Indiana Department of Transportation

County Dearborn Route Lower Dillsboro Road Des. No. 1702959

FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

GENERAL PROJECT INFORMATION

Road No./County:	**Lower Dillsboro Road / Dearborn County**
Designation Number:	**1702959**
Project Description/Termini:	**Correction of three separate pavement slides occurring along Lower Dillsboro Road, from approximately 0.22 mile west of Gatch Hill Road, to approximately 0.53 mile west of Gatch Hill Road.**

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

X	**Categorical Exclusion, Level 2** – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval _____ _____ _____ _____
ESM Signature Date ES Signature Date

_____ _____
FHWA Signature Date

Release for Public Involvement

DGD 2021.03.23 14:13:00 -04'00'
ESM Initials Date ES Initials Date

Certification of Public Involvement _____ _____
Office of Public Involvement Date

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env. Reviewer Signature: _____ Date: _____

Name and Organization of CE/EA Preparer: Aaron M. Toombs / United Consulting

Part I - PUBLIC INVOLVEMENT

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

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

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

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

Remarks:

Notice of Entry Letters were mailed to potentially affected property owners near the project area on March 7, 2019 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry Letter is included in Appendix G, G-1.

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

Public Controversy on Environmental Grounds	Yes	No
Will the project involve substantial controversy concerning community and/or natural resource impacts?		X

Remarks:

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

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

Sponsor of the Project: Dearborn County Highway Department INDOT District: Seymour

Local Name of the Facility: Lower Dillsboro Road

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

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

PURPOSE AND NEED:

Describe the transportation problem that the project will address. The solution to the traffic problem should NOT be discussed in this section. (Refer to the CE Manual, Section IV.B.2. Purpose and Need)

The need for this project is derived from the failing pavement conditions resulting from three distinct pavement slides along the existing roadway section. The pavement slides have occurred due to a combination of steep slopes, poor subgrade quality, and inadequate drainage. The instability of the slopes has resulted in poor pavement conditions which require a minimum of two paving operations per year to maintain serviceability.

The purpose of this project is to address the existing pavement condition and the underlying cause of the failing pavement conditions while providing a roadway that is less susceptible to pavement sliding.

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PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Dearborn Municipality: Aurora

Limits of Proposed Work: From 1,300 feet east of Gatch Hill Road to approximately 2,800 feet east of Gatch Hill Road.

Total Work Length: 0.31 Mile(s) Total Work Area: 4.07 Acre(s)

	Yes[1]	No
Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?		X
If yes, when did the FHWA grant a conditional approval for this project?	Date:	

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

In the remarks box below, describe existing conditions, provide in detail the scope of work for the project, including the preferred alternative. Include a discussion of logical termini. Discuss any major issues for the project and how the project will improve safety or roadway deficiencies if these are issues.

The project is located along Lower Dillsboro Road from 0.22 miles west of Gatch Hill Road to 0.53 mile west of Gatch Hill Road (Appendix B, B-1). The project is located in Section 2, Township 4 North, Range 2 West and Sections 34 and 35, Township 5 North, Range 2 West, of Center Township, Dearborn County, Indiana.

Lower Dillsboro Road is functionally classified as a Local Rural Major Collector. The existing roadway features two travel lanes varying from 9.0 to 11.0 feet in width with asphalt surface and granular base. The existing width of the roadway varies from 18.0 to 22.0 feet due to the sliding issues and frequent repaving. No shoulders are present due to the slopes bordering both sides of the roadway. There is a posted speed limit of 35 miles per hour (mph) within the proposed project area. The roadway was constructed along a gradient, with a steep uphill slope to the south, and a steep downhill slope to the north. The uphill slope extends approximately 200 feet above the surface of the roadway and the downhill slopes are approximately 10.0 feet to 23.0 feet in height. The surrounding area is primarily wooded on both sides of the roadway. South Hogan Creek is located north of Lower Dillsboro Road and two existing corrugated metal pipe (CMP) culverts cross under the roadway, within the western and center slide locations, conveying water to the floodplain of South Hogan Creek.

Three separate pavement slides have occurred and are located within a 1,500 foot section of pavement along Lower Dillsboro Road. The westernmost slide has an embankment height of 10.0 to 23.0 feet and a series of traffic barriers have been placed on the uphill (south) side of the road to prevent sliding debris from entering the roadway at this location. The center slide has an embankment height of 14.0 to 21.0 feet and is located adjacent to a detention pond situated south of the roadway. The easternmost slide has an embankment height of 17.0 to 23.0 feet and a low area south of the existing roadway has no means of drainage which contributes to the instability of the existing pavement section and hillside. This CE document is meant to describe and cover all three slides. However, only the easternmost slide has received construction funding under Des. No.: 1702959. The center and western slides located along Lower Dillsboro Road will be constructed under separate des numbers at a later date. Environmental re-evaluation will likely be needed as those projects are developed.

The preferred alternative will consist of the removal and replacement of the existing embankment with a 3:1 slope. Riprap will be used to stabilize the embankment within the western and center slides with borrow material used to stabilize the eastern slide. The existing pavement sections will be removed and excavation and grading will occur at each of the sliding sections. Reconstruction of the existing roadway will be necessary to stabilize the slope. The new roadway will be designed to a 35 mile per hour (mph) speed limit, and the proposed typical roadway will feature two 10.0 foot-wide travel lanes with 2.0 foot-wide paved shoulders. The proposed roadway profile will closely match the existing pavement profile. Midwest Standard Guardrail (MSG) railing will be installed along sections of the new roadway. Work occurring at each individual slide section has been detailed below:

- At the western slide section, excavation will begin at the existing north edge of pavement and extend down to the embankment toe. The embankment will then be reconstructed using riprap at a 3:1 slope. No. 2 stone and No. 8 stone will overlay the riprap. This will be capped with No. 53 stone and will be utilized as the subgrade treatment.
- At the center slide section, excavation will begin at the centerline of the roadway and will extend down to the toe of the embankment. The embankment will then be reconstructed to a using riprap at a 3:1 slope and overlaid with the same stone as detailed in the west slide section.

- At the eastern slide section, excavation will begin at the existing south edge of pavement and extend 10.0 feet below the existing roadway for width of the existing pavement The excavation will then extend to the toe of the slope at a rate of 3:1. The slope will be reconstructed to a 3:1 slope, but riprap and the subsequent stone layers used in the west and center sections will not be needed. Standard embankment fill practices will be used to construct the slope.

Roadway drainage will be improved due to the placement of riprap and free-draining material along the embankments. The existing roadside ditches will also be cleaned and regraded to further facilitate drainage. Additionally, the existing culverts within the western slide section and center slide section will be extended to outlet through the new embankment to the north. A new culvert will be placed within the limits of the eastern slide location. The eastern slide does not currently have a culvert beneath the roadway so the installation of one at this location will greatly alleviate drainage issues. Please see Appendix B, pages B-12 to B-18 for a copy of the Project Plan Sheets and further design details.

The maintenance of traffic (MOT) plan for this project will require a temporary road closure and detour route. Please see the MOT section of this document for further details including the roadways included in the proposed detour.

The preferred alternative will meet the purpose and need of the project by addressing the existing pavement conditions through roadway reconstruction and addressing the underlying cause of the failing pavement condition through reconstruction of the existing roadway embankments, extension and installation of CMP culverts, and construction of new subgrade type, ultimately providing a roadway that is less susceptible to pavement sliding.

The termini of the project were logically chosen to minimize the impacts of the project. The project is considered to provide independent utility as the completion of the project will not dictate the outcome of any other projects in the surrounding area. Construction of this project could commence without impacting, affecting, or influencing any neighboring projects.

OTHER ALTERNATIVES CONSIDERED:

Describe all discarded alternatives, including the Do-Nothing Alternative and an explanation of why each discarded alternative was not selected.

No Build Alternative:
This alternative proposes utilization of the existing facilities without modifications. The selection of this alternative will not meet any of the objectives established by the purpose and need statement. As a result, this alternative was discarded from further consideration.

Cantilevered Drilled Shafts Alternative:
This alternative proposes installing cantilevered drilled shafts into the existing roadway embankment to provide additional stability and further reduce pavement sliding conditions. The selection of this alternative would satisfy the purpose and need of the project by addressing the cause of the failing pavement conditions and providing a roadway that is less susceptible to pavement sliding. However, this alternative was discarded from further consideration after a cost and impacts comparison determined the cost for Alternative #2 exceeded the cost of the preferred alternative and impacts resulting from construction equipment access required for cantilever drilling would exceed those of the preferred alternative.

Construction of a Mechanically Stabilized Earth (MSE) Wall (Eastern Slide Option Only) Alternative:
This alternative proposes construction of the MSE wall along the northern embankment of the roadway to provide additional stability and further reduce pavement sliding conditions. The selection of this alternative would satisfy the purpose and need of the project by addressing the cause of the failing pavement conditions and providing a roadway that is less susceptible to pavement sliding. However, this alternative was discarded from further consideration after a cost and impacts comparison determined the cost for Alternative #3 far exceeded the cost of the preferred alternative and impacts resulting from construction of the MSE retaining wall would exceed those of the preferred alternative.

The Do Nothing Alternative is not feasible, prudent or practicable because (*Mark all that apply*):

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

ROADWAY CHARACTER: Lower Dillsboro Road

Functional Classification: Major Collector (Rural Local Collector)
Current ADT: 287 VPD (2022) Design Year ADT: 370 VPD (2042)
Design Hour Volume (DHV): 35 Truck Percentage (%) 7.0
Designed Speed (mph): 35 Legal Speed (mph): 35

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Single – Travel Lanes		Single – Travel Lanes	
Pavement Width:	18.00-22.00	ft.	20.00	ft.
Shoulder Width:	0.00	ft.	2.00	ft.
Median Width:	0.00	ft.	0.00	ft.
Sidewalk Width:	0.00	ft.	0.00	ft.

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

If the proposed action has multiple roadways, this section should be filled out for each roadway.

DESIGN CRITERIA FOR BRIDGES:

Structure/NBI Number(s): N/A Sufficiency Rating: N/A
(Rating, Source of Information)

	Existing		Proposed	
Bridge Type:	N/A		N/A	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	N/A	ft.	N/A	ft.
Length of Channel Work:	N/A		250.0	ft.

Describe bridges and structures; provide specific location information for small structures.

Remarks:

Two small structures (corrugated metal pipe (CMP) culverts) are located within the project area and will be extended as a part of this project. The two existing structures do not have official INDOT structure numbers and thus have been labeled Structure #101 (western slide location) and Structure #102 (center slide location). Additionally, one new CMP culvert will be constructed within the eastern slide section of the project area and will be labeled as Structure #100. There are no bridges located within the project area.

Structure #101 is located approximately 0.52 mile west of Gatch Hill Road, within the western slide section, and is a 48.0 inch diameter CMP. Structure #101 will be extended in order to outlet north of the proposed embankments. Structure #101 carries the unnamed tributary (UNT) #1 to South Hogan Creek. Approximately 105 linear feet of the UNT #1 to South Hogan Creek will be impacted by the small structure #101 replacement.

Structure #102 is located approximately 0.38 mile west of Gatch Hill Road, within the center slide section, and is a 36.0 inch diameter CMP. Structure #102 will be extended in order to outlet north of the proposed embankments. Structure #102 carries the UNT #3 to South Hogan Creek. Approximately 145 linear feet of the UNT #3 to South Hogan Creek will be impacted by the small structure #102 replacement.

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Structure #100 will be a newly constructed CMP located approximately 0.30 mile west of Gatch Hill Road. Structure #100 will be a 24.0 inch CMP and will be located within the eastern slide section to convey stormwater away from the roadway.

	Yes	No	N/A
Will the structure be rehabilitated or replaced as part of the project?	X		

If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

Remarks:

The MOT for this project will require a temporary road closure and detour route. Due to the existing roadway width, it is not feasible for Lower Dillsboro Road to remain open to the through traffic during construction. A preliminary detour route has been determined that will include use of Gatch Hollow Road, US 50, Station Hollow Road, South Hogan Road, and Chesterville Road.

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

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: $ 329,280 (2019) Right-of-Way: $ 50,000 (2021) Construction: $ 1,850,000 (2023)

Anticipated Start Date of Construction: August 2022

Date project incorporated into STIP July 2, 2019

	Yes	No
Is the project in an MPO Area?	X	

If yes,

Name of MPO Ohio – Kentucky – Indiana Regional Council of Governments (OKI)

Location of Project in TIP 2020-2024 OKI TIP, Page 1

Date of incorporation by reference into the STIP June 20, 2019

RIGHT OF WAY:

Land Use Impacts	Amount (acres) Permanent	Temporary
Residential	1.18	0.00
Commercial	0.00	0.00
Agricultural	0.00	0.00
Forest	2.89	0.00
Wetlands	0.00	0.00
Other:	0.00	0.00
Other:	0.00	0.00
TOTAL	4.07	0.00

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

Remarks:

The existing right-of-way (ROW) within the proposed project area is primarily forested with several single-family residences nearby. Available parcel boundary information indicates parcel ownership extends to the center of Lower Dillsboro Road. The proposed ROW widths will vary from 55.0 to 90.0 feet from the centerline alignment along the north side of Lower Dillsboro Road and will vary from 20.0 to 55.0 feet from the centerline alignment along the south side of Lower Dillsboro Road.

The project will require approximately 4.07 acres of permanent ROW and no temporary ROW. Advance acquisition and reacquisition will not be needed.

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

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

SECTION A – ECOLOGICAL RESOURCES

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

Remarks:

Based on a desktop review, a site visit on June 11, 2019 by United Consulting, the aerial map of the project area (Appendix B, B-2) and the water resources map in the Red Flag Investigation (RFI) report (Appendix E, E-9), there are twelve river and stream segments located within the 0.5 mile search radius. There are 3 river or stream segments present within or adjacent to the project area.

A *Waters of the U.S. Determination Report* was completed on December 21, 2020. Please refer to Appendix F for a copy of the *Waters of the U.S. Determination Report.* It was determined that three likely jurisdictional streams are located within the project investigation area. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

No Federal, Wild and Scenic Rivers; State Natural, Scenic and Recreational Rivers; Outstanding Rivers for Indiana; navigable waterways or National Rivers Inventory waterways are present in or adjacent to the project area. Three UNTs to South Hogan Creek are located adjacent to the project area and will likely be impacted due to the replacement of two small structure culverts and the installation of one new small structure culvert.

UNT #1 to South Hogan Creek is located within the proposed project area and will be impacted during construction of this project. It is anticipated that approximately 105 linear feet (0.007 acre) of impact will occur to UNT #1 to South Hogan Creek (Appendix B, B-17 to B-18).

UNT #2 to South Hogan Creek is located within the proposed project area and will not be impacted by this project.

UNT #3 to South Hogan Creek is located within the proposed project area and will be impacted during construction of this project. It is anticipated that approximately 145 linear feet (0.01 acre) of impact will occur to UNT #3 to South Hogan Creek (Appendix B, B-17 to B-18).

Mitigation to compensate for stream impacts has not been anticipated as a part of this project. It is anticipated that Section 401 Water Quality Certification from the Indiana Department of Environmental Management (IDEM) and a Section 404 Permit from the U.S. Army Corps of Engineers will be required to complete this project. Please see the *Waters of the U.S. Determination Report* in Appendix F for further details regarding the location and characteristics of UNT #1 to South Hogan Creek, UNT #2 to South Hogan Creek, and UNT #3 to South Hogan Creek.

Early coordination letters were sent to resource agencies and project stakeholders on March 18, 2019. The USACE did not respond to the early coordination letter. The Indiana Department of Natural Resources – Division of Fish and Water (IDNR DFW) responded on April 17, 2019 with several recommendations to avoid or minimize impacts to fish, wildlife and botanical resources (Appendix C, C-4 to C-6). The United States Fish and Wildlife Service (USFWS) responded on March 20, 2019 with an email stating they have no objections to the project as currently proposed and the list of standard USFWS recommendations would apply (Appendix C, C-7 to C-8). All applicable IDNR DFW and USFWS recommendations are included in the Environmental Commitments section of this CE document.

	Presence	Impacts	
Other Surface Waters		Yes	No
Reservoirs			
Lakes			
Farm Ponds			
Detention Basins	X		X
Storm Water Management Facilities			
Other:			

Remarks:

Based on a desktop review, a site visit on June 11, 2019 by United Consulting, the aerial map of the project area (Appendix B, B-2) and the water resources map in the Red Flag Investigation (RFI) report (Appendix E, E-9), there are seven other surface waters located within the 0.5 mile search radius. One of these other surface water features, a freshwater retention pond located at the residence of 7731 Lower Dillsboro Road, Aurora, IN, is located approximately 0.02 mile south of the project area.

A *Waters of the U.S. Determination Report* was completed on December 21, 2020. Please refer to Appendix F for a copy of the *Waters of the U.S. Determination Report.* It was determined that no other surface waters were located within the project investigation area. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

This slide correction project involves regrading the existing embankments along Lower Dillsboro Road and does not involve any construction activities near the identified freshwater retention pond. Therefore, no impacts are expected. The USACE did not respond to the early coordination letter. The IDNR DFW responded on April 17, 2019 with several recommendations to avoid or minimize impacts to fish, wildlife and botanical resources (Appendix C, C-4 to C-6). The USFWS responded on March 20, 2019 with an email stating they have no objections to the project as currently proposed and the list of standard USFWS recommendations would apply (Appendix C, C-7 to C-8). All applicable IDNR DFW and USFWS recommendations are included in the Environmental Commitments section of this CE document.

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	Presence	Impacts Yes	Impacts No
Wetlands	X		X

Total wetland area: 0.048 acre(s) Total wetland area impacted: 0.00 acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments
Wetland A	PFO1A	0.048	0.00	Wetland A is located at the toe of the embankment north of Lower Dillsboro Road, outside of the designated construction limits.

Wetlands (*Mark all that apply*)	Documentation	ES Approval Dates
Wetland Determination	X	N/A - LPA Project
Wetland Delineation	X	N/A - LPA Project
USACE Isolated Waters Determination		
Mitigation Plan		

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

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

Measures to avoid, minimize, and mitigate wetland impacts need to be discussed in the remarks box.

Remarks:

Based on a review of the National Wetlands Inventory (NWI) online mapper (https://www.fws.gov/wetlands/data/Mapper.html/), a site visit on June 11, 2019 by United Consulting, the USGS topographic map (Appendix B, B-4) and the RFI report (Appendix E) there are seventeen NWI-listed wetlands located within the 0.5 mile search radius. There are two NWI-listed wetlands located adjacent to the project area.

A *Waters of the U.S. Determination Report* was completed on December 21, 2020. Please refer to Appendix F for a copy of the *Waters of the U.S. Determination Report.* It was determined that one wetland was located within the project area. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

The wetland field verified during the *Waters of the U.S. Determination,* labeled Wetland A, has been identified as a Palustrine, Forested, Persistent, Seasonally Flooded (PFO1A) wetland feature located north of Lower Dillsboro Road. Wetland A is approximately 0.048 acre in size and was determined to be of good quality. Wetland A is located just north of the toe of the proposed roadway embankments, on the border of the proposed ROW limits for the project. Construction activities will not impact Wetland A. Therefore, no impacts are expected.

The USACE did not respond to the early coordination letter. The IDNR DFW responded on April 17, 2019 with several recommendations to avoid or minimize impacts to fish, wildlife and botanical resources (Appendix C, C-4 to C-6). The USFWS responded on March 20, 2019 with an email stating they have no objections to the project as currently proposed and the list of standard USFWS recommendations would apply (Appendix C, C-7 to C-8). All applicable IDNR DFW and USFWS recommendations are included in the Environmental Commitments section of this CE document.

	Presence	Impacts Yes	Impacts No
Terrestrial Habitat	X	X	
Unique or High Quality Habitat			

Use the remarks box to identify each type of habitat and the acres impacted (i.e. forested, grassland, farmland, lawn, etc).

Remarks:

Based on a desktop review, a site visit on June 11, 2019 by United Consulting, and the aerial map of the project area (Appendix B, B-2), there are mowed residential lawns and forested woodland habitats located within and adjacent to the project area. The types of terrestrial habitat have been listed below:

Type of Terrestrial Habitat	Dominant Species Present	Area Impacted (Acres)
Mowed Residential Lawn	*Festuca spp.*	1.18
Forested Woodland	*Acer saccharinum, Fraxinus pennsylvanica*	2.89

The dominant herbaceous species within the mowed residential lawn habitats is a variety of fescue (*Festuce spp.)* and the dominant tree species within the forested woodland habitat are silver maple (*Acer saccharinum*) and green ash (*Fraxinus pennsylvanica*). This project will require approximately 2.89 acres of tree clearing to facilitate construction equipment access. The construction equipment is essential to excavating and regrading the embankments as a part of this project. All tree clearing will occur within the existing forested woodland habitats.

The USACE did not respond to the early coordination letter. The IDNR DFW responded on April 17, 2019 with several recommendations to avoid or minimize impacts to fish, wildlife and botanical resources (Appendix C, C-4 to C-6). The USFWS responded on March 20, 2019 with an email stating they have no objections to the project as currently proposed and the list of standard USFWS recommendations would apply (Appendix C, C-7 to C-8). All applicable IDNR DFW and USFWS recommendations are included in the Environmental Commitments section of this CE document.

