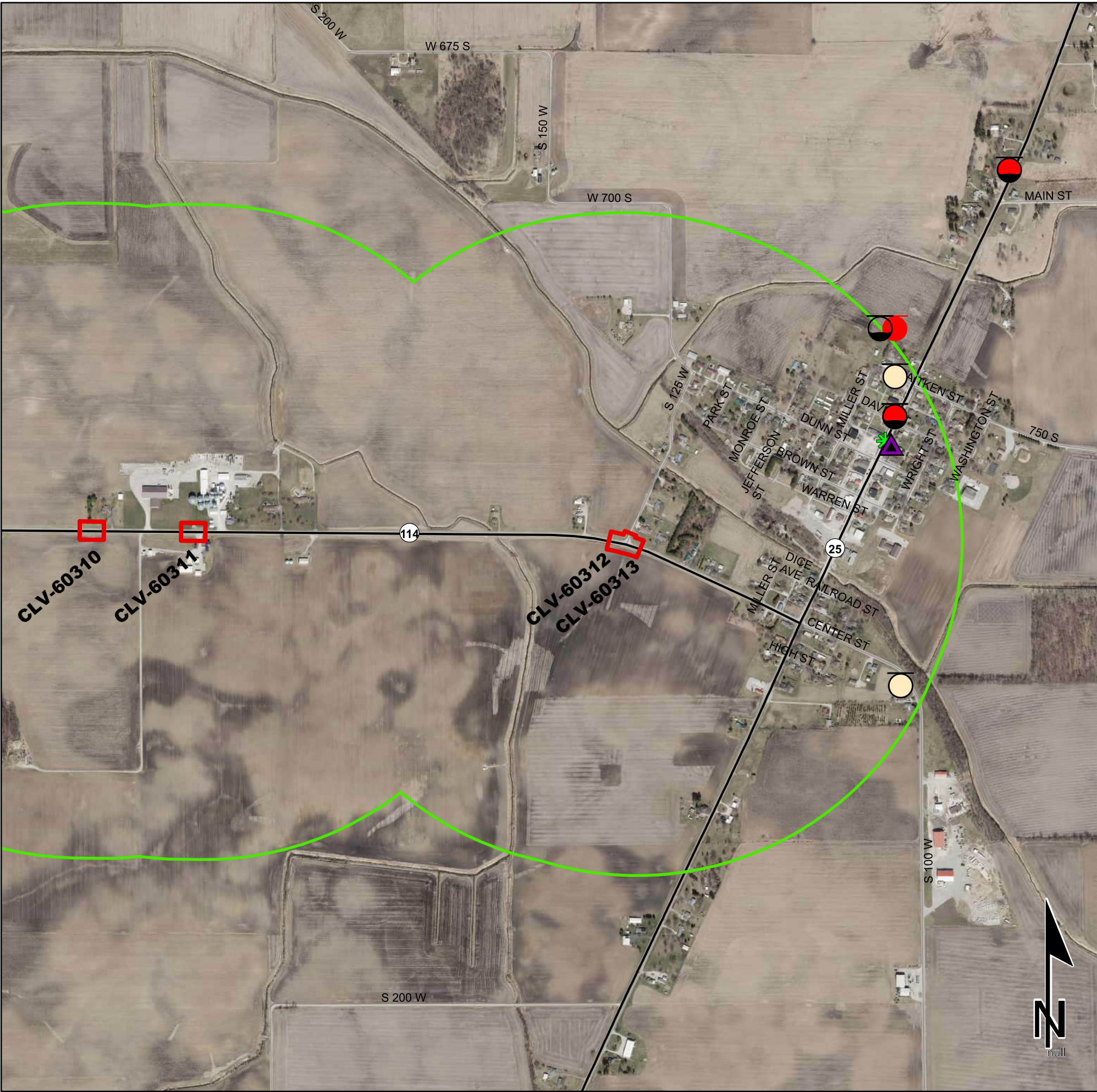
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Red Flag Investigation - Hazardous Material Concerns
SR 114, From SR 17 to SR 25
Des. No. 2200922, Road & Small Structures Project
Fulton County, Indiana



	Brownfield		RCRA Generator/TSD		Institutional Controls
	RCRA Corrective Action Sites		Restricted Waste Site		County Boundary
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	NPDES Pipe Locations		Waste Transfer Station		
	Open Dump Waste Site				

0.2 0.1 0 0.2 Miles

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Appendix E, Page 18