If there are high incidences of animal movements observed in the project area, or if bridges and other areas appear to be the sole corridor for animal movement, consideration of utilizing wildlife crossings should be taken.

Karst	Yes	No
Is the proposed project located within or adjacent to the potential Karst Area of Indiana?		X
Are karst features located within or adjacent to the footprint of the proposed project?		X
If yes, will the project impact any of these karst features?		

Use the remarks box to identify any karst features within the project area. (Karst investigation must comply with the Karst MOU, dated October 13, 1993)

Remarks:

Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding (MOU). According to the topographic map of the project area (Appendix B, B-4) and the RFI report (Appendix E), there are no karst features identified within or adjacent to the project area. In the early coordination response, the Indiana Geological Survey (IGS) did not indicate that karst features exist in the project area (Appendix C, C-10 to C-12). The IGS response letter states geological hazards such as high liquefaction potential, 1% annual chance of flood hazard, and potential slope instability are present. Mineral resources including low potential to encounter bedrock and low potential to encounter sand and gravel were identified. Petroleum exploration wells were also identified. The features and geological hazards identified in the IGS assessment will not be affected as soil liquefaction typically occurs in saturated sandy soils, and the soils identified within the project area are primarily silty clay loams with little sand content and potential slope instability will be corrected by the proposed project. The potential to encounter bedrock, sand and gravel will not be likely as the project will occur in previously disturbed soils, and borrow material will be utilized for fill when reconstructing the new embankments. The response from IGS has been communicated with the designer on March 20, 2019.

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Threatened or Endangered Species	Presence	Impacts Yes	Impacts No
Within the known range of any federal species	X	X	
Any critical habitat identified within project area			
Federal species found in project area (based upon informal consultation)			
State species found in project area (based upon consultation with IDNR)			

	Yes	No
Is Section 7 formal consultation required for this action?		X

Remarks:

Based on a desktop review and the RFI report (Appendix E) completed by United Consulting on June 25, 2019 and INDOT SAM approved on October 29, 2019, the IDNR Dearborn County Endangered, Threatened, and Rare (ETR) Species List has been checked and is included in Appendix E, E-11. The highlighted species on the list reflect the federal and state identified ETR species located within the county. According to the IDNR DFW early coordination response letter dated April 17, 2019 (Appendix C, C-4 to C-6) the Natural Heritage Program's Database has been checked and to date, no plant or animal species listed as state or federally endangered, threatened, or rare have been reported to occur in the project vicinity.

Project information was submitted through the USFWS' Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, C-21 to C-26). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). No additional species were found within or adjacent to the project area other than the Indiana bat and NLEB.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB),* dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on November 13, 2020 and based on the responses provided, the project was found to 'May Affect, Not Likely to Adversely Affect' (MA-NLAA) the Indiana bat and NLEB. INDOT reviewed and verified the effect finding on November 13, 2020 and requested USFWS's review of the finding (Appendix C, C-41). No response was received from the USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) are included as firm commitments in the *Environmental Commitments* section of this document.

The official species list generated from IPaC did not indicate any other species present within the project area. The project does not qualify for the USFWS Interim Policy. Further coordination with USFWS will not be necessary.

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

SECTION B – OTHER RESOURCES

Drinking Water Resources	Presence	Impacts Yes	Impacts No
Wellhead Protection Area			
Public Water System(s)			
Residential Well(s)	X		X
Source Water Protection Area(s)			
Sole Source Aquifer (SSA)			

If a SSA is present, answer the following:

	Yes	No
Is the Project in the St. Joseph Aquifer System?		

Indiana Department of Transportation

County Dearborn Route Lower Dillsboro Road Des. No. 1702959

Is the FHWA/EPA SSA MOU Applicable?		
Initial Groundwater Assessment Required?		
Detailed Groundwater Assessment Required?		

Remarks:

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

The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (https://www.in.gov/idem/cleanwater/pages/wellhead) was accessed on November 12, 2020 by United Consulting. The project is not located within a Wellhead Protection Area or Source Water Area. In an early coordination response letter dated December 2, 2020, IDEM stated the project is not located within a wellhead area or source water assessment area (Appendix C, C-43). No impacts are expected.

The Indiana Department of Natural Resources Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed on November 12, 2020 by United Consulting. One unspecified well type was identified approximately 422 feet south of the project area. The well is located beyond the construction limits and outside the scope of this project. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that these wells are affected, a cost to cure will likely be included in the appraisal to restore the wells.

Based on a desktop review of the INDOT MS4 website (https://entapps.indot.in.gov/MS4/) by United Consulting on November 12, 2020, and the findings of the RFI report; this project is not located in an Urban Area Boundary location. No impacts are expected.

Based on a desktop review, a site visit on June 11, 2019 by United Consulting, and the aerial map of the project area (Appendix B, B-2), no public water systems were identified. Therefore, no impacts are expected.

Flood Plains	**Presence**	**Impacts** Yes	No
Longitudinal Encroachment	X	X	
Transverse Encroachment			
Project located within a regulated floodplain	X	X	
Homes located within 1000' up/downstream from project			

Discuss impacts according to classification system described in the "Procedural Manual for Preparing Environmental Studies".

Remarks:

Based on a desktop review of the Indiana Department of Natural Resources Indiana Floodway Information Portal website (http://dnrmaps.dnr.in.gov/appsphp/fdms/) by United Consulting on November 12, 2020, and the RFI report; this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix B, B-6). An early coordination letter was sent on November 12, 2020 to the local Floodplain Administrator. The local floodplain administrator responded with an email on November 17, 2020, indicating that the proposed scope of work would require a County Planning and Zoning Permit due to work occurring within the floodplain of South Hogan Creek (Appendix C, C-42). This project qualifies as a Category 3 per the current INDO CE Manual, which states, "the modifications to drainage structures included in this project will result in an insubstantial change in their capacity to carry flood water. This change could cause a minimal increase in flood heights and flood limits. These minimal increases will not result in any substantial change in flood risks or damage; and they do not have substantial potential for interruption or termination of emergency service or emergency routes; therefore, it has been determined that this encroachment is not substantial. All applicable floodplain administrator recommendations are included as firm commitments in the Environmental Commitments section of this CE document.

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

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

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

County Dearborn Route Lower Dillsboro Road Des. No. 1702959

See CE Manual for guidance to determine which NRCS form is appropriate for your project.

Remarks:

Based on a desktop review, a site visit on June 11, 2019 by United Consulting, the aerial map of the project area (Appendix B, B-2), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected. An early coordination letter was sent on March 18, 2019, to Natural Resources Conservation Service (NRCS). The NRCS responded on April 8, 2019 with a letter stating the current slide correction project will not cause a conversion of prime farmland (Appendix C, C-9.)

SECTION C – CULTURAL RESOURCES

	Category	Type	INDOT Approval Dates	N/A
Minor Projects PA Clearance	B	B-10	December 18, 2020	

Results of Research

	Eligible and/or Listed Resource Present
Archaeology	X
NRHP Buildings/Site(s)	
NRHP District(s)	
NRHP Bridge(s)	

Project Effect

No Historic Properties Affected ☐ No Adverse Effect ☐ Adverse Effect ☐

Documentation (mark all that apply)

	Documentation Prepared	ES/FHWA Approval Date(s)	SHPO Approval Date(s)
Historic Properties Short Report			
Historic Property Report			
Archaeological Records Check/ Review			
Archaeological Phase Ia Survey Report	X	December 18, 2020	N/A
Archaeological Phase Ic Survey Report			
Archaeological Phase II Investigation Report			
Archaeological Phase III Data Recovery			
APE, Eligibility and Effect Determination			
800.11 Documentation			

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

Describe all efforts to document cultural resources, including a detailed summary of the Section 106 process, using the categories outlined in the remarks box. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of paper(s) and the comment period deadline. Likewise include any further Section 106 work which must be completed at a later date, such as mitigation or deep trenching.

Remarks:

On December 18, 2020, the INDOT Cultural Resources Office (CRO) determined that this project falls within the guidelines of Category B, Type B-10 under the Minor Projects Programmatic Agreement (MPPA) (Appendix D, D-1 to D-3). MPPA Category B, Type B-10 includes slide corrections, slope repairs, and other erosion control measures, in undisturbed soils. An archaeological survey was required due to work taking place in undisturbed soils. Results of the archaeological survey indicated that no cultural materials were identified and no additional archaeological investigation was recommended. No further consultation is required. This completes the Section 106 process and the responsibilities of the FWHA under Section 106 have been fulfilled.

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

Section 4(f) Involvement (mark all that apply)

	Presence	Use	
Parks & Other Recreational Land		Yes	No
Publicly owned park	☐	☐	☐
Publicly owned recreation area	☐	☐	☐
Other (school, state/national forest, bikeway, etc.)	☐	☐	☐

	Evaluations Prepared	FHWA Approval date
Programmatic Section 4(f)*	☐	
"De minimis" Impact*	☐	
Individual Section 4(f)	☐	☐

	Presence	Use	
Wildlife & Waterfowl Refuges		Yes	No
National Wildlife Refuge	☐	☐	☐
National Natural Landmark	☐	☐	☐
State Wildlife Area	☐	☐	☐
State Nature Preserve	☐	☐	☐

	Evaluations Prepared	FHWA Approval date
Programmatic Section 4(f)*	☐	
"De minimis" Impact*	☐	
Individual Section 4(f)	☐	☐

	Presence	Use	
Historic Properties		Yes	No
Sites eligible and/or listed on the NRHP	☐	☐	☐

	Evaluations Prepared	FHWA Approval date
Programmatic Section 4(f)*	☐	
"De minimis" Impact*	☐	
Individual Section 4(f)	☐	☐

**FHWA approval of the environmental document also serves as approval of any Section 4f Programmatic and/or De minimis evaluation(s) discussed below.*

Discuss Programmatic Section 4(f) and "de minimis" Section 4(f) impacts in the remarks box below. Individual Section 4(f) documentation must be separate Draft and Final documents. For further discussions on Programmatic, "de minimis" and

Individual Section 4(f) evaluations please refer to the "Procedural Manual for the Preparation of Environmental Studies". Discuss proposed alternatives that satisfy the requirements of Section 4(f).

Remarks:

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

Based on a desktop review, a site visit on June 11, 2019, the aerial map of the project area (Appendix B, B-2) and the RFI report (Appendix E), there are no Section 4(f) resources located within the 0.5 mile search radius. There are no Section 4(f) resources within or adjacent to the project area. Therefore, no use is expected

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

Discuss proposed alternatives that satisfy the requirements of Section 6(f). Discuss any Section 6(f) involvement.

Remarks:

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

A review of 6(f) properties on the Land and Water Conservation Fund (LWCF) website at https://www.lwcfcoalition.com/tools revealed a total of four properties in Dearborn County (Appendix J, J-1). None of the properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources as a result of this project.

SECTION E – Air Quality

Air Quality

Conformity Status of the Project	**Yes**	**No**
Is the project in an air quality non-attainment or maintenance area?	☐	X
If YES, then:		
Is the project in the most current MPO TIP?	☐	☐
Is the project exempt from conformity?	☐	☐
If the project is NOT exempt from conformity, then:		
Is the project in the Transportation Plan (TP)?	☐	☐
Is a hot spot analysis required (CO/PM)?	☐	☐

Level of MSAT Analysis required?

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

Remarks:

This project is included in the Fiscal Year (FY) 2020-2024 Ohio – Kentucky – Indiana Regional Council of Governments Transportation Improvement Program (OKI TIP) and the 2020-2024 INDOT Statewide Transportation Improvement Program (STIP) Appendix H, H-1 to H-2. Additionally, PE funding is shown in the 2018-2021 INDOT STIP (Appendix H, H-3).

The project is located in Dearborn County, which is currently in attainment for all criteria pollutants according to IDEM's web page for Nonattainment Status for Indiana Counties, accessed from the following: (https://www.in.gov/idem/airquality/2339.htm). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

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

SECTION F - NOISE

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

	No	**Yes/ Date**
ES Review of Noise Analysis		

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

SECTION G – COMMUNITY IMPACTS

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

Remarks: The preferred alternative is consistent with local land use plans developed for Dearborn County. Through coordination with the Dearborn County Engineer, it was determined that Dearborn County has an approved ADA Transition plan. However, the Lower Dillsboro Road facility falls outside of the limits of the plan due to its rural location in addition to not having any existing sidewalks or trails. According to the Official Event Calendar on the Dearborn County Visitor Center website (https://www.visitsoutheastindiana.com/event-calendar) several events and festivals are scheduled to occur within Dearborn County, IN. However, none of the events are planned to occur near this project location and this pavement slide correction project will not result in any impacts to the planned events or festivals, as a local detour route will be provided to ensure maintenance of traffic throughout the duration of the project. No negative impacts to community cohesion are anticipated. This project will not have any significant short or long-term economic impacts. There are no community facilities near the project. As a result, no impacts to community events are expected.

Indirect and Cumulative Impacts	**Yes**	**No**
Will the proposed action result in substantial indirect or cumulative impacts?		X

Remarks: Indirect impacts are effects which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate. Cumulative impacts affect the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such actions.

No indirect or cumulative impacts will result from this slide correction project. The scope of this project includes excavation and regrading of existing slopes and reconstruction of the existing roadway with no plans for future development in the area.

Public Facilities & Services	**Yes**	**No**
Will the proposed action result in substantial impacts on health and educational facilities, public and private utilities, emergency services, religious institutions, airports, public transportation or pedestrian and bicycle facilities? *Discuss how the maintenance of traffic will affect public facilities and services.*		X

Remarks: Based on a desktop review, a site visit on June 11, 2019 by United Consulting, the aerial map of the project area (Appendix B, B-2), and the RFI report (Appendix E), there are no public facilities within the 0.5 mile search radius. There are no public facilities within or adjacent to the project area. Access to all properties will be maintained during construction. Therefore, no impacts are expected.

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

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

Remarks: Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. The project will require no relocations, and approximately 4.07 acres of right-of-way. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city, or town and is called the community of comparison (COC). In this project, the COC is Dearborn County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Dearborn County Census Tract 806. An AC has a population of EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the 2014-2018 American Community Survey 5-Year Estimates was obtained from the US Census Bureau Website https://data.census.gov/cedsci/ on November 5, 2020 by United Consulting. The data collected for minority and low-income populations within the AC are summarized in the below table.

Table: Minority and Low-Income Data (2018 US Census Bureau)	Dearborn County, Indiana (COC)	Census Tract 806, Dearborn County, Indiana (AC)
Percent Minority	(3.7%)	(2.5%)
125% of COC	(4.7%)	AC < 125% COC
EJ Population of Concern		(No)
Percent Low-Income	(10.2%)	(10.0%)
125% of COC	(12.7%)	AC < 125% COC
EJ Population of Concern		(No)

AC, Census Tract 806, has a percent minority of 2.5%, which is below 50% and is below the 125% COC threshold. Therefore, the AC does not contain minority populations of EJ concern.

AC, Census Tract 806, has a percent low-income of 10.0%, which is below 50% and is below the 125% COC threshold. Therefore, the AC does not contain low-income populations of EJ concern.

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

Relocation of People, Businesses or Farms	Yes	No
Will the proposed action result in the relocation of people, businesses or farms?		X
Is a Business Information Survey (BIS) required?		X
Is a Conceptual Stage Relocation Study (CSRS) required?		X
Has utility relocation coordination been initiated for this project?	X	

County Dearborn Route Lower Dillsboro Road Des. No. 1702959

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

If a BIS or CSRS is required, discuss the results in the remarks box.

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

SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

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

	No	**Yes/ Date**
ES Review of Investigations		X / October 29, 2019

Include a summary of findings for each investigation.

Remarks: Based on a review of GIS and available public records, an RFI was completed on June 25, 2019 by United Consulting and approved by INDOT Site Assessment and Management (SAM) on October 29, 2019 (Appendix E). No sites with hazardous material concerns (hazmat sites) or sites involved with regulated substances were identified in or within 0.5 mile of the project area. Due to the age of the RFI, a reinvestigation of the GIS layers was conducted on December 22, 2020 by United Consulting. The reinvestigation did not identify any new information. Further investigation for hazardous material concerns or regulated substances is not required at this time.

SECTION I – PERMITS CHECKLIST

Permits (mark all that apply)	**Likely Required**
Army Corps of Engineers (404/Section10 Permit)	
Individual Permit (IP)	
Nationwide Permit (NWP)	
Regional General Permit (RGP)	X
Pre-Construction Notification (PCN)	
Other	
Wetland Mitigation required	
Stream Mitigation required	
IDEM	
Section 401 WQC	X
Isolated Wetlands determination	
Rule 5	X
Other	
Wetland Mitigation required	
Stream Mitigation required	
IDNR	
Construction in a Floodway	X
Navigable Waterway Permit	
Lake Preservation Permit	
Other	
Mitigation Required	
US Coast Guard Section 9 Bridge Permit	

Others (Please discuss in the remarks box below) X

Remarks:

USACE – RGP (Section 404):
The proposed project will require Section 404 approval from the USACE as a result of fill material being placed below the OHWM of UNT #1 and UNT #3 to South Hogan Creek.

IDEM – Section 401 Water Quality Certification:
The proposed project will require Section 401 approval from the IDEM as a result of construction activities occurring below the OHWM of UNT #1 and UNT #3 to South Hogan Creek.

IDEM – Rule 5:
The proposed project involves ground disturbance exceeding 1.0 acre. As a result, an IDEM Rule 5 will be required.

IDNR Construction in a Floodway:
The proposed project is located within the limits of the regulated floodway of South Hogan Creek. As a result, the project will require a Construction in a Floodway Permit from the IDNR – Division of Water.

Dearborn County Zoning and Planning Department Permit:
The proposed project is located within the limits of the regulated floodway of South Hogan Creek. As a result, a Dearborn County Zoning and Planning Department Permit will be required at the local level.

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

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

SECTION J- ENVIRONMENTAL COMMITMENTS

The following information should be provided below: List all commitments, name of agency/organization requesting the commitment(s), and indicating which are firm and which are for further consideration. The commitments should be numbered.

Remarks:

Firm:

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3. Any work in a wetland area within existing right-of-way or in a borrow/waste area is prohibited unless specifically allowed in the US Army Corps of Engineers or IDEM permit. (INDOT ESD)
4. General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
5. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
6. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
7. Tree Removal AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (No tree clearing April 1 - September 30) (USFWS)

8. Tree Removal AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)

9. Tree Removal AMM 4: Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year. (USFWS)

10. The proposed scope of work will require a County Planning and Zoning Permit due to construction activities occurring within the floodplain of South Hogan Creek. (Local Floodplain Administrator)

11. USFWS Bridge/Structure Assessments shall take place for all bridges/structures within the proposed project area no earlier than two (2) years prior to the start of construction. If construction will begin after November 12, 2022, an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT ESD)

For Further Consideration:

12. Do not cut any trees suitable for Indiana bat or Northern long-eared bat roosting (greater than 5 inches dbh), living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30. (IDNR DFW)

13. Do not construct any temporary runarounds or causeways. (IDNR DFW)

14. Avoid all work within the inundated part of the stream channel during the fish spawning season (April 1 through June 30); except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams. (USFWS)

15. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels, and diversion fencing. (USFWS)

16. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat. (USFWS)

17. Restrict below low-water work in streams to placement of culverts, piers, pilings, and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. (USFWS)

18. Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles, and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community. (USFWS)

SECTION K- EARLY COORDINATION

Please list the date coordination was sent and all agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received. INDOT and FHWA are automatically considered early coordination participants and should only be listed if a response is received.

Remarks :

Early Coordination			
Recipients	**Date Sent**	**Response**	**Date Received**
Natural Resources Conservation Service	March 18, 2019	Yes	April 8, 2019
Indiana Department of Environmental Management	March 18, 2019	Yes	November 17, 2020
Indiana Department of Environmental Management – Groundwater Section	March 18, 2019	Yes	December 2, 2020
U.S. Fish and Wildlife Service	March 18, 2019	Yes	March 20, 2019
U.S. Army Corps of Engineers	March 18, 2019	No	N/A
Indiana Department of Natural Resources – Division of Fish and Wildlife	March 18, 2019	Yes	April 17, 2019
Housing and Urban Development – Chicago Regional Office	March 18, 2019	No	N/A
Indiana Geological Survey	March 18, 2019	Yes	March 18, 2019
National Park Service	March 18, 2019	No	N/A
OKI – Regional Council of Governments	March 18, 2019	No	N/A
Dearborn County Engineer – Todd Listerman	March 18, 2019	No	N/A
Dearborn County Surveyor – Dennis Krause Jr.	March 18, 2019	No	N/A
United Consulting Road Team Lead – Heather Kilgour	March 18, 2019	No	N/A

Index to Appendix
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Appendix A

INDOT Supporting Documentation

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4[1]
Section 106	Falls within guidelines of Minor Projects PA	"No Historic Properties Affected"	"No Adverse Effect"	-	"Adverse Effect" Or Historic Bridge involvement[2]
Stream Impacts	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	Individual 404 Permit
Wetland Impacts	No adverse impacts to wetlands	< 0.1 acre	-	< 1 acre	≥ 1 acre
Right-of-way[3]	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)	"No Effect", "Not likely to Adversely Affect" (Without AMMs[4] or with AMMs required for all projects[5])	"Not likely to Adversely Affect" (With any other AMMs)	-	"Likely to Adversely Affect"	Project does not fall under Species Specific Programmatic
Threatened/Endangered Species (Any other species)	Falls within guidelines of USFWS 2013 Interim Policy	"No Effect", ""Not likely to Adversely Affect"	-	-	"Likely to Adversely Affect"
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential[6]
Sole Source Aquifer	Detailed Assessment Not Required	-	-	-	Detailed Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Coastal Zone Consistency	Consistent	-	-	-	Not Consistent
National Wild and Scenic River	Not Present	-	-	-	Present
New Alignment	None	-	-	-	Any
Section 4(f) Impacts	None	-	-	-	Any
Section 6(f) Impacts	None	-	-	-	Any
Added Through Lane	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Coast Guard Permit	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes[7]
Approval Level • **District Env. Supervisor** • **Env. Services Division** • **FHWA**	Concurrence by INDOT District Environmental or Environmental Services	Yes	Yes	Yes Yes	Yes Yes Yes

[1]Coordinate with INDOT Environmental Services. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.
[2]Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.
[3]Permanent and/or temporary right-of-way.
[4]AMMs = Avoidance and Mitigation Measures.
[5]AMMs determined by the IPAC decision key to be needed that are listed in the USFWS *User's Guide for the Range-wide Programmatic Consultation for Indiana bat and Northern long-eared bat* as "required for all projects".
[6]Potential for causing a disproportionately high and adverse impact.
[7]Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.
*Substantial public or agency controversy may require a higher-level NEPA document.

Appendix B

Graphics

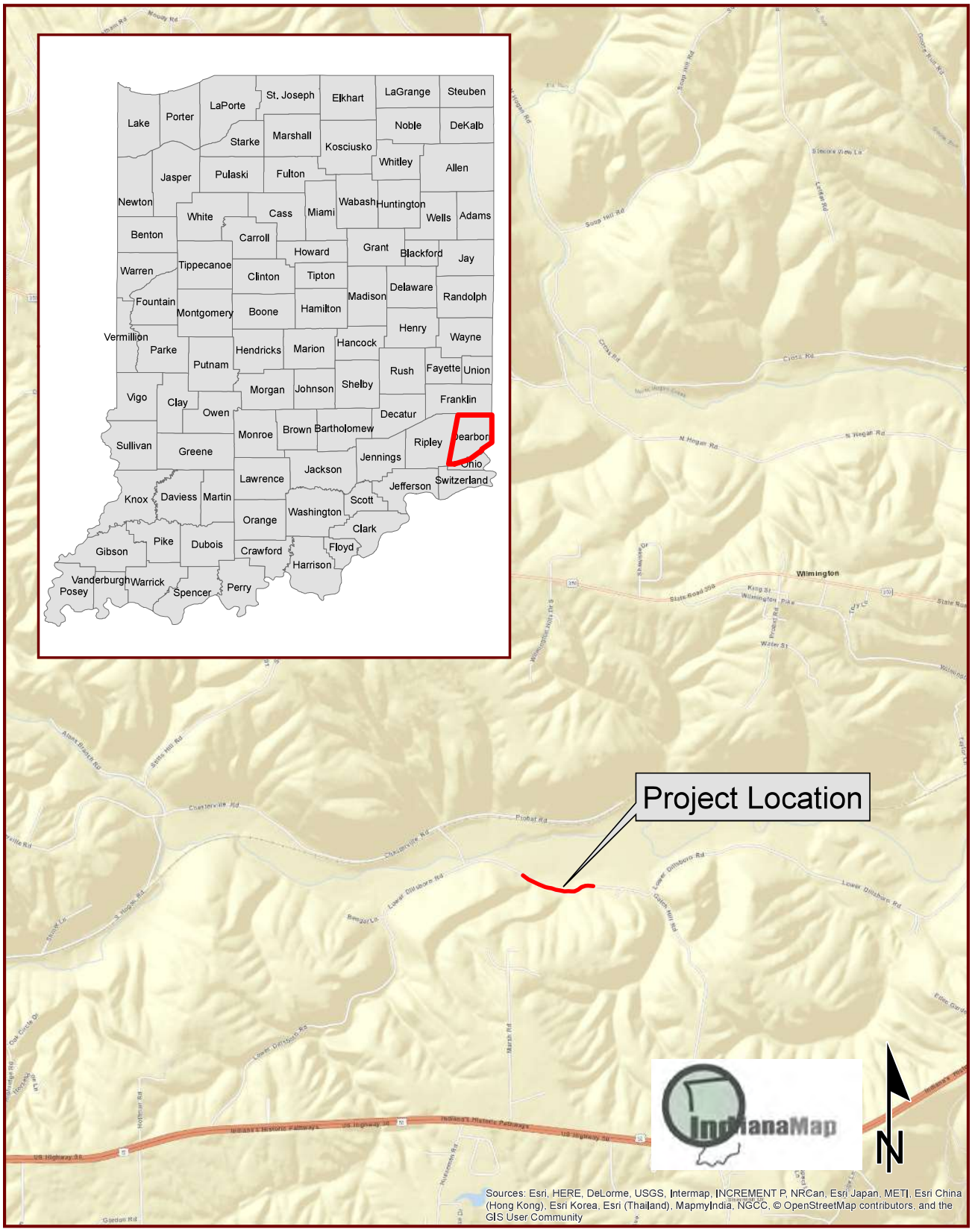

Exhibit 1 - State Location Map
Lower Dillsboro Road – Slide Corrections
Dearborn County, Indiana
Des. No.: 1702959

0 0.175 0.35 0.7 1.05 1.4
Miles

UNITED Consulting

Exhibit 2 - Aerial Photography Map
Lower Dillsboro Road – Slide Corrections
Dearborn County, Indiana
Des. No.: 1702959

0 0.02 0.04 0.08 0.12 0.16 Miles

UNITED Consulting

Exhibit 3 - LiDAR Map
Lower Dillsboro Road – Slide Corrections
Dearborn County, Indiana
Des. No.: 1702959

UNITED Consulting

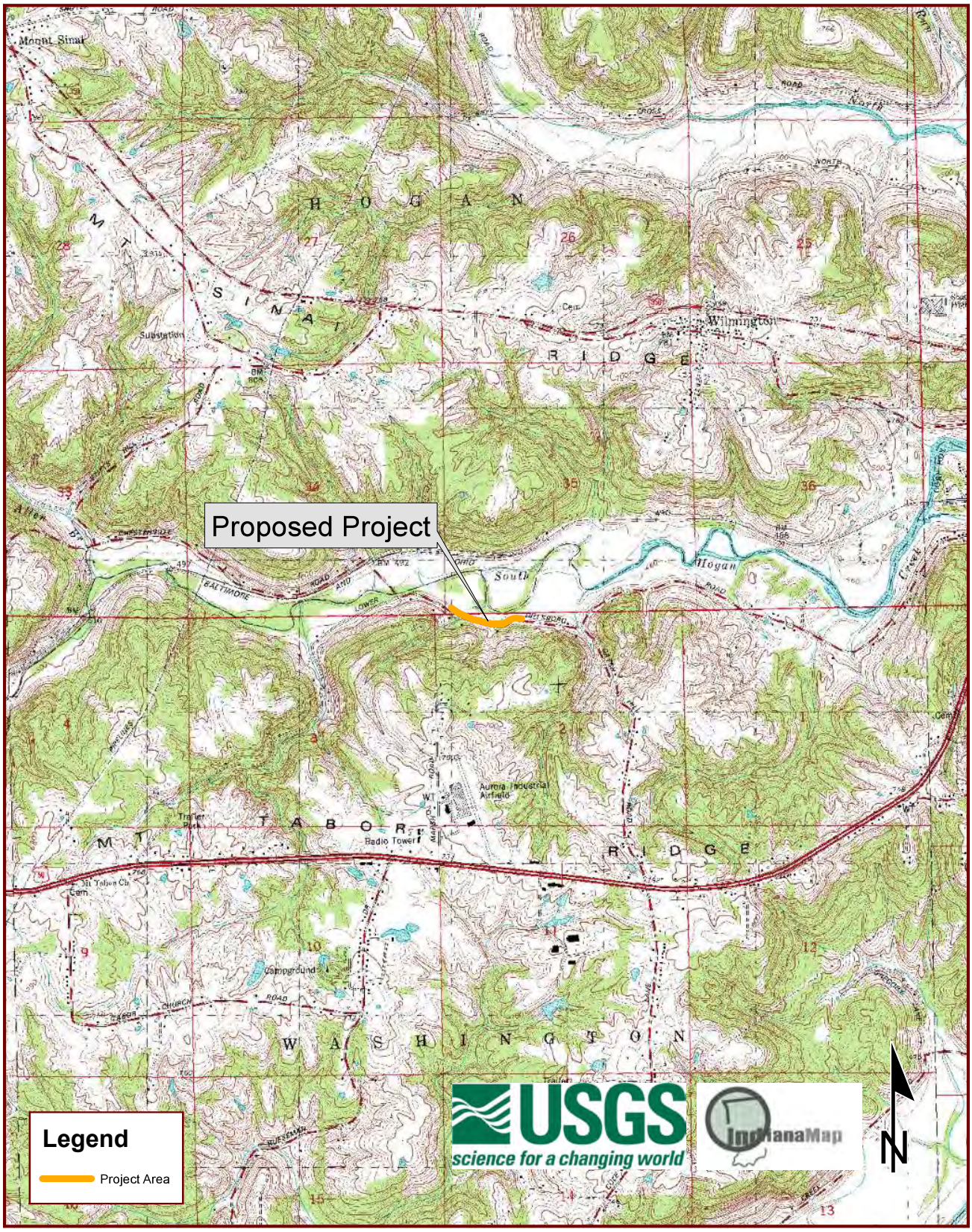

Exhibit 4 - USGS Topographc Map
Lower Dillsboro Road – Slide Corrections
Dearborn County, Indiana
Des. No.: 1702959

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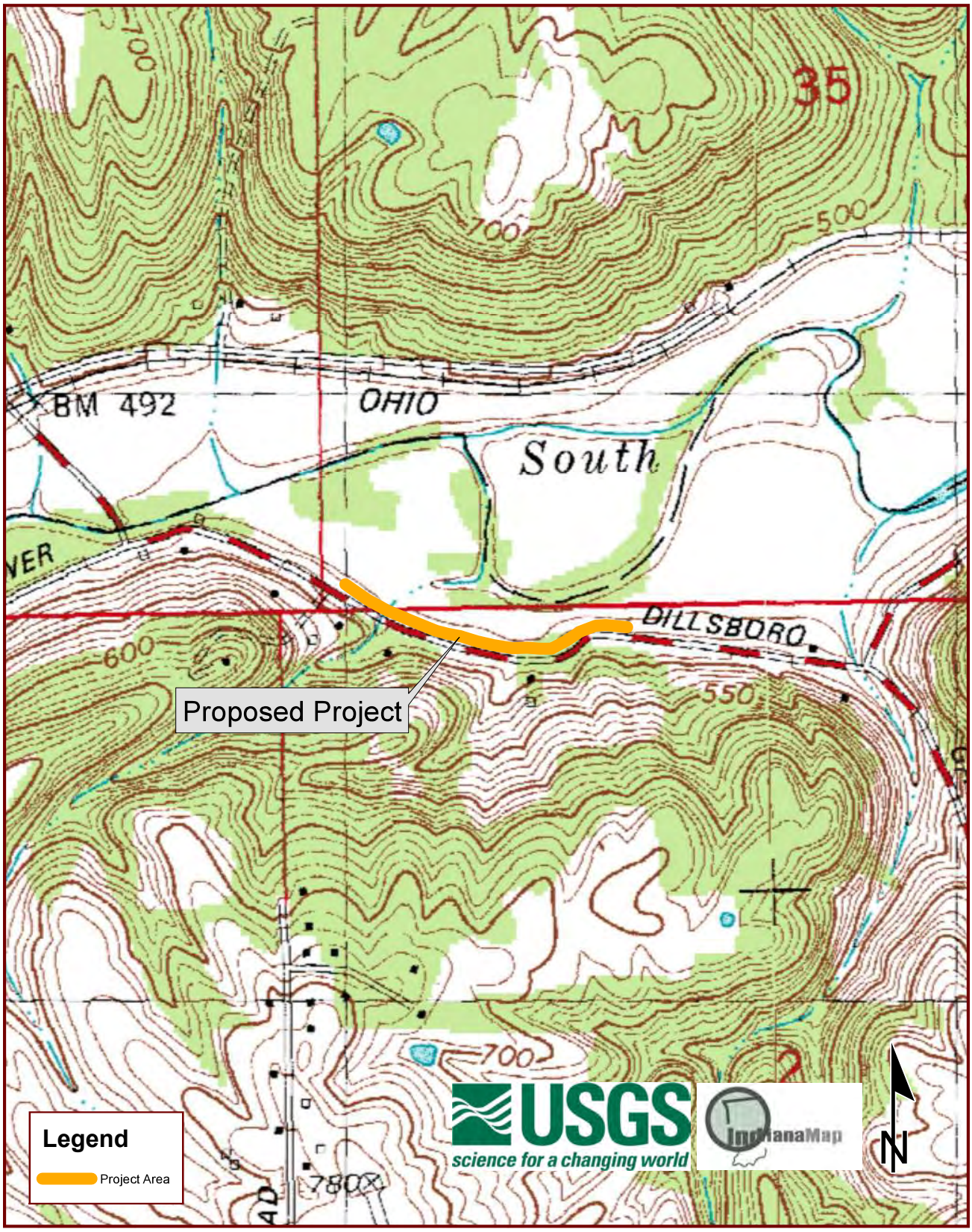


Exhibit 5 - Zoomed-in USGS Topographc Map
Lower Dillsboro Road – Slide Corrections
Dearborn County, Indiana
Des. No.: 1702959

UNITED Consulting

Exhibit 6 - Flood Insurance Rate Map
Lower Dillsboro Road – Slide Corrections
Dearborn County, Indiana
Des. No.: 1702959

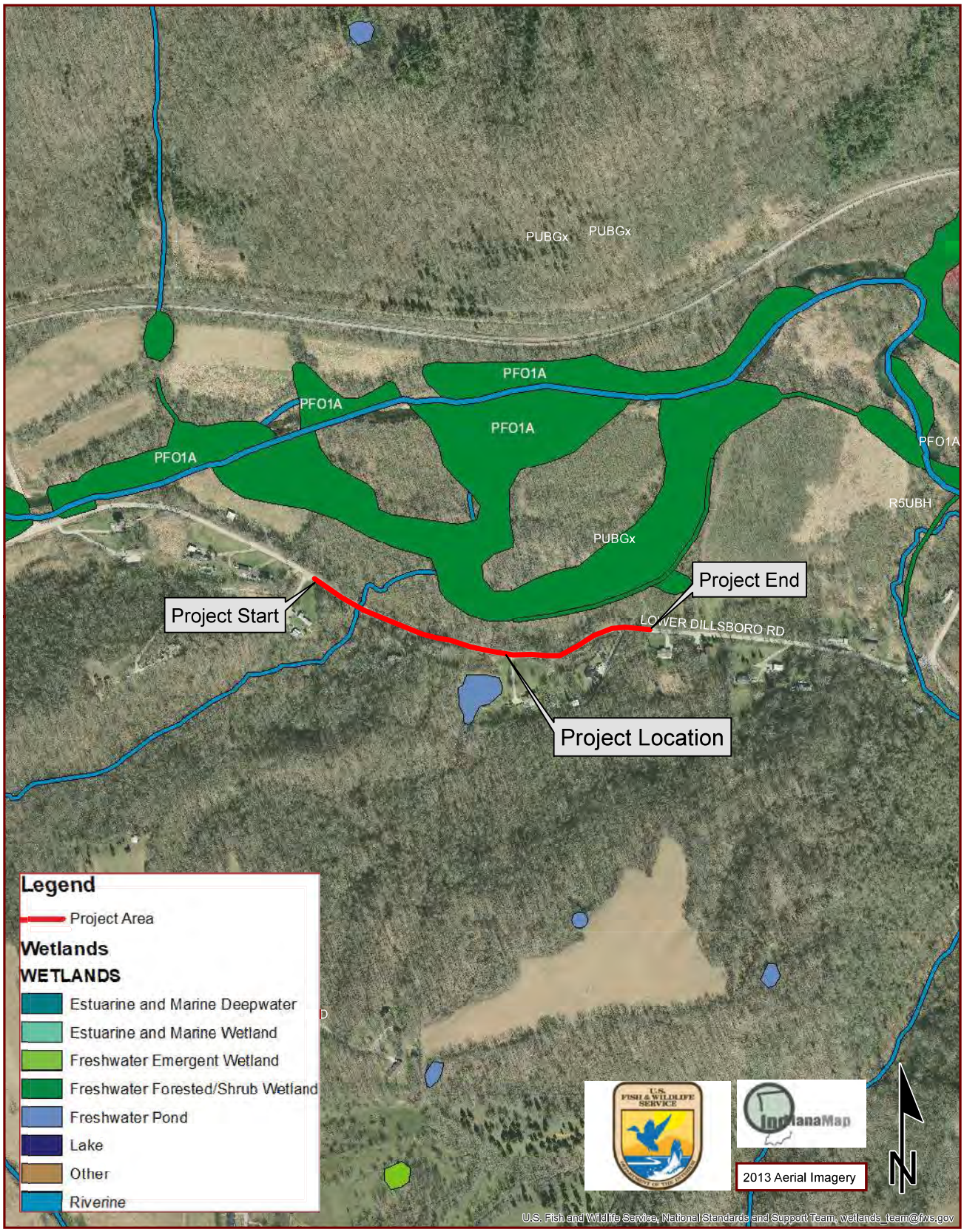


Exhibit 7 - National Wetlands Inventory Map
Lower Dillsboro Road – Slide Corrections
Dearborn County, Indiana
Des. No.: 1702959

Exhibit 8 - Photo Orientation Map
Lower Dillsboro Road – Slide Corrections
Dearborn County, Indiana
Des. No.: 1702959

0 0.025 0.05 0.1 0.15 0.2 Miles

UNITED Consulting

Photograph #1: Looking east along Lower Dillsboro Road near east end of project.

Photograph #2: Looking west along Lower Dillsboro Road near east end of project.

Photograph #3: Looking west along Lower Dillsboro Road.

Photograph #4: Looking east along Lower Dillsboro.

Photograph #5: Looking west along Lower Dillsboro Road near west end of project.

Photograph #6: Looking east along Lower Dillsboro Road near west end of project.

PROJECT	DESIGNATION
1702959	1702959
CONTRACT	BRIDGE FILE
R-40889	N/A

INDIANA DEPARTMENT
OF TRANSPORTATION

ROAD PLANS

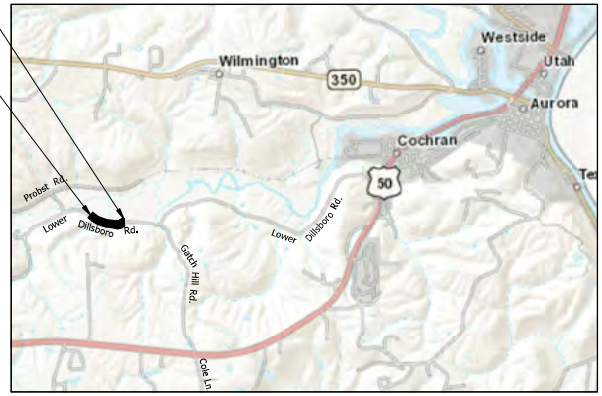
PROJECT NO. 1702959 PE, R/W, CN

TRAFFIC DATA	LOWER DILLSBORO ROAD
A.D.T. (2022)	287 V.P.D.
A.D.T. (2042)	370 / V.P.D.
D.H.V. (2042)	93 / V.P.H.
DIRECTIONAL DISTRIBUTION	42% WB / 58% EB
TRUCKS	7.0% D.H.V.
DESIGN DATA	
DESIGN SPEED	35 mph
PROJECT DESIGN CRITERIA	3R (Local)
FUNCTIONAL CLASSIFICATION	MAJOR COLLECTOR
RURAL/URBAN	RURAL (SUBURBAN)
TERRAIN	LEVEL
ACCESS CONTROL	NONE

Slide Correction on Lower Dillsboro Road, Located 0.35 miles west of Gatch Hill Road in Section 2, Township 4 North and Range 2 West and Sections 34 and 35, Township 5 North, Range 2 West Center Township, Dearborn County, Indiana.

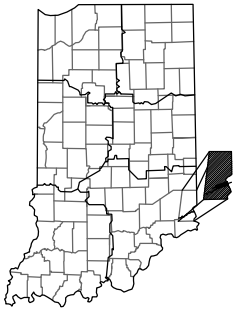
End Project
Sta. 25+01.50 Line "PR-A"

Begin Project
Sta. 21+02.08 Line "PR-A"



PROJECT LOCATION MAP

Scale: 1" = 2500'



LATITUDE: 39°02'44" N LONGITUDE: 84°57'44" W

Gross Length:	0.08 MI.
Net Length:	0.08 MI.
Maximum Grade:	2.02%

DEARBORN COUNTY BOARD OF COMMISIONERS

JIM THATCHER, PRESIDENT - DISTRICT 1 DATE

ART LITTLE, MEMBER - DISTRICT 2 DATE

RICK PROBST, MEMBER - DISTRICT 3 DATE

TODD LISTERMAN, P.E. - COUNTY ENGINEER, ERC DATE

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2020 TO
BE USED WITH THESE PLANS

UNITED Consulting
8440 Allison Pointe Blvd.
Suite 200
Indianapolis, IN 46250
Phone 317-895-2585
www.ucindy.com

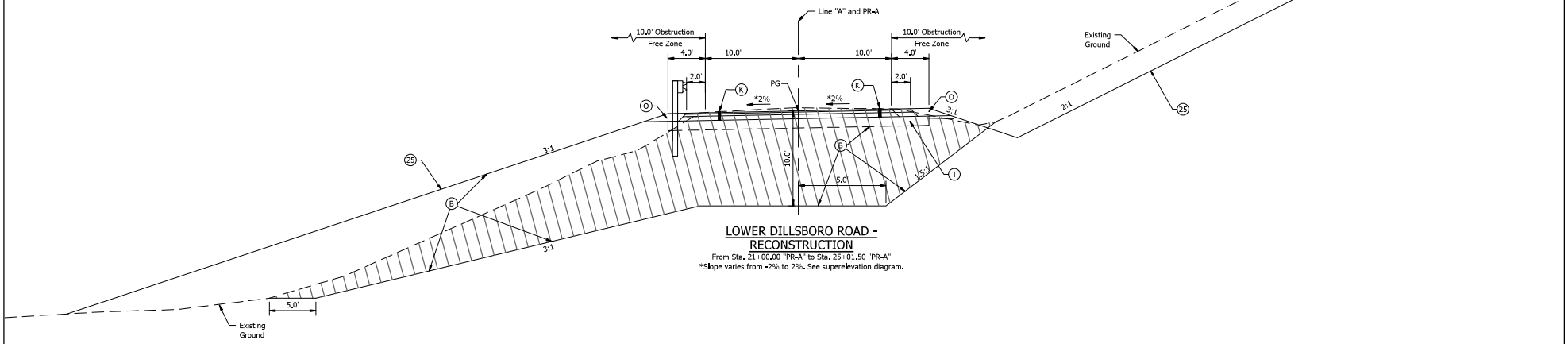
PLANS PREPARED BY: UNITED CONSULTING (317) 895-2585
PHONE NUMBER

CERTIFIED BY: DATE

APPROVED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION DATE

BRIDGE FILE	
N/A	
DESIGNATION	
1702959	
SURVEY BOOK	SHEETS
-	1 of 13
CONTRACT	PROJECT
R-40889	1702959

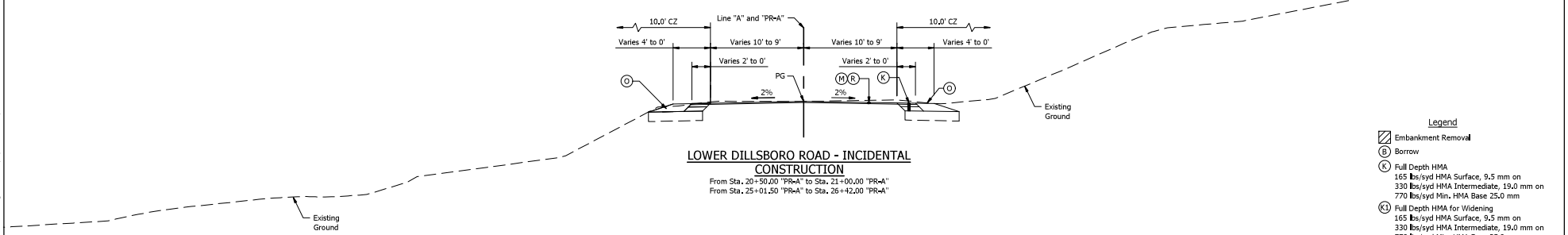
File Name: P:\RD\C3D\18-418 Lower Dillsboro\Road\Dwg\Plans\Title Sheet.dwg Plot Date: 12/11/2020 Plotted By: Civil 3D User



LOWER DILLSBORO ROAD - RECONSTRUCTION

From Sta. 21+00.00 "PR-A" to Sta. 25+01.50 "PR-A"

*Slope varies from -2% to 2%. See superelevation diagram.



LOWER DILLSBORO ROAD - INCIDENTAL CONSTRUCTION

From Sta. 20+50.00 "PR-A" to Sta. 21+00.00 "PR-A"

From Sta. 25+01.50 "PR-A" to Sta. 26+42.00 "PR-A"

Legend

- Embankment Removal
- (B) Borrow
- (K) Full Depth HMA
  165 lbs/syd HMA Surface, 9.5 mm on
  330 lbs/syd HMA Intermediate, 19.0 mm on
  770 lbs/syd Min. HMA Base 25.0 mm
- (K1) Full Depth HMA for Widening
  165 lbs/syd HMA Surface, 9.5 mm on
  330 lbs/syd HMA Intermediate, 19.0 mm on
  770 lbs/syd Min. HMA Base 25.0 mm
- (M) Milling, 1.5"
- (R) 165 lbs/syd HMA Surface, 9.5 mm
- (O) Compacted Aggregate, No. 53
- (T) Subgrade Treatment, IC
- (25) Seeding, R

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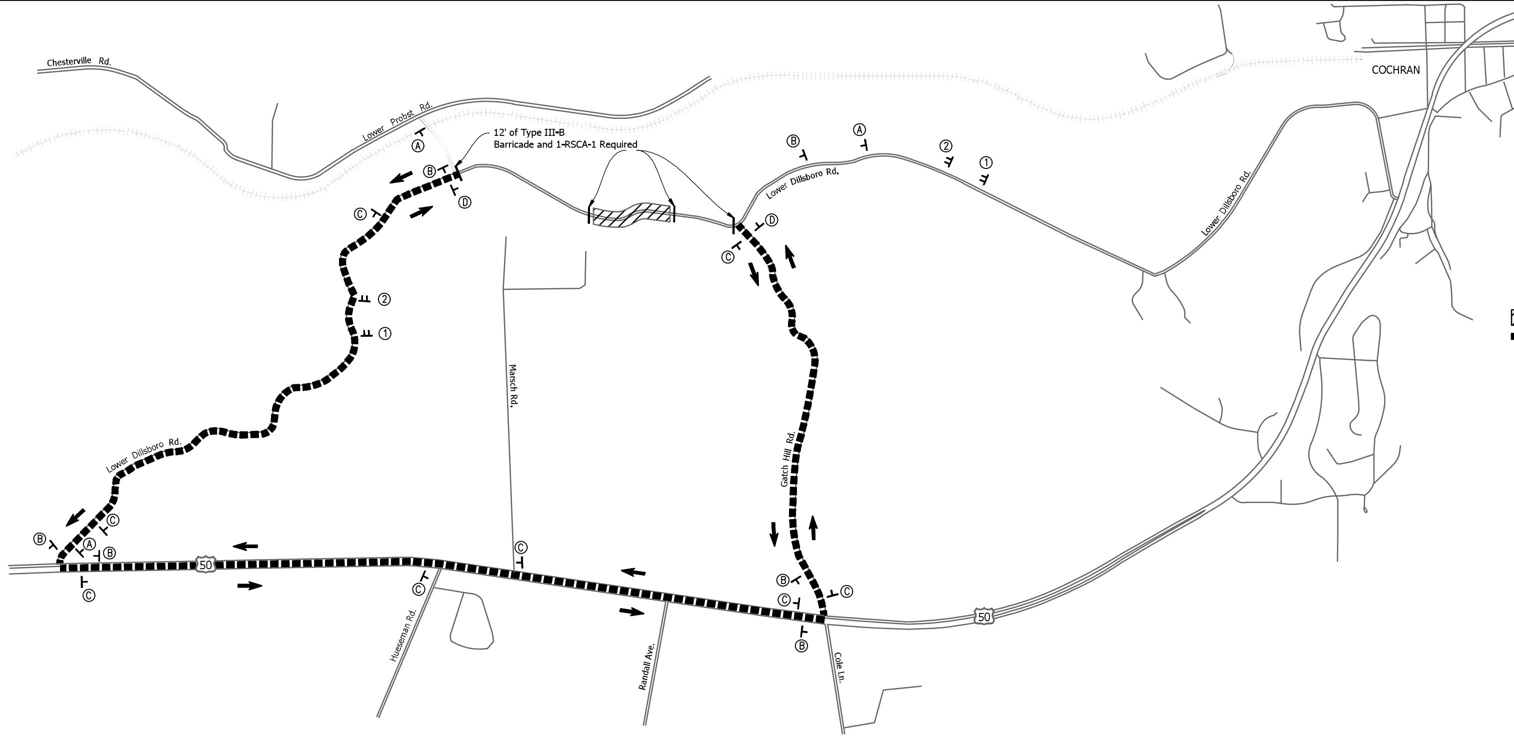
RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

DESIGNED: HEK DRAWN: MVD
CHECKED: JAR CHECKED: JAR

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1" = 5'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1702959
SURVEY BOOK	SHEETS
-	3 of 13
CONTRACT	PROJECT
R-40889	1702959



Lower Dillsboro Road Detour Routes
Scale = 1"=2000'

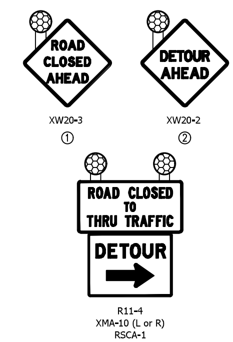
LEGEND

- Construction Sign
- Construction Warning Light, Type "A"
- Barricade, Type III-B
- Detour Route Marker Assembly
- Construction Area
- Detour Route - Lower Dillsboro Road
- Direction of Traffic Flow

DETOUR ROUTE MARKER ASSEMBLIES

- (A) Advance D.R.M.A.
- (B) Directional D.R.M.A.
- (C) Confirmimg D.R.M.A.
- (D) End D.R.M.A.

NOTES:
For Detour Route Marker Assemblies see Standard Drawing E801-TCDT-03.



SIGN LEGEND

QUANTITY SUMMARY		
	Project Total	Units
Detour Route Marker Assembly	16	Each
Construction Sign, A	4	Each
Construction Sign, C	2	Each
Road Closure Sign Assembly	2	Each
Barricade, Type III-B	48	LFT

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RECOMMENDED FOR APPROVAL ____ DESIGN ENGINEER ____ DATE

DESIGNED: HEK DRAWN: MVD
CHECKED: JAR CHECKED: JAR

INDIANA
DEPARTMENT OF TRANSPORTATION

DETOUR ROUTE
MAINTANCE OF TRAFFIC

HORIZONTAL SCALE	BRIDGE FILE
AS SHOWN	N/A
VERTICAL SCALE	DESIGNATION
N/A	1702959
SURVEY BOOK	SHEETS
-	5 of 13
CONTRACT	PROJECT
R-40889	1702959

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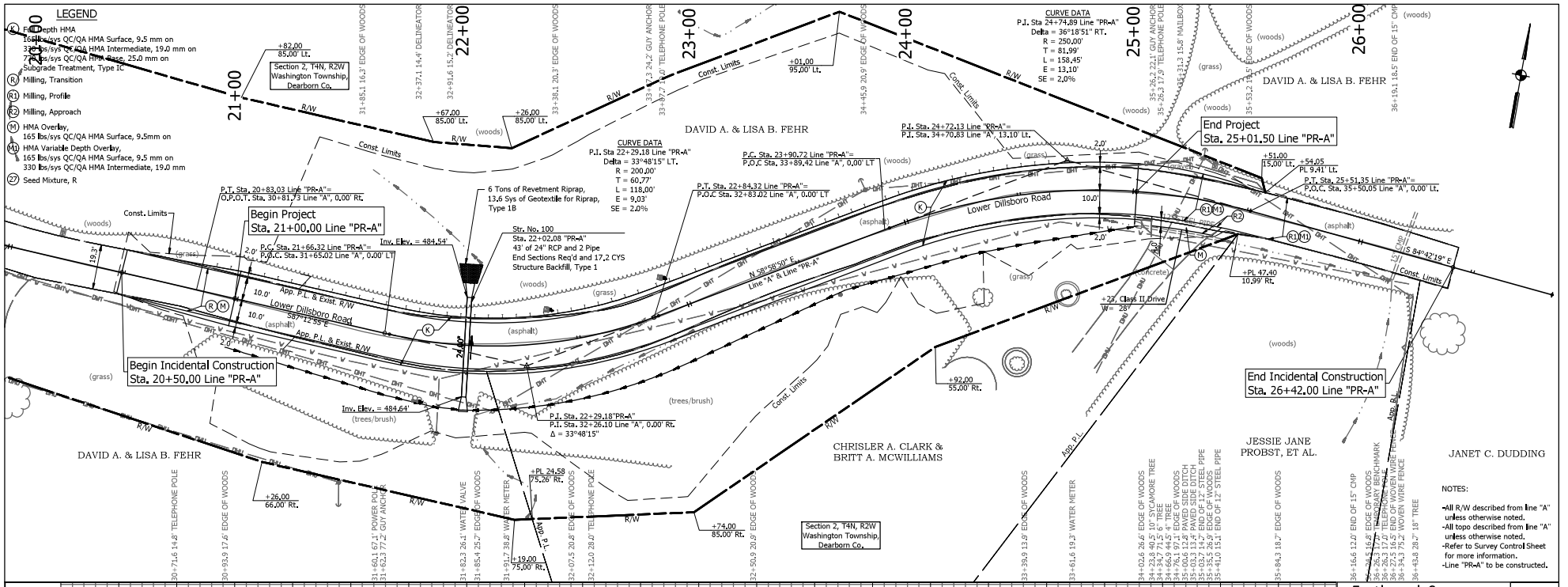

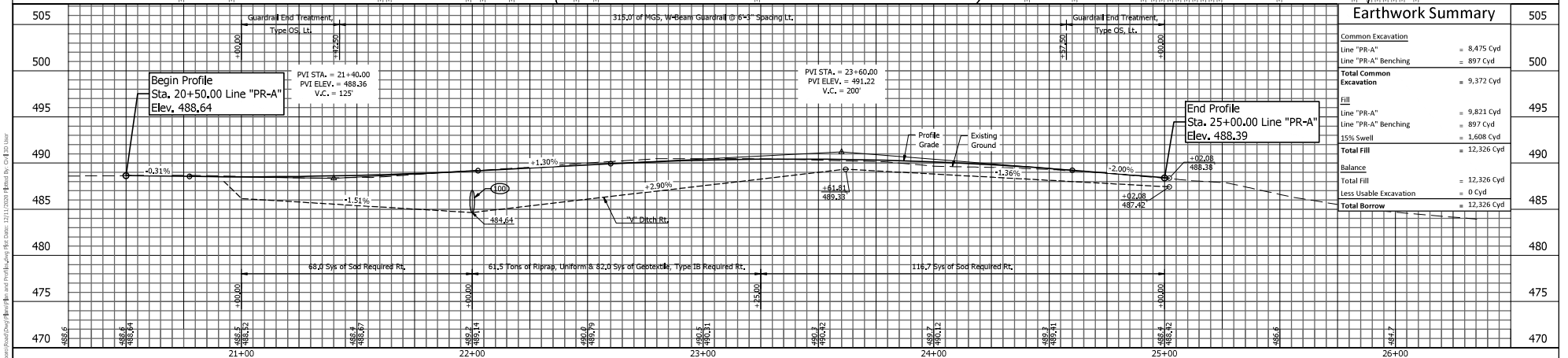

Earthwork Summary

Common Excavation	
Line "PR-A"	= 8,475 Cyd
Line "PR-A" Benching	= 897 Cyd
Total Common Excavation	= 9,372 Cyd
Fill	
Line "PR-A"	= 9,821 Cyd
Line "PR-A" Benching	= 897 Cyd
15% Swell	= 1,608 Cyd
Total Fill	= 12,326 Cyd
Balance	
Total Fill	= 12,326 Cyd
Less Usable Excavation	= 0 Cyd
Total Borrow	= 12,326 Cyd

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RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

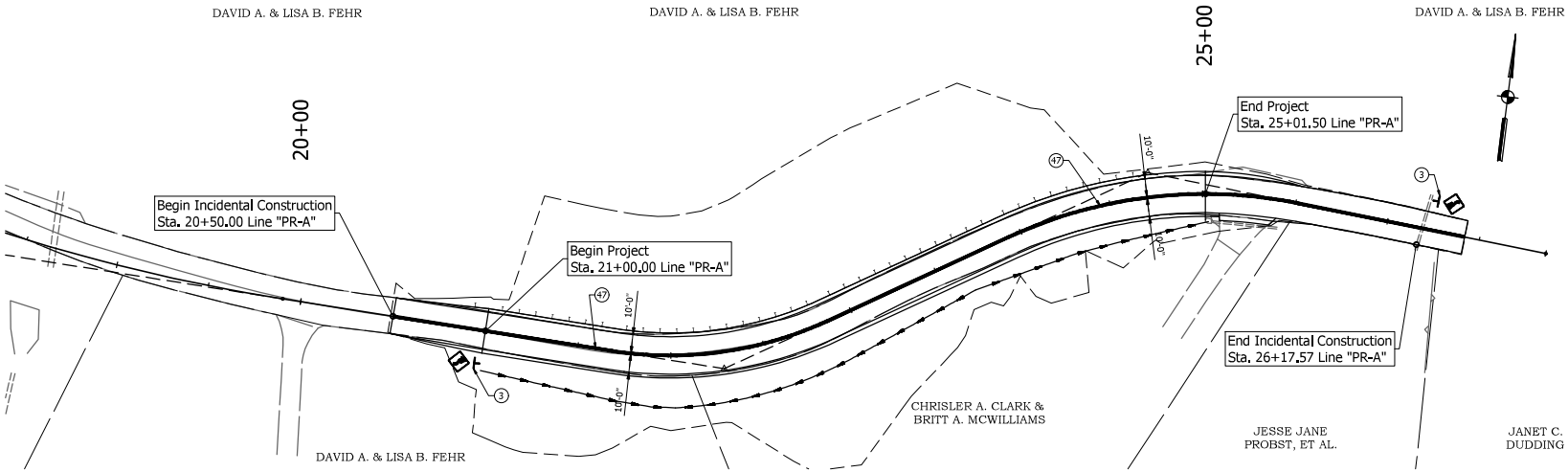
DESIGNED: HEK DRAWN: MVD

CHECKED: JAR CHECKED: JAR

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 5'	1702959
SURVEY BOOK	SHEETS
—	6 of 13
CONTRACT	PROJECT
R-40889	1702959



LEGEND

- (47) Line, Thermoplastic, Solid, Yellow, 4"
- X
- Ground Mounted Sign
- Existing Ground Mounted Sign
- 1 No Change Required
- 2 Remove Existing Sheet Sign and Supports
- 3 W1-4 Warning Sign (36 x 36)

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RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

DESIGNED: HEK DRAWN: MEH
CHECKED: JAR CHECKED: JAR

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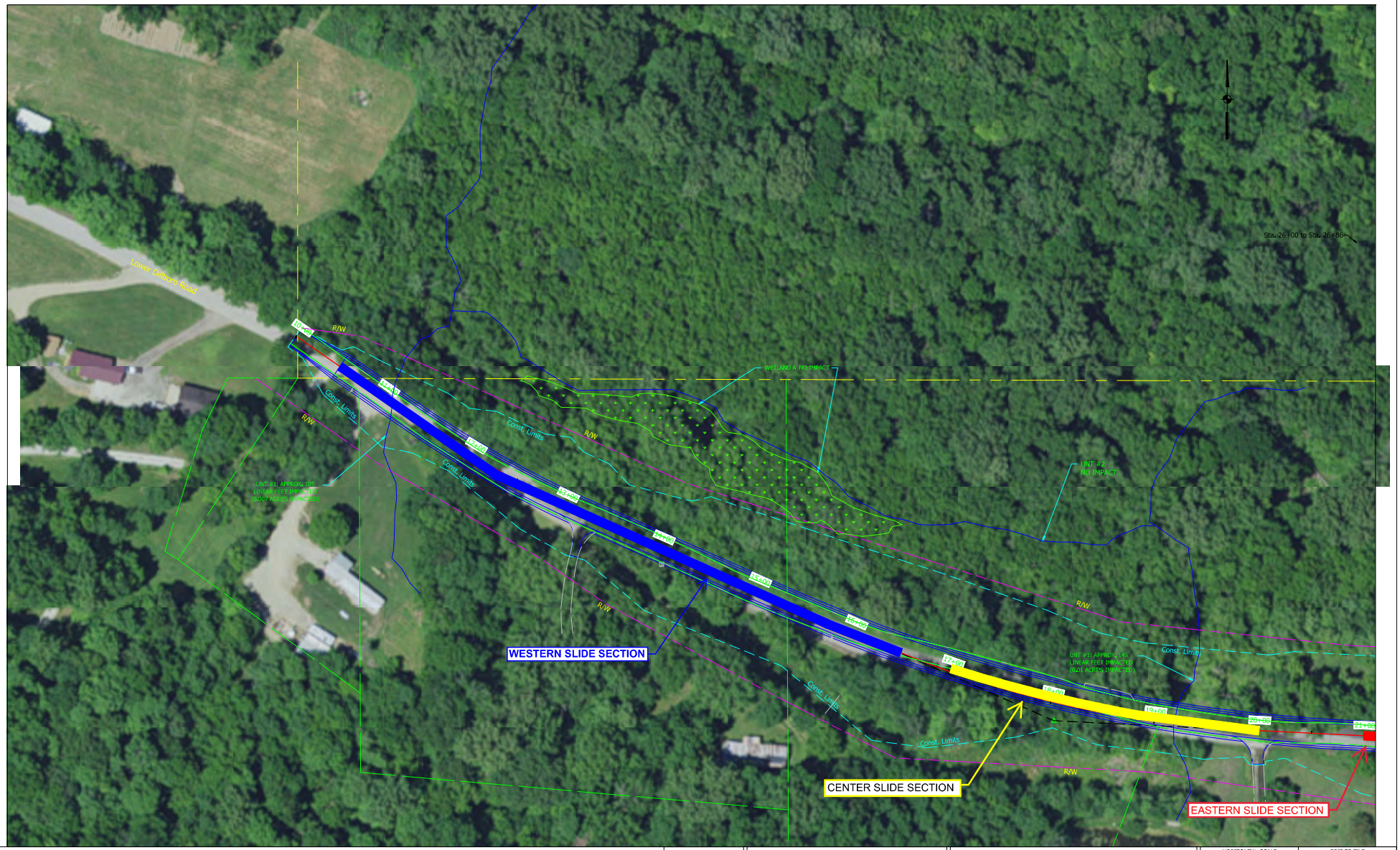
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKINGS
DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION
1" = 10'	1702959
SURVEY BOOK	SHEETS
.	8 of 13
CONTRACT	PROJECT
R-40889	1702959



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RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

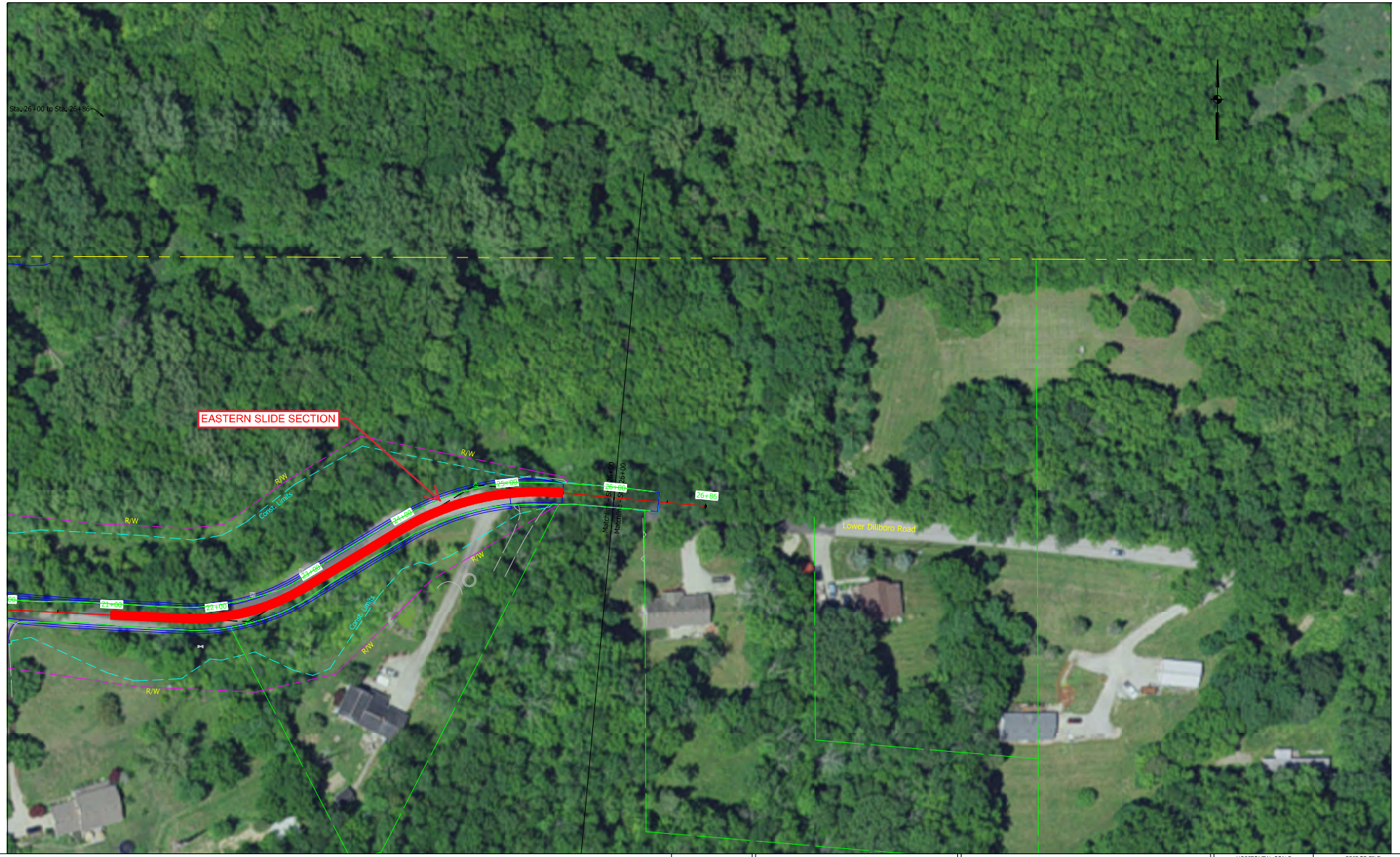
DESIGNED: HEK DRAWN: CJF
CHECKED: JAR CHECKED: HEK

INDIANA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL EXHIBIT
SLIDE CORRECTION

HORIZONTAL SCALE	BRIDGE FILE
1:40	.
VERTICAL SCALE	DESIGNATION
N/A	.
SURVEY BOOK	SHEETS
.	1 of 2
CONTRACT	PROJECT
.	.

File Name: P:\RDV\C3D\18-418 Lower Dillsboro\Environmental\RW Exhibit.dwg Plot Date: 1/6/2021 Plotted By: Heather Kilgour



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RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

DESIGNED: HEK DRAWN: CJF
CHECKED: JAR CHECKED: HEK

INDIANA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL EXHIBIT
SLIDE CORRECTION

HORIZONTAL SCALE	BRIDGE FILE
1:40	.
VERTICAL SCALE	DESIGNATION
N/A	.
SURVEY BOOK	SHEETS
.	2 of 2
CONTRACT	PROJECT
.	.

File Name: P:\RDV\C3D\18-418 Lower Dillsboro\Environmental\RW Exhibit.dwg Plot Date: 1/6/2021 Plotted By: Heather Kilgour

Appendix C

Early Coordination

SAMPLE EARLY COORDINATION LETTER

UNITED Consulting

ENGINEERING
ENVIRONMENTAL
INSPECTION
LAND SURVEYING
LAND ACQUISITION
PLANNING
WATER & WASTEWATER
SINCE 1965

OFFICERS
William E. Hall, PE
Dave Richter, PE, PLS
Steven W. Jones
Christopher R. Pope, PE
B. Keith Bryant, PE
Michael Rowe, PE

PROFESSIONAL STAFF
Andrew T. Wolka, PE
Devin L. Stettler, AICP
Michael S. Oliphant, AICP
E. Rachelle Pemberton, PE
Timothy J. Coomes, PLS
Jon E. Clodfelter, PE
Steven R. Passey, PE
Brian J. Pierson, PE
Christopher L. Hammond, PE
Paul D. Glotzbach, PE
Brian S. Frederick, PE
Jay N. Ridens, PE
Christopher J. Dyer, PE
Matthew R. Lee, PE
William R. Curtis, PE
Jeromy A. Richardson, PE
Heather E. Kilgour, PE
Adam J. Greulich, PLS
Caleb C. Ross, PE
Dann C. Barrett, PE
Scott G. Minnich, PE
Michael D. Farrell, CPA
Jim R. Lesh, PE
Nicholas J. Kocher, PE
Kelton S. Cunningham, PE
Braun S. Rodgers, PE
Chris J. Andrzejewski, PE
Greg J. Broz, PE
Joshua D. Gonya, PE
Brian S. Haefliger, PE
Ian A.R. Scott, PE
Amanda Stevens, PE
Rob B. Iversen, PE
Jeffrey E. Lazzell, PE

8440 Allison Pointe Blvd., Suite 200, Indianapolis, IN 46250 (317) 895-2585 www.ucindy.com

March 18, 2019

Mr. Antonio Johnson
Federal Highway Administration
Indiana Division
575 N. Pennsylvania Street
Indianapolis, Indiana 46204

RE: Lower Dillsboro Road – Slide Corrections
Dearborn County, Indiana
Des. No.: 1702959

Dear Mr. Johnson,

Dearborn County desires to correct three separate slides occurring within a 1,500 foot stretch of Lower Dillsboro Road. The roadway currently requires several paving operations each year to maintain serviceability. This project will include the use of federal funds for construction. 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 environmental effects associated with this project. Please use the above designation number and description in your reply. This project is located in Section 2, Township 4 North, Range 2 West, Washington Township, in Dearborn County.

Please refer to the attached location maps and ground level photographs to assist with your review.

As part of the early coordination for this project, you are asked to study this enclosed information and prepare a written evaluation of potential project impacts upon resources that are within your jurisdiction. We ask that you reply within 30 days of receipt of the Early Coordination Letter.

Existing Conditions:

Lower Dillsboro Road is an east-west roadway located approximately 1 mile north of US 50, west of Aurora in Dearborn County, Indiana. The roadway is a two lane, 22 foot roadway classified as a rural major collector with a posted speed limit of 35 miles per hour. The roadway provides a critical connection between Moores Hill and Aurora.

Approximately 705 feet of Lower Dillsboro Road is experiencing pronounced cracking and movement along a 1,500 foot section of the roadway beginning 1,300 feet west of Gatch Hill Road. The movement is divided into three distinct areas within the 1,500 foot section. The roadway is repaved multiple times a year to maintain serviceability.

Proposed Project:

The typical section is based on the Indiana Department of Transportation (INDOT) Rural Major Collector standards, which consists of two 11-foot lanes with a shoulder. The roadway alignment will follow the existing alignment and profile for the entire length of the project. The roadway will be reconstructed per the recommendations of the geotechnical report to ensure a correction of the slide issues currently being

experienced. The need for roadside safety elements will be evaluated during design, however the installation of guardrail is expected at locations throughout the project limits.

Storm water along the south side of the road will be collected via roadside ditches and inlets with crossing pipes conveying water to the north (downhill) side of the roadway. Riprap and geotextile will be installed where required.

Right-of-Way Information:

Permanent: It is estimated that 1.26 acres of additional permanent right-of-way will need to be acquired as part of this project. This project will not require the acquisition of any permanent structures. Additional permanent right-of-way required for this project can be broken down into the following land uses:

THE NEED FOR ADDITIONAL PERMANENT RIGHT-OF-WAY WAS IDENTIFIED DURING THE GEOTECHINICAL REPORT.

Residential =	0.31 acres
Forested =	0.95 acres
TOTAL =	1.26 acres

Temporary: The proposed project will not require the acquisition of temporary right-of-way.

Wetland and Stream Impacts:

Drainage in the project area is directed by the natural topography of the landscape and is generally conveyed toward South Hogan Creek. An unnamed tributary (UNT) to South Hogan Creek crosses under Lower Dillsboro Road near the west end of the project limits and has a total drainage area of 0.171 square miles. The National Wetlands Inventory (NWI) map was reviewed for the presence of potential wetlands in the project area. One NWI wetland is located adjacent to the project area according to the Aurora, IN Quadrangle NWI.

Regulatory Permits:

IDEM Rule 5 Permit: A Rule 5 Permit would be required for any construction activities involving the disturbance of greater than one acre of land. During the development of the design for the proposed project, approval of erosion control techniques should be sought from the local soil and water conservation district. Prior to construction, the contractor should seek final approval of the Rule 5 Permit from the IDEM.

IDEM Section 401 Water Quality Certification: This project will require Section 401 Water Quality Certification from the Indiana Department of Environmental Management (IDEM) if construction extends below the ordinary high water mark of UNT to South Hogan Creek.

U.S. Army Corps of Engineers Section 404 Permit: This project will require a Section 404 permit from the Louisville District, U.S. Army Corps of Engineers if construction extends below the ordinary high water mark of UNT to South Hogan Creek.

Construction in a Floodway Permit: A Construction in a Floodway Permit may be required from the Indiana Department of Natural Resources for this slide correction project.

Should we not receive your response **within thirty (30) calendar days** from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary, a reasonable amount of time may be granted upon request. If you have any questions regarding this matter, please feel free to contact Michael S. Oliphant, (317) 895-2585 / mike.oliphant@ucindy.com. Thank you in advance for your input.

Sincerely,
UNITED CONSULTING

Michael S. Oliphant, AICP
Environmental Specialist

EARLY COORDINATION ATTACHEMENTS HAVE BEEN INCLUDED IN APPENDIX B.

enclosures: Location Maps
Ground Level Photographs

c: Natural Resources Conservation Service
Indiana Department of Environmental Management
US Fish and Wildlife Service
US Army Corps of Engineers
Indiana Department of Natural Resources – Division of Fish and Wildlife
Federal Highway Administration
INDOT Aeronautics Division
INDOT Seymour District
INDOT Public Involvement
INDOT Environmental Services
HUD
Indiana Geological Survey
National Park Service
OKI - Regional Council of Governments – Andy Reiser
Dearborn County Engineer – Todd Listerman
Dearborn County Surveyor – Dennis Krause, Jr.
United Consulting Road Team Lead – Heather Kilgour
UNITED File: (18-418)

LIST OF EARLY COORDINATION RECIPIENTS

THIS IS NOT A PERMIT

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

DNR #: ER-21364 **Request Received:** March 18, 2019

Requestor:
United Consulting
Michael S Oliphant
8440 Allison Pointe Boulevard, Suite 200
Indianapolis, IN 46250

Project: Lower Dillsboro Road slide corrections along 1500' of roadway, beginning 1300' west of Gatch Hill Road, about 1 mile north of US 50; Des #1702959

County/Site info: Dearborn

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

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

Regulatory Assessment: Formal approval by the Department of Natural Resources under the regulatory programs administered by the Division of Water is not required for this project.

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

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

1) Stream Crossings:
The information submitted did not indicate any stream crossing modification or replacement, but it seems likely for this project. For purposes of maintaining fish passage through a crossing structure, the Environmental Unit recommends bridges rather than culverts and bottomless culverts rather than box or pipe culverts. Wide culverts are better than narrow culverts, and culverts with shorter through lengths are better than culverts with longer through lengths. If box or pipe culverts are used, the bottoms should be buried a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the bankful width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width / length) of 0.25; and have stream depth and water velocities during low-flow conditions that are approximate to those in the natural stream channel.

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

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

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

3) Riparian Habitat:
We recommend a mitigation plan be developed for any unavoidable habitat impacts that will occur. The DNR's Floodway Habitat Mitigation guidelines (and plant lists) can be found online at: http://www.in.gov/legislative/iac/20190130-IR-312190041NRA.xml.pdf.

Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area.

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

4) Wetland Habitat:
Due to the presence or potential presence of wetland habitat on site, we recommend contacting and coordinating with the Indiana Department of Environmental Management (IDEM) 401 program and also the US Army Corps of Engineers (USACE) 404 program. Impacts to wetland habitat should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding.

5) Grouted Riprap:
Grouted riprap is not recommended due to negative impacts to fish, wildlife, and botanical resources. Grouted riprap eliminates voids between individual pieces of stone which provide habitat and cover for fish, wildlife, and botanical resources. Grouted riprap eliminates the energy dissipation of the multiple surfaces provided by individual pieces of stone. Loss of energy dissipation can lead to increased flow velocities through a bridge opening which in turn can negatively impact the ability of certain aquatic organisms to travel through a bridge opening. Grouted riprap can be destabilized over time by undermining. Bank destabilization can lead to increased erosion, siltation, and sedimentation, which negatively impacts filter feeding aquatic organisms such as mussels and visually oriented aquatic predators such as smallmouth

bass.

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

1. Revegetate all bare and disturbed areas within the project area using a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion.
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not construct any temporary runarounds or causeways.
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. Minimize the movement of resuspended bottom sediment from the immediate project area.
9. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
10. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.
11. Do not excavate or place fill in any riparian wetland.

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

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

Christie L. Stanifer **Date:** April 17, 2019

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

From:	McWilliams, Robin
To:	Mike Campbell
Subject:	Re: [EXTERNAL] Des. No.: 1702959 - Lower Dillsboro Road – Slide Corrections Project
Date:	Wednesday, March 20, 2019 1:21:18 PM
Attachments:	image001.png

Dear Mike,

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

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (l6 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of l969, the Endangered Species Act of l973, and the U. S. Fish and Wildlife Service's Mitigation Policy.

The project is within the range of the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*) and should follow the new Indiana bat/northern long-eared bat programmatic consultation process, if applicable (*i.e*. a federal transportation nexus is established). We will review that information once it is received.

Based on a review of the information you provided, the U.S. Fish and Wildlife Service has no objections to the project as currently proposed. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinitiate consultation. Standard recommendations are provided below.

We appreciate the opportunity to comment at this early stage of project planning. If project plans change such that fish and wildlife habitat may be affected, please recoordinate with our office as soon as possible. If you have any questions about our recommendations, please call (812) 334-4261 x. 207.

Sincerely,
Robin McWilliams Munson

Standard Recommendations:

1. Do not clear trees or understory vegetation outside the construction zone boundaries. **(This restriction is not related to the "tree clearing" restriction for potential Indiana Bat habitat.)**

2. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap.

Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottomed culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community.

3. Restrict channel work and vegetation clearing to the minimum necessary for installation of the stream crossing structure.

4. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If rip rap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.

5. Implement temporary erosion and sediment control methods within areas of disturbed soil. All

disturbed soil areas upon project completion will be vegetated following INDOT's standard specifications.

6. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams.

7. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing.

Robin McWilliams Munson

U.S. Fish and Wildlife Service
620 South Walker Street
Bloomington, Indiana 46403
812-334-4261 x. 207 Fax: 812-334-4273

Monday, Tuesday - 7:30a-3:00p
Wednesday, Thursday - telework 8:30a-3:00p

On Mon, Mar 18, 2019 at 3:32 PM Mike Campbell <Mike.Campbell@ucindy.com> wrote:

> Dear Ms. McWilliams,
>
> The attached early coordination letter has been provided for your review.
>
> If you have any questions, comments, or need additional information, please do not hesitate to contact me.
>
> Regards,
>
> **MIKE CAMPBELL**
>
> Planning / Environmental
>
> United Consulting
>
> 8440 Allison Pointe Blvd., Suite 200

USDA
United States Department of Agriculture

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

April 8, 2019

Michael S. Oliphant
United Consulting
8440 Allison Pointe Boulevard, Suite 200
Indianapolis, Indiana 46250

Dear Mr. Oliphant:

The proposed project to correct three different slides occurring on Lower Dillsboro Road in Dearborn County, Indiana, (Des No. 1702959) as referred to in your letter received March 18, 2019, will not cause a conversion of prime farmland.

If you need additional information, please contact Daniel Phillips at 317-295-5871.

Sincerely,

JERRY RAYNOR
State Conservationist

Organization and Project Information

Project ID:	18-418
Des. ID:	1702959
Project Title:	Lower Dillsboro Road – Slide Corrections
Name of Organization:	United Consulting
Requested by:	Michael Oliphant

Environmental Assessment Report

1. Geological Hazards:
    - High liquefaction potential
    - 1% Annual Chance Flood Hazard
    - Potential Slope Instability
2. Mineral Resources:
    - Bedrock Resource: Low Potential
    - Sand and Gravel Resource: Low Potential
3. Active or abandoned mineral resources extraction sites:
    - Petroleum Exploration Wells

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

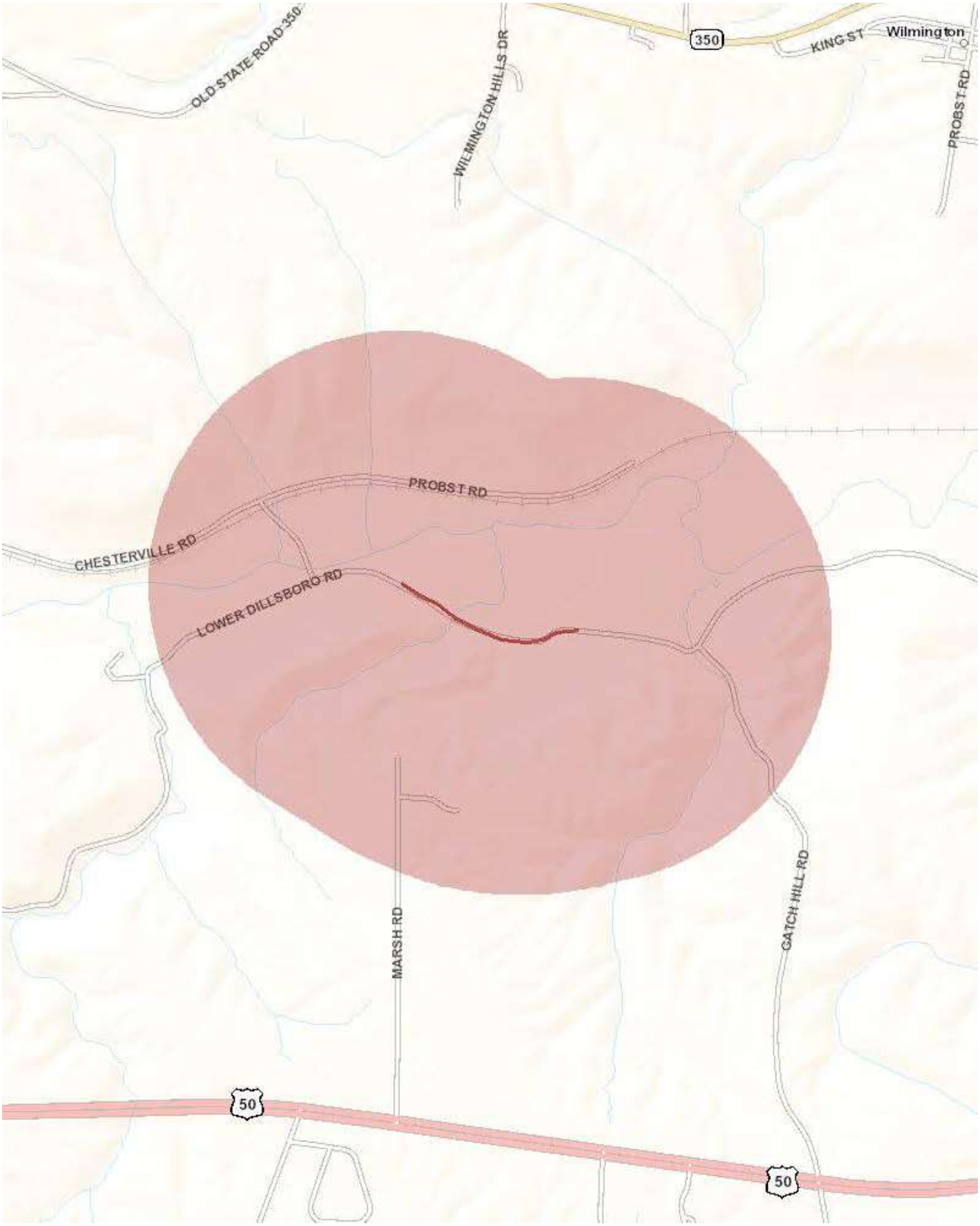
This information was furnished by Indiana Geological Survey

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

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: March 18, 2019



Metadata:

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

Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

100 North Senate Avenue - Indianapolis, IN 46204

(800) 451-6027 - (317) 232-8603 - www.idem.IN.gov

Dearborn County Highway Department
Todd Listerman
165 Mary Street
Lawrenceburg , IN 47025

United Consulting
Aaron M. Toombs
8440 Allison Pointe Boulevard, Suite 200
Indianapolis , IN 46250

Date: November 17, 2020

To Engineers and Consultants Proposing Roadway Construction Projects:

RE:

Dearborn County intends to correct three separate slides occurring within a 1,500 foot stretch of Lower Dillsboro Road. Approximately 705 feet of Lower Dillsboro Road is experiencing pronounced cracking and movement along the 1,500 foot section, with three distinct areas of movement occurring within the section. The roadway currently requires several paving operations each year to maintain serviceability. The proposed project will reconstruct the roadway per the recommendations of the geotechnical report to ensure a correction of the slide issues currently being experienced. The existing culverts within the project limits that are impacted by construction will be replaced. The installation of guardrail is expected throughout the project limits.

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

For additional information on specific roadway-related topics of interest, please visit the appropriate Web pages cited below, many of which provide contact information for persons within the various program areas who can answer questions not fully addressed in this letter. Also please be mindful that some environmental requirements may be subject to change and so each person intending to include a

copy of this letter in their project documentation packet is advised to download the most recently revised version of the letter; found at: http://www.in.gov/idem/5283.htm.

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

WATER AND BIOTIC QUALITY

Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

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

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

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

In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: http://www.in.gov/idem/4384.htm.

If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana . A State Isolated Wetland permit from IDEM's

Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.

If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: http://www.in.gov/idem/4384.htm for the appropriate staff contact to further discuss your project.

Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the follow statutes:

IC 14-26-2 Lakes Preservation Act 312 IAC 11

IC 14-26-5 Lowering of Ten Acre Lakes Act No related code

IC 14-28-1 Flood Control Act 310 IAC 6-1

IC 14-29-1 Navigable Waterways Act 312 IAC 6

IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6

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

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

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

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

http://www.in.gov/idem/4902.htm

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

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

submittal. Once construction begins, staff of the SWCD or Indiana Department of Environmental Management will perform inspections of activities at the site for compliance with the regulation.

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

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

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

For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for addition project input.

For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.

For projects involving effluent discharges to waters of the State of Indiana , contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.

For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

AIR QUALITY

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

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

However, IDEM generally recommends that you take vegetative wastes to a registered yard waste composting facility or that the waste be chipped or shredded with composting on site (you must register with IDEM if more than 2,000 pounds is to be composted; contact 317/232-0066). The finished compost

can then be used as a mulch or soil amendment. You also may bury any vegetative wastes (such as leaves, twigs, branches, limbs, tree trunks and stumps) onsite, although burying large quantities of such material can lead to subsidence problems, later on.

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

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

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

The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit: http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf.) It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

To learn more about radon, radon risks, and ways to reduce exposure visit: http://www.in.gov/isdh/regsvcs/radhealth/radon.htm, http://www.in.gov/idem/4145.htm, or http://www.epa.gov/radon/index.html.

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

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

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

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

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

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

With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978 , or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: http://www.in.gov/isdh/19131.htm.

Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2 , Asphalt Paving Rule (http://www.ai.org/legislative/iac/T03260/A00080.PDF).

If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: www.ai.org/legislative/iac/t03260/a00020.pdf.) New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.

For more information on air permits visit: http://www.in.gov/idem/4223.htm, or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

LAND QUALITY

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

If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ)at 317-308-3103.

All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit http://www.in.gov/idem/4998.htm.

If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.

If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.

If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes (Asbestos removal is addressed above, under Air Quality).

If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. See: http://www.in.gov/idem/4999.htm.

FINAL REMARKS

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

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

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

Signature(s) of the Applicant

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

Project Description

Dearborn County intends to correct three separate slides occurring within a 1,500 foot stretch of Lower Dillsboro Road. Approximately 705 feet of Lower Dillsboro Road is experiencing pronounced cracking and movement along the 1,500 foot section, with three distinct areas of movement occurring within the section. The roadway currently requires several paving operations each year to maintain serviceability. The proposed project will reconstruct the roadway per the recommendations of the geotechnical report to ensure a correction of the slide issues currently being experienced. The existing culverts within the project limits that are impacted by construction will be replaced. The installation of guardrail is expected throughout the project limits.

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

Date: 11-18-2020

Signature of Responsible Agent _____

J Todd Listerman

Date: 11/17/2020

Signature of the For Hire Consultant _____

Aaron M. Toombs

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273
http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html

In Reply Refer To: November 13, 2020
Consultation Code: 03E12000-2021-SLI-0156
Event Code: 03E12000-2021-E-00842
Project Name: Lower Dillsboro Road Slide Correction Project in Dearborn County, IN (Des. No.: 1702959)

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

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

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

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

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - http://www.fws.gov/midwest/endangered/section7/s7process/index.html. This website contains step-by-step instructions which will help you

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

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

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

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

Attachment(s):

- Official Species List

Official Species List

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

This species list is provided by:

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

Project Summary

Consultation Code: 03E12000-2021-SLI-0156

Event Code: 03E12000-2021-E-00842

Project Name: Lower Dillsboro Road Slide Correction Project in Dearborn County, IN (Des. No.: 1702959)

Project Type: TRANSPORTATION

Project Description: The commissioners of Dearborn County desire to correct a series of three distinct sliding pavement sections referred to as west section, center section, and east section on Lower Dillsboro Road (Des. No.: 1702959). This will be accomplished by removing and reconstructing the sliding roadway sections, improving the existing subgrade and subgrade drainage, improving slope stability, adding a culvert under the eastern section of the sliding roadway, and replacing existing culverts at the west (Structure #1) and center (Structure #2) sections. The improved roadway facilities will alleviate the need for the frequent repaving of Lower Dillsboro Road, which currently happens approximately twice a year. The project improvements are needed due to the poor condition of the existing roadway facility.

The preferred Maintenance of Traffic (MOT) plan during construction is to close Lower Dillsboro Road to bi-directional through traffic to construct the project. A preliminary detour route has been determined that will include use of Lower Dillsboro Road west of Chesterfield Road, U.S. 50, and Gatch Hill Road to bypass the closed section of Lower Dillsboro Road. Access to all properties will be provided during construction.

It is believed that suitable summer habitat for the Indiana Bat and Northern Long-eared Bat exists near the proposed project area. Approximately 2.89 acres will be removed. The dominant tree species to be removed are silver maple (Acer saccharinum) and green ash (Fraxinus pennsylvanica). Tree removal will occur during the inactive season (between October 1 and March 29). A review of the USFWS database on March 6, 2019 by INDOT Seymour District Environmental staff did not indicate the presence of endangered bat species within 0.5 mile of the project area. A Red Flag Investigation (RFI) was completed for the project and approved by INDOT on October 29, 2019. Results of the RFI did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. No new permanent lighting will be required for this project. The project has an anticipated letting date in July 2022 with

construction activities expected to occur between August 2022 and November 2022.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/39.04591135276797N84.96502432864345W

Counties: Dearborn, IN

Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on this species list.

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

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

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

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

Mammals

NAME	STATUS
Indiana Bat *Myotis sodalis* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/1/office/31440.pdf	Endangered
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: ▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Critical habitats

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

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273
http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html

In Reply Refer To: November 13, 2020
Consultation Code: 03E12000-2021-I-0156
Event Code: 03E12000-2021-E-00860
Project Name: Lower Dillsboro Road Slide Correction Project in Dearborn County, IN (Des. No.: 1702959)

Subject: Concurrence verification letter for the 'Lower Dillsboro Road Slide Correction Project in Dearborn County, IN (Des. No.: 1702959)' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **Lower Dillsboro Road Slide Correction Project in Dearborn County, IN (Des. No.: 1702959)** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

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

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

Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

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

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

Project Description

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

Name

Lower Dillsboro Road Slide Correction Project in Dearborn County, IN (Des. No.: 1702959)

Description

The commissioners of Dearborn County desire to correct a series of three distinct sliding pavement sections referred to as west section, center section, and east section on Lower Dillsboro Road (Des. No.: 1702959). This will be accomplished by removing and reconstructing the sliding roadway sections, improving the existing subgrade and subgrade drainage, improving slope stability, adding a culvert under the eastern section of the sliding roadway, and replacing existing culverts at the west (Structure #1) and center (Structure #2) sections. The improved roadway facilities will alleviate the need for the frequent repaving of Lower Dillsboro Road, which currently happens approximately twice a year. The project improvements are needed due to the poor condition of the existing roadway facility.

The preferred Maintenance of Traffic (MOT) plan during construction is to close Lower Dillsboro Road to bi-directional through traffic to construct the project. A preliminary detour route has been determined that will include use of Lower Dillsboro Road west of Chesterfield Road, U.S. 50, and Gatch Hill Road to bypass the closed section of Lower Dillsboro Road. Access to all properties will be provided during construction.

It is believed that suitable summer habitat for the Indiana Bat and Northern Long-eared Bat exists near the proposed project area. Approximately 2.89 acres will be removed. The dominant tree species to be removed are silver maple (Acer saccharinum) and green ash (Fraxinus pennsylvanica). Tree removal will occur during the inactive season (between October 1 and March 29). A review of the USFWS database on March 6, 2019 by INDOT Seymour District Environmental staff did not indicate the presence of endangered bat species within 0.5 mile of the project area. A Red Flag Investigation (RFI) was completed for the project and approved by INDOT on October 29, 2019. Results of the RFI did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. No new permanent lighting will be required for this project. The project has an anticipated letting date in July 2022 with construction activities expected to occur between August 2022 and November 2022.

Determination Key Result

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

Qualification Interview

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

   [1] See Indiana bat species profile

   Automatically answered
   Yes

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

   [1] See Northern long-eared bat species profile

   Automatically answered
   Yes

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

   A) Federal Highway Administration (FHWA)

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

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

   No

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

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

   No

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

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

   No

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

   No

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

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

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

   Yes

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

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

   Yes

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

    No

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

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

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

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

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

    No

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

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

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

    No

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

    Yes

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

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

    B) During the inactive season

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

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

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

    No

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

    Yes

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

    B) During the inactive season

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

    Yes

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

    No

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

    Yes

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

    No

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

    No

23. Does the project include slash pile burning?

    No

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

    Yes

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

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

    Yes

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

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

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

    Yes

    SUBMITTED DOCUMENTS

    - *Structure 102 - USFWS Structure Inspection for ETR Bat Species.pdf https://ecos.fws.gov/ipac/project/DSJIJYBJNVCF5O33UPOMMDZ3VY/projectDocuments/24269226*
    - *Structure 101 - USFWS Structure Inspection for ETR Bat Species.pdf https://ecos.fws.gov/ipac/project/DSJIJYBJNVCF5O33UPOMMDZ3VY/projectDocuments/24269227*

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

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

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

    No

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

    No

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

    No

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

    Yes

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

    Yes

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

    No

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

    No

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

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

    Yes

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

    No

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

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

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

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

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

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

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

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

40. **General AMM 1**
Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

Yes

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

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

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

Yes

42. **Tree Removal AMM 3**
Can tree removal be limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits)?

Yes

43. **Tree Removal AMM 4**
Can the project avoid cutting down/removal of *all* (1) **documented**[1] Indiana bat or NLEB roosts[2] (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

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

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

Yes

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

    Yes

Project Questionnaire

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

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

3. How many acres[1] of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

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

   2.89

4. Please describe the proposed bridge work:
   The replacement of two existing corrugated metal pipe culverts will be included as a part of this project.

5. Please state the timing of all proposed bridge work:
   April 1 through October 31

6. Please enter the date of the bridge assessment:
   November 12, 2020

Avoidance And Minimization Measures (AMMs)

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

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.

LIGHTING AMM 1

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

TREE REMOVAL AMM 1

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

TREE REMOVAL AMM 2

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

TREE REMOVAL AMM 3

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

TREE REMOVAL AMM 4

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

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

This key was last updated in IPaC on December 02, 2019. Keys are subject to periodic revision.

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

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

From: Dye, David
To: Aaron Toombs
Subject: RE: USFWS IPaC Verification for Des. No.: 1702959
Date: Friday, November 13, 2020 1:53:40 PM
Attachments: image002.png
image003.png
image004.png
image005.png
image006.png
image007.png
image008.png

I have reviewed and submitted this determination to USFWS for their 14-day review period.

Let me know if you have any additional questions.

David Dye
Environmental Section Manager
185 Agrico Lane
Seymour, IN 47274
Office: (812) 524-3723
Email: ddye@indot.in.gov

From: Aaron Toombs <Aaron.Toombs@ucindy.com>
Sent: Friday, November 13, 2020 10:35 AM
To: Dye, David <DDYE@indot.IN.gov>
Cc: Devin Stettler <Devin.Stettler@ucindy.com>; Prince, Greg <gprince@indot.IN.gov>
Subject: RE: USFWS IPaC Verification for Des. No.: 1702959

Good Morning David,

I have revised the IPaC questionnaire for Des. No.: 1702959 in accordance with your comments in the email below. To summarize:

- The reference to the ESD 0.5 mile bat check has been changed to the Seymour District Environmental Staff.
- The mention of no temporary lighting and no nighttime work has been removed from the narrative. (The temporary lighting question is now answered yes, I was not prompted to answer the nighttime work question).
- I have re-inspected the two existing culverts scheduled for replacement with no presence of bats or evidence of the presence of bats observed.

From: Nicole Daily
To: Aaron Toombs
Cc: Devin Stettler
Subject: RE: Des. No.: 1702959 (Lower Dillsboro Road Slide Correction Project in Dearborn County, IN) - Early Coordination to Regulated Floodplain Administrator
Date: Tuesday, November 17, 2020 2:49:52 PM
Attachments: image001.png

Aaron:

I reviewed the information you sent over regarding the road work project for Lower Dillsboro Road. The Dearborn County Planning and Zoning Department would require a permit for the work as a portion of the work is located within the floodplain. The permit would be a no charge as it is work related to the County. We would need to have a completed permit application completed with the plans as it relates to the floodplain. Also we would need confirmation that all other State and Federal regulatory permits, as listed in your document, have been approved.

If you have any questions related to the County level permit process please feel free to contact me as you move forward with the project.

Sincerely,

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

From: Aaron Toombs <Aaron.Toombs@ucindy.com>
Sent: Thursday, November 12, 2020 11:49 AM
To: Nicole Daily <ndaily@dearborncounty.in.gov>
Cc: Devin Stettler <Devin.Stettler@ucindy.com>
Subject: Des. No.: 1702959 (Lower Dillsboro Road Slide Correction Project in Dearborn County, IN) - Early Coordination to Regulated Floodplain Administrator

Ms. Daily,

Dearborn County intends to proceed with a roadway slide correction project along Lower Dillsboro Road (Des. No.: 1702959).

Indiana Department of Environmental Management
We Protect Hoosiers and Our Environment.
100 N. Senate Avenue • Indianapolis, IN 46204
(800) 451-6027 • (317) 232-8603 • www.idem.IN.gov
Eric J. Holcomb
Governor
Bruno Pigott
Commissioner

December 2, 2020

66-33
United Consulting
Attention: Aaron Toombs
8440 Allison Pointe Boulevard, Suite 200
Indianapolis, Indiana 46250

Dear Aaron Toombs,

RE: Wellhead Protection Area
Proximity Determination
Des No 1702959
Lower Dillsboro Road –
Slide Corrections
Dearborn County, Indiana

Upon review of the above referenced project site, it has been determined that the proposed project area **is not located within** a Wellhead Protection Area. The information is accurate to the best of our knowledge; however, there are in some cases a few factors that could impact the accuracy of this determination. Some Wellhead Protection Area Delineations have not been submitted, and many have not been approved by this office. In these cases we use a 3,000 foot fixed radius buffer to make the proximity determination. To find the status of a Public Water Supply System's (PWSS's) Wellhead Protection Area Delineation please visit our tracking database at http://www.in.gov/idem/cleanwater/2456.htm and scroll to the bottom of the page.

The project area **is not located within** a Source Water Assessment Area for a PWSS's surface water intake. The Source Water Assessment Area relates to the surface water drainage area that water could potentially flow and influence water quality for a PWSS's source of drinking water.

Note: the Drinking Water Branch has a self service feature which allows one to determine wellhead proximity without submitting the application form. Use the following instructions:

1. Go to https://www.in.gov/idem/cleanwater/pages/wellhead/
2. Use the search tool located in the upper left hand corner of the application to zoom to your site of interest by way of city, county, or address; or use the mouse to click on the site of interest displayed on the map.
3. Once the site of interest has been located and selected, use the print tool to create a .pdf of a wellhead protection area proximity determination response.

In the future please consider using this self service feature if it is suits your needs.

If you have any additional questions please feel free to contact me at the address above or at (317) 233-9158 and aturnbow@idem.in.gov.

Sincerely,

Alisha Turnbow

Alisha Turnbow,
Environmental Manager
Ground Water Section
Drinking Water Branch
Office of Water Quality

Appendix D

Section 106

Minor Projects PA Project Assessment Form

Date: 12/18/2020

Project Designation Number: 1702959

Route Number: Lower Dillsboro Road

Project Description: Slide Correction 2800 ft west of Gatch Hill Road to 1500 ft west of Gatch Hill Road.

Dearborn County, with funding from the Federal Highway Administration and oversite from the Indiana Department of Transportation (INDOT) desires to correct three separate slides occurring within a 1,642 foot stretch of Lower Dillsboro Road. This project is located in Section 2, Township 4 North, Range 2 West and Section 35, Township 5N, Range 2W (Aurora Quad).

The roadway alignment will follow the existing alignment and profile for the entire length of the project. The roadway will be reconstructed per the recommendations of the geotechnical report to ensure a correction of the slide issues currently being experienced. The need for roadside safety elements will be evaluated during design, however the installation of guardrail is expected at locations throughout the project limits.

Storm water along the south side of the road will be collected via roadside ditches and inlets with crossing pipes conveying water to the north (downhill) side of the roadway. Riprap and geotextile will be installed where required.

Feature crossed (if applicable): N/A

City/Township: Washington **County:** Dearborn

Information reviewed (please check all that apply):

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

Other (please specify): Indiana State Historic Architectural and Archaeological Research Database (SHAARD); Indiana Buildings, Bridges, and Cemeteries Map website; Dearborn County Interim Report; Dearborn County GIS, Arc Map GIS; MPPA application (including maps and photographs) sent by United Consulting dated May 31st, 2019 and on file at INDOT-CRO.

Kelly, Christina E.
2019 Phase I Archaeological Survey For The Proposed Lower Dillsboro Road Slide Repair, Washington Township, Dearborn County, Indiana (Des. No. 1702959). Civil and Environmental Consultants, Inc. Submitted to United Consulting. Report on file at IDNR, DHPA.

Westmor, Colleen
2020 Addendum to 2019 Phase I Archaeological Survey For The Proposed Lower Dillsboro Road Slide Repair, Washington Township, Dearborn County, Indiana (Des. No. 1702959). Civil and Environmental Consultants, Inc. Submitted to United Consulting. Report on file at IDNR, DHPA.

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

B-10. Slide corrections, slope repairs, and other erosion control measures, in undisturbed soils 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) 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 reports 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)
Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

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

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

Additional Comments:

Above-ground Resources

With regard to above-ground resources, an INDOT Cultural Resources Office (CRO) historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Dearborn County. No listed resources are located near the project area.

The Indiana Historic Sites and Structures Inventory (IHSSI) and National Register information for Dearborn County is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the SHAARD Online Map. The *Dearborn County Interim Report* (1983; Washington Township) of the Indiana Historic Sites and Structures Inventory (IHSSI) was also consulted. The INDOT-CRO historian utilized the SHAARD Online Map to evaluate the project area. No resources rated higher than "contributing" are located within or 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.

The INDOT CRO historian reviewed structures adjacent to the project area utilizing online aerial photography and the Dearborn County GIS website (access via https://beacon.schneidercorp.com). No online street-view photography is available for the area. The project area is located along in a rural wooded setting; building stock ranges from mid to late-twentieth century residences and mobile homes. One (1) property located at 8125 Lower Dillsboro Road has been documented in SHAARD (IHSSI# 029-029-45041, House, c. 1870, Italianate) was given an "Outstanding" rating. The property is located approximately 0.2 miles west of the eastern terminus of the project area and is situated in the inside of a curve in the road. Due to the distance and the location at the curve,

the property at 8125 Lower Dillsboro Road is not considered adjacent to the project area. No properties within or adjacent to the project area possess the necessary level of significance to be considered National Register eligible.

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

Archaeological Resources

An INDOT CRO archaeologist, who met the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61, reviewed and approved the two archaeological records check and Phase Ia field reconnaissance completed for this project (Kelly 2019; Westmor 2020).

The records check for the two reports found no indication that an archaeological investigation had been conducted or that an archaeological site had been recorded within or adjacent to the proposed project area. Archival documents did not indicate potential for a historic site. Most of the project area is on steep, greater than 20%, slope and was visually inspected.

Four shovel test probes were excavated in the original investigation (Kelly 2019; and an additional seven shovel tests were excavated in an addendum report (Westmor 2020) due to an expansion of the project area. No cultural materials were located, and no additional archaeological investigation is recommended.

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 the INDOT Cultural Resources Office and the Division of Historic Preservation and Archaeology will be notified immediately. The records check found no indication that an archaeological investigation had been conducted or that an archaeological site had been recorded within or adjacent to the proposed project area. Archival documents did not indicated potential for a historic site. Most of the project area is on steep, greater than 20%, slope or disturbed and was visually inspected.

INDOT Cultural Resources staff reviewer(s): David Moffatt and Clint Kelly

****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.*

Appendix E

Red Flag and Hazardous Materials

UNITED Consulting

ENGINEERING
ENVIRONMENTAL
INSPECTION
LAND SURVEYING
LAND ACQUISITION
PLANNING
WATER & WASTEWATER
SINCE 1965

OFFICERS
William E. Hall, PE
Dave Richter, PE, PLS
Steven W. Jones
Christopher R. Pope, PE
B. Keith Bryant, PE
Michael Rowe, PE

PROFESSIONAL STAFF
Andrew T. Wolka, PE
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Michael S. Oliphant, AICP
E. Rachelle Pemberton, PE
Timothy J. Coomes, PLS
Jon E. Clodfelter, PE
Steven R. Passey, PE
Brian J. Pierson, PE
Christopher L. Hammond, PE
Paul D. Glotzbach, PE
Brian S. Frederick, PE
Jay N. Ridens, PE
Christopher J. Dyer, PE
Matthew R. Lee, PE
William R. Curtis, PE
Jeromy A. Richardson, PE
Heather E. Kilgour, PE
Adam J. Greulich, PLS
Caleb C. Ross, PE
Dann C. Barrett, PE
Scott G. Minnich, PE
Michael D. Farrell, CPA
Jim R. Lesh, PE
Nicholas J. Kocher, PE
Kelton S. Cunningham, PE
Braun S. Rodgers, PE
Chris J. Andrzejewski, PE
Greg J. Broz, PE
Joshua D. Gonya, PE
Brian S. Haefliger, PE
Ian A.R. Scott, PE
Amanda Stevens, PE
Rob B. Iversen, PE
Jeffrey E. Lazzell, PE

8440 Allison Pointe Blvd., Suite 200, Indianapolis, IN 46250 (317) 895-2585 www.ucindy.com

Date: June 25, 2019

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

From: Aaron M. Toombs
United Consulting
8440 Allison Pointe Boulevard, Suite 200
Indianapolis, IN 46250
Aaron.toombs@ucindy.com

Re: RED FLAG INVESTIGATION
DES # 1702959, Local / Federal Project
Lower Dillsboro Road – Slide Corrections
Dearborn County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: Dearborn County intends to correct three separate slides occurring within a 1,500 foot stretch of Lower Dillsboro Road. Approximately 705 feet of Lower Dillsboro Road is experiencing pronounced cracking and movement along the 1,500 foot section, with three distinct areas of movement occurring within the section. The roadway currently requires several paving operations each year to maintain serviceability. The proposed project will reconstruct the roadway per the recommendations of the geotechnical report to ensure a correction of the slide issues currently being experienced. The existing culverts within the project limits that are impacted by construction will be replaced. The installation of guardrail is expected throughout the project limits.

Bridge and/or Culvert Project: Yes ☒ No ☐ Structure # __Not in BIAS_____
If this is a bridge project, is the bridge Historical? Yes ☐ No ☐ , Select ☐ Non-Select ☐
Proposed right of way: Temporary ☐ # Acres _____ Permanent ☒ # Acres __1.26___
Type of excavation: Excavation will occur during the process of existing pavement removal, which will likely extend to a depth no greater than 3 feet. There is likely to be benching of the hillside at the slide locations.
Maintenance of traffic: The project is anticipated to involve a full closure of Lower Dillsboro Road.
Work in waterway: Yes ☒ No ☐ Above ordinary high water mark: Yes ☐ No ☒
State Project: ☐ LPA: ☒
Any other factors influencing recommendations: Existing culverts within the project limits that are impacted by construction will be replaced. It is likely that new inlets and pipes/culverts will be installed under Lower Dillsboro Road to help control the flow of water down the hillside and across the roadway.

INFRASTRUCTURE TABLE AND SUMMARY

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

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

Explanation:

Cemeteries: One (1) cemetery is located within the 0.5 mile search radius. The cemetery (CR-15-32) is located approximately 0.38 mile northwest of the western project terminus. No impact is expected.

Railroads: One (1) railroad is located within the 0.5 mile search radius. The railroad (CSX) is located approximately 0.26 mile north of the project area. No impact is expected.

WATER RESOURCES TABLE AND SUMMARY

Water Resources Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	**1**	Canal Routes - Historic	**N/A**
Karst Springs	**N/A**	NWI - Wetlands	**17**
Canal Structures – Historic	**N/A**	Lakes	**7**
NPS NRI Listed	**N/A**	Floodplain - DFIRM	**2**
NWI - Lines	**36**	Cave Entrance Density	**N/A**
IDEM 303d Listed Streams and Lakes (Impaired)	**11**	Sinkhole Areas	**N/A**
Rivers and Streams	**12**	Sinking-Stream Basins	**N/A**

Explanation:

NWI - Points: One (1) NWI - point is located within the 0.5 mile search radius. The NWI - point is located approximately 0.24 mile south of the project area. No impact is expected.

NWI - Lines: Thirty-six (36) NWI - lines are located within the 0.5 mile search radius. The nearest NWI - line is located approximately 0.02 mile north of the project area. No impact is expected.

IDEM 303d Listed Streams and Lakes (Impaired): Eleven (11) IDEM 303d listed streams and lakes are located within the 0.5 mile search radius. The nearest IDEM 303d listed stream (UNT of South Hogan Creek) crosses within the project area. UNT of South of Hogan Creek is impaired for PCBs (and/or mercury) in fish tissue. Exposure to PCBs (and/or mercury) in fish tissue is considered low, assuming workers are not eating biota surrounding or associated with the water body. If there will be sediment and/or soils disturbed by construction, additional investigation may be necessary. Coordination with INDOT ES will occur.

Rivers and Streams: Twelve (12) river and stream segments are located within the 0.5 mile search radius. The nearest river segment (UNT of South Hogan Creek) crosses within the project area. A Waters of the US Report is recommended and coordination with the appropriate agency, if applicable, will occur.

NWI - Wetlands: Seventeen (17) NWI - wetlands are located within the 0.5 mile search radius. The nearest wetland (freshwater pond) is located approximately 0.02 mile south of the project area. No impact is expected.

Lakes: Seven (7) lakes are located within the 0.5 mile search radius. The nearest lake (freshwater pond) is located approximately 0.02 mile south of the project area. No impact is expected.

Floodplain – DFIRM: Two (2) floodplain polygons are located within the 0.5 mile search radius. The project area is located within one of the floodplain polygons. Coordination with the appropriate agency will occur.

URBANIZED AREA BOUNDARY SUMMARY

Explanation: N/A

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/mineral exploration sites are located within the 0.5 mile search radius.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

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

Explanation:

No hazardous material sites of concern are located within the 0.5 mile search radius.

ECOLOGICAL INFORMATION SUMMARY

The Dearborn County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is attached with ETR species highlighted. A preliminary review of the Indiana Natural Heritage Database by INDOT Environmental Services did not indicate the presence of endangered species. Coordination with USFWS and IDNR will occur.

A review of the USFWS database on March 6, 2019 by INDOT ES staff did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The project is located within a rural area surrounded by forests and agricultural fields. The INDOT Bridge Inspection Application System (BIAS) contains no information about whether bats are present or absent in (or on) the culverts within the project limits. Additional investigation to confirm the presence or absence of bats in (or on) the culverts within the project limits will be necessary. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to “Using the USFWS’s IPaC System for Listed Bat Consultation for INDOT Projects”.

Rusty Patched Bumble Bee:

An inquiry using the USFWS Information for Planning and Consultation (IPaC) website did not indicate the presence of the federally endangered species, the Rusty Patched Bumble Bee, in or within 0.5 mile of the project area. No impact is expected.

RECOMMENDATIONS SECTION

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

INFRASTRUCTURE: N/A

WATER RESOURCES: The presence of the following water resources will require the preparation of a Waters of the U.S. Report:

Rivers and Streams: One (1) stream segment, the UNT of South Hogan Creek, is located within the project area. Coordination with the IDEM, USACE, and IDNR will occur.

Floodplain - DFIRM: The project area is located within a floodplain polygon. Coordination with the Local Floodplain Administrator will occur.

IDEM 303d Listed Rivers and Streams: The UNT of South Hogan Creek crosses within the project area. The UNT of South of Hogan Creek is impaired for PCBs (and/or mercury) in fish tissue. Exposure to PCBs (and/or mercury) in fish tissue is considered low, assuming workers are not eating biota surrounding or associated with the water body. If there will be sediment and/or soils disturbed by construction, additional investigation may be necessary. Coordination with INDOT ES will occur.

URBANIZED AREA BOUNDARY: N/A

MINING/MINERAL EXPLORATION: N/A

HAZMAT CONCERNS: N/A

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

INDOT Environmental Services concurrence: Nicole Fohey-Breting Digitally signed by Nicole Fohey-Breting Date: 2019.10.29 13:31:51 -04'00' (Signature)

Prepared by:
Aaron M. Toombs

Environmental Specialist

UNITED DBS Consulting

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

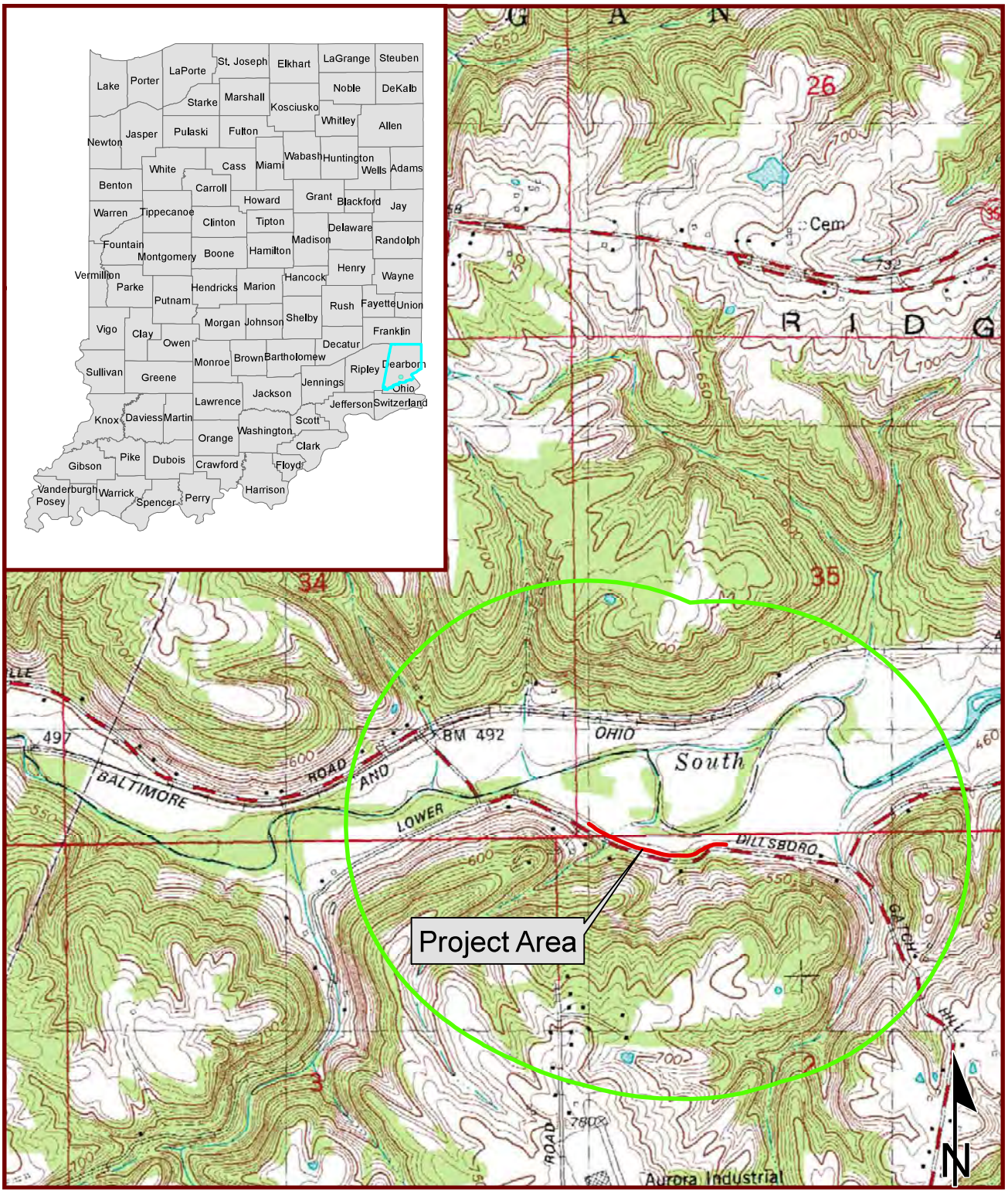
WATER RESOURCES: YES

URBANIZED AREA BOUNDARY: YES

MINING/MINERAL EXPLORATION: N/A

HAZMAT CONCERNS: N/A

Red Flag Investigation - State Location Map
Lower Dillsboro Road - Slide Corrections
Des. No.: 1702959
Dearborn County, Indiana



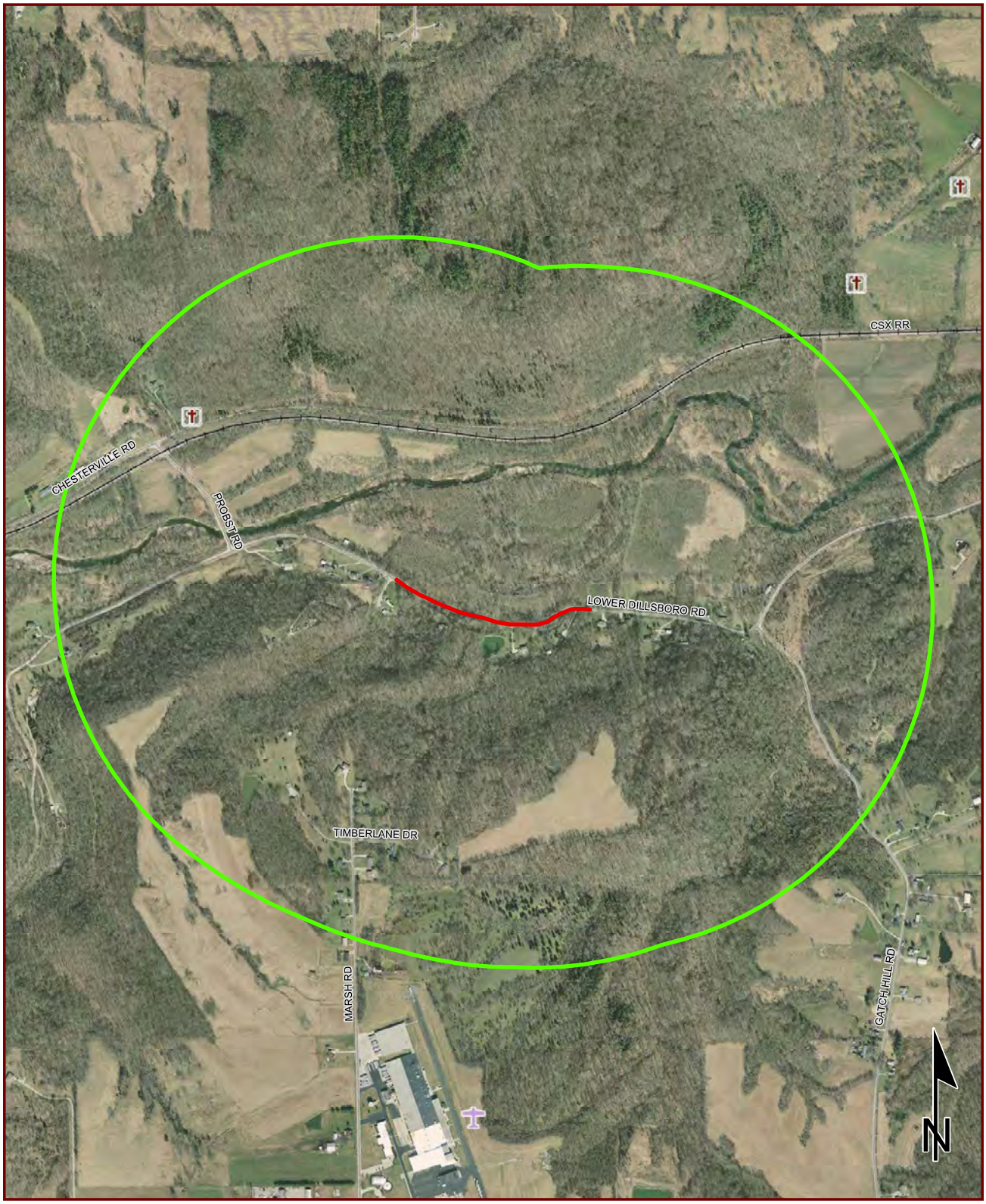
Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

0.25 0.125 0 0.25 Miles

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

AURORA, INDIANA
QUADRANGLE
7.5 MINUTE SERIES
(TOPOGRAPHIC)

Red Flag Investigation - Infrastructure
Lower Dillsboro Road - Slide Corrections
Des. No.: 1702959
Dearborn County, Indiana



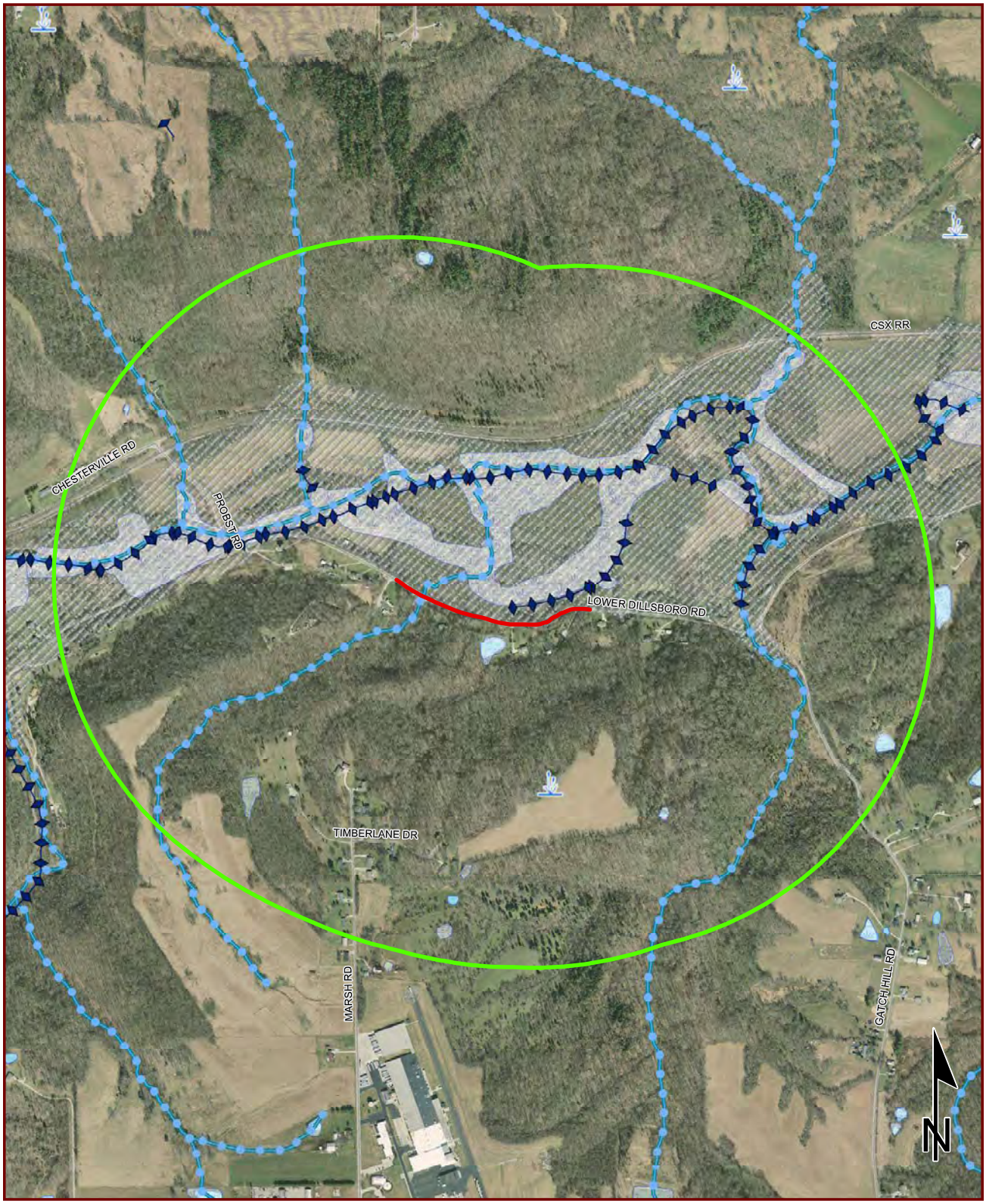
0.15 0.075 0 0.15 Miles

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

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

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

Red Flag Investigation - Water Resources
Lower Dillsboro Road - Slide Corrections
Des. No.: 1702959
Dearborn County, Indiana



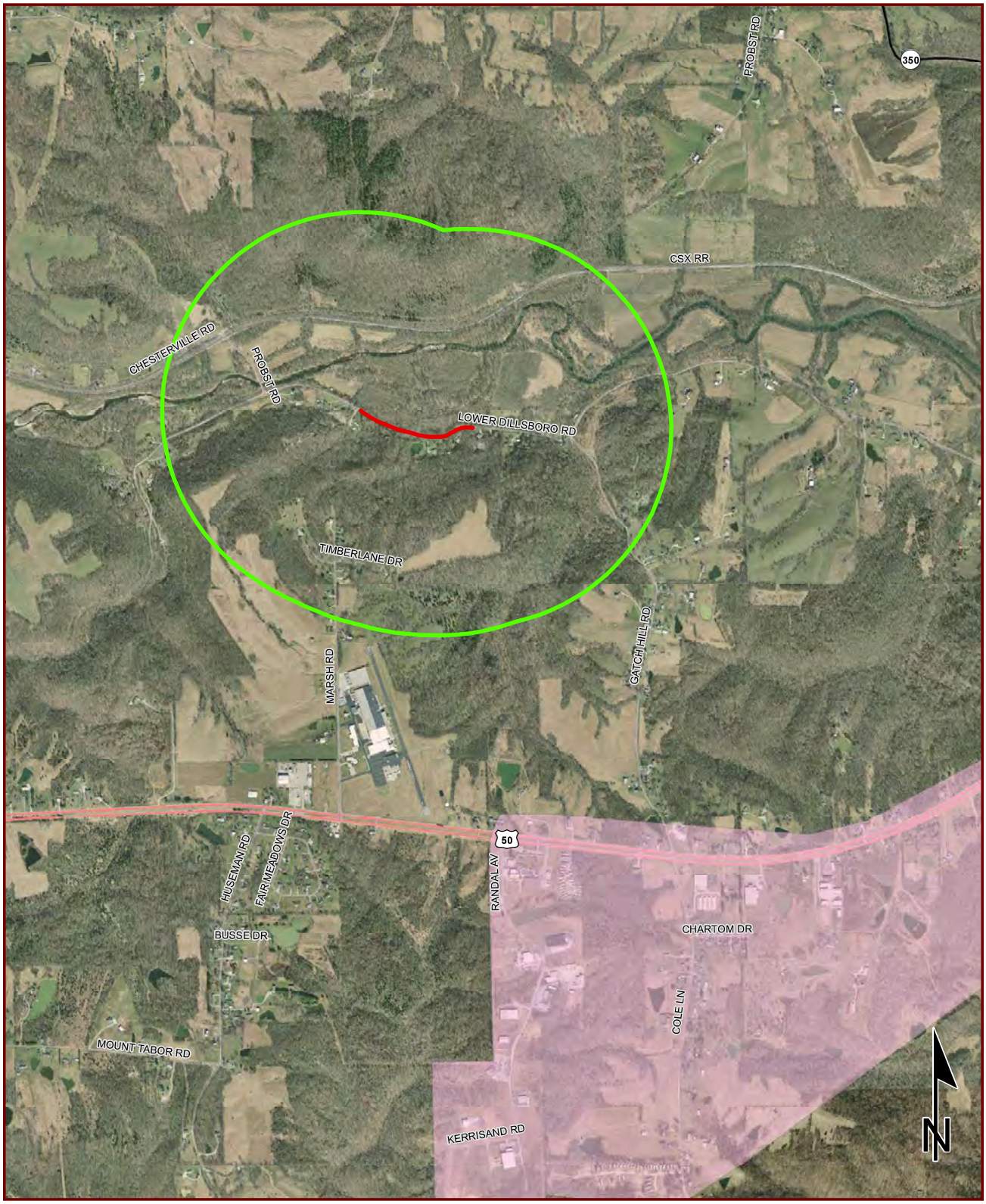
0.15 0.075 0 0.15 Miles

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

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

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

Red Flag Investigation - Urbanized Area Boundary
Lower Dillsboro Road - Slide Corrections
Des. No.: 1702959
Dearborn County, Indiana



0.35 0.175 0 0.35 Miles

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

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

UAB
County Boundary
Project Area
Half Mile Radius
Toll
Interstate
State Route
US Route
Local Road

Indiana County Endangered, Threatened and Rare Species List

County: Dearborn

Species Name	Common Name	FED	STATE	GRANK	SRANK
Mollusk: Bivalvia (Mussels)					
Pleurobema clava	Clubshell	LE	SE	G1G2	S1
Ptychobranchus fasciolaris	Kidneyshell		SSC	G4G5	S2
Simpsonaias ambigua	Salamander Mussel	C	SSC	G3	S2
Villosa lienosa	Little Spectaclecase		SSC	G5	S3
Insect: Coleoptera (Beetles)					
Cicindela marginipennis	Cobblestone Tiger Beetle	C	SE	G2	S1
Fish					
Etheostoma variatum	Variegate Darter		SE	G5	S1
Amphibian					
Ambystoma barbouri	Streamside Salamander	C	SSC	G4	S3
Cryptobranchus alleganiensis alleganiensis	Eastern Hellbender	C	SE	G3G4T3T4	S1
Reptile					
Crotalus horridus	Timber Rattlesnake		SE	G4	S2
Terrapene carolina carolina	Eastern Box Turtle		SSC	G5T5	S3
Bird					
Falco peregrinus	Peregrine Falcon		SSC	G4	S2B
Lanius ludovicianus	Loggerhead Shrike		SE	G4	S3B
Nycticorax nycticorax	Black-crowned Night-heron		SE	G5	S1B
Sternula antillarum athalassos	Interior Least Tern	LE	SE	G4T2Q	S1B
Tyto alba	Barn Owl		SE	G5	S2
Mammal					
Taxidea taxus	American Badger		SSC	G5	S2
Vascular Plant					
Armoracia aquatica	Lake Cress		SE	G4?	S1
Diodia virginiana	Buttonweed		WL	G5	S2
Euphorbia serpens	Matted Broomspurge		SE	G5	S1
Juglans cinerea	Butternut		WL	G4	S3
Lilium canadense	Canada Lily		SR	G5	S2
Ludwigia decurrens	Primrose Willow		WL	G5	S2
Penstemon canescens	Gray Beardtongue		SE	G4	S2
Saxifraga virginiensis	Virginia Saxifrage		WL	G5	S3
Trifolium stoloniferum	Running Buffalo Clover	LE	SE	G3	S1
Viburnum molle	Softleaf Arrow-wood		SR	G5	S2
High Quality Natural Community					
Forest - flatwoods bluegrass till plain	Bluegrass Till Plain Flatwoods		SG	G3	S2
Forest - upland dry-mesic Bluegrass	Bluegrass Dry-mesic Upland Forest			GNR	S1
Forest - upland mesic Bluegrass	Bluegrass Mesic Upland Forest			GNR	S3

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

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

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

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

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

Appendix F

Ecological and Water Resources

WATERS OF THE U.S. DETERMINATION

Lower Dillsboro Road – Slide Corrections
Des. No.: 1702959
Dearborn County, Indiana

Prepared for:

Dearborn County Board of Commissioners

Report Completion Date: December 21, 2020

Prepared By:

United Consulting

8440 Allison Pointe Blvd., Suite 200

Indianapolis, Indiana 46250

Phone: (317) 895-2585 or (800) 536-2594

WATERS OF THE U.S. DETERMINATION
Lower Dillsboro Road in Dearborn County, Indiana
Slide Correction Project
Des. No.: 1702959

Prepared by: Michael S. Oliphant, United Consulting
Contact Information: mike.oliphant@ucindy.com (317) 895-2585
INDOT Seymour District
Completed Date: 12/21/2020

Date of Waters Field Investigation:
June 11, 2019

Location:
Section 2, Township 4 North, Range 2 West
Aurora, Indiana – United States Geological Survey (USGS) Quadrangle
Dearborn County, Indiana
Latitude: 39.045697 Longitude: -84.964526

Project Description:
The proposed project, Des. No.: 1702959, is located along Lower Dillsboro Road in Dearborn County, Indiana, approximately 1.55 mile north of US 50. The project extends approximately 1,500 feet along the roadway. The proposed project will include correcting three separate slides occurring within the 1,500 foot section. The roadway will be reconstructed with provisions in place to prevent future slides along the section. The existing culverts within the project limits that are to be impacted by the project will be replaced. The installation of guardrail equipment is expected throughout the project limits. The project investigation area includes all areas that have the potential to be impacted, based upon the provided design scenario. This area was evaluated for the presence of wetlands and Waters of the United States (U.S.).

Soils:
According to the Natural Resources Conservation Service (NRCS) Soil Survey Geographic (SSURGO) Database for Dearborn County, Indiana, the project investigation area does contain soil areas with nationally listed hydric soils. A copy of the NRCS soil survey map has been provided as Exhibit 7.

Soil Name	Map Abbreviation	Hydric Range
Pate silty clay loam (12-15% slopes), eroded	PaD2	Not Hydric (0%)
Pate silty clay loam (18-25% slopes), eroded	PaE2	Not Hydric (0%)
Jules silt loam, frequently flooded	Ju	Not Hydric (0%)
Huntington silt loam, frequently flooded	Hu	Hydric (1-32%)

National Wetlands Inventory (NWI) Information:
There are wetlands or linear water features identified within the project area. A copy of the NWI map has been provided as Exhibit 6.

Wetland/Water Feature Type	Location
PFO1A	Approximately 75 feet north of the project area

12 Digit HUC:
050902030403 (South Hogan Creek-North Hogan Creek)

Attached Documents:
Maps (Project Location, Aerial, LiDAR, USGS Topographic, FlRM, NWI, and NRCS Soils) (Exhibits 1-7)
Photo Orientation Map (Exhibit 8)
Ground Level Photographs
Preliminary Jurisdictional Determination Form

Field Reconnaissance:
The wetland determination field visit was conducted on June 11, 2019 by Aaron M. Toombs and Michael S. Oliphant of United Consulting. The site was investigated for the presence of hydrophytic vegetation, hydric soils, and wetland hydrology to determine if the project posed impacts to wetlands and other Waters of the U.S. Prior to field reconnaissance, aerial topography maps, USGS topographic quadrangle maps, and the National Wetlands Inventory Mapper were consulted to determine the likelihood of wetland areas within the proposed project area. Three likely jurisdictional stream features and one likely jurisdictional wetland were identified within the project investigation area. The upland areas consisted of Lower Dillsboro Road right-of-way including roadway embankments and mowed/maintained lawns. A total of two data points were collected due to the presence of potentially hydrophytic vegetation. No other streams, jurisdictional ditches, or wetlands were identified within the limits of the proposed project.

Wetland Features:
One jurisdictional wetland was observed within the investigation area during the field reconnaissance. A description of the wetland area within the investigation area is provided below:

Wetland Summary – Table 3

Wetland	Photo Number	Lat/Long	Cowardin Class	Total Amount in Review Area (Acres and Linear Feet)	Quality	Likely Water of the U.S.?
Wetland A	7 & 8	39.046123 -84.964847	PFO1A	0.048 acre (373 linear feet)	Good	Yes

<u>Wetland A (0.048 acre) – PFO1A</u>
Wetland A has been identified as a jurisdictional Palustrine, Forested, Persistent, Seasonally Flooded (PFO1A) wetland, located north of Lower Dillsboro Road and along UNT #2 to South Hogan Creek. One wetland data point and one upland data point were taken from this wetland area. Wetland A contained hydrophytic vegetation, hydric soils, and indicators of wetland hydrology. Wetland A was of good quality. The boundaries of this wetland were determined by the absence of wetland hydrology indicators. This wetland is believed to be a jurisdictional resource due to its connection with UNT #2 to South Hogan Run due to relative proximity. Characteristics of the data points collected near Wetland A have been described below:

Data Point A-1 (DP A-1) – Wetland A:

DP A-1 was collected south of UNT #2 to South Hogan Creek and north of Lower Dillsboro Road. The dominant vegetation present was *Platanus occidentalis* (American Sycamore, FACW), *Acer saccharinum* (Silver Maple, FACW) and *Fraxinus pennsylvanica* (Green Ash, FACW) within the tree stratum and *Fraxinus pennsylvanica* (Green Ash, FACW), *Acer saccharinum* (Silver Maple, FACW), and *Acer negundo* (Box Elder, FAC) within the shrub stratum (See Photograph 9). The dominance test was met with 100% and the prevalence test revealed an index of 2.08, indicating that hydrophytic vegetation was present. DP A-1 was sampled to a depth of 17 inches, with a loamy/clayey soil exhibiting a 10YR 4/2 (100%) matrix to a depth of 8 inches and 10YR 4/1 with 5 YR 4/6 redox concentration to a depth of 17 inches. The soil meets the depleted matrix (F3) criteria to be considered a hydric soil indicator. Six Primary indicators were observed including surface water (A1), high water table (A2), soil saturation (A3), water marks (B1), drift deposits (B3), and sparsely vegetated concave surfaces (B8). Three secondary wetland hydrology indicators were observed including drainage patterns (B10), geomorphic position (D2) and FAC-Neutral Test (D5). This area contains hydrophytic vegetation, hydric soils and wetland hydrology. As a result, the area of DP A-1 qualifies as a jurisdictional wetland.

Data Point A-2 (DP A-2) – Wetland A:

DP A-2 was collected south of UNT #2 to South Hogan Creek and north of Lower Dillsoboro Road. The dominant vegetation present was *Acer negundo* (Box Elder, FAC), *Acer saccharinum* (Silver Maple, FACW) and *Fraxinus pennsylvanica* (Green Ash, FACW) within the tree stratum, *Fraxinus pennsylvanica* (Green Ash, FACW), *Acer saccharinum* (Silver Maple, FACW), and *Acer negundo* (Box Elder, FAC) within the sapling/shrub stratum, and *Acer negundo* (Box Elder, FAC), *Elymus virginicus* (Virginia Wild Rye, FACU), and *Alliaria petiolate (*Garlic Mustard, FAC*)* in the herb stratum. The dominance test was met with 86% and the prevalence test revealed an index of 2.71 indicating that hydrophytic vegetation was present. DP A-2 was sampled to a depth of 14 inches, with a loamy-clayey soil exhibiting a 10YR 4/4 (100%) matrix to a depth of 14 inches. A layer of rock/gravel was encountered at 14 inches. These soil characteristics did not meet the criteria for a hydric soil. No primary wetland hydrology indicators were observed. FAC-Neutral Test (D5) was the only secondary wetland hydrology indicator observed. Due to the lack of hydric soils, and wetland hydrology indicators, the area of DP A-2 does not qualify as a jurisdictional wetland.

Stream Features:

Three jurisdictional streams were identified within the investigation area. Three unnamed tributaries (UNTs) to South Hogan Creek were observed flowing through the investigation area.

UNT #1 to South Hogan Creek does not have a delineated upstream drainage area. The Ordinary High Water Mark (OHWM) width was 3.0 feet and the OHWM depth was 8 inches. The OHWM dimensions for UNT #1 were collected outside the influence of the adjacent culvert (See Photograph #6). Approximately 307 linear feet (0.143 acre) of UNT #1 to South Hogan Creek was observed within the investigation area. UNT #1 to South Hogan Creek was determined to be of poor quality due to channelization, lack of stream cover, and lack of biotic communities. UNT #1 is not listed as a linear water feature within the NWI. Further location details for UNT #1 to South Hogan Creek are provided in the Appendix.

UNT #2 to South Hogan Creek does not have a delineated upstream drainage area. The OHWM width was 3.5 feet and the OHWM depth was 12 inches. The OHWM dimensions for UNT #2 to South Hogan Creek were collected outside the influence of the adjacent culvert (See Photograph #11). Approximately 732

linear feet (0.302 acre) of UNT #2 to South Hogan Creek was observed within the investigation area. UNT #2 to South Hogan Creek was determined to be of poor quality due to channelization, lack of stream cover, and lack of biotic communities. UNT #2 to South Hogan Creek is not listed as a linear water feature within the NWI. Further location details for UNT #2 to South Hogan Creek are provided in the Appendix.

UNT #3 to South Hogan Creek does not have a delineated upstream drainage area. The OHWM width was 3.0 feet and the OHWM depth was 10 inches. The OHWM dimensions for UNT #3 to South Hogan Creek were collected outside the influence of the adjacent culvert (See Photograph #13). Approximately 315 linear feet (0.152 acre) of UNT #3 to South Hogan Creek was observed within the investigation area. UNT #3 to South Hogan Creek was determined to be of poor quality due to channelization, lack of stream cover, and lack of biotic communities. UNT #3 to South Hogan Creek is not listed as a linear water feature within the NWI. Further location details for UNT #3 to South Hogan Creek are provided in the Appendix.

The three UNT's to South Hogan Creek are likely Waters of the U.S., falling under the federal jurisdiction of the U.S. Army Corps of Engineers (USACE). All three UNT's to South Hogan Creek exhibit a connection to South Hogan Creek, which in turn acts as a tributary to North Hogan Creek. North Hogan Creek then acts as a tributary of the Ohio River, an established Waters of the U.S.

Stream Summary Table

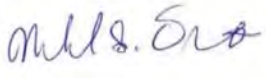
Stream	Photos	Lat/Long	OHWM Width (ft. or in.)	OHWM Depth (ft. or in.)	USGS Blue-line? Type?	Riffles? Pools?	Quality	Substrate	Likely Water of the U.S.?
UNT #1 to South Hogan Creek	6	39.046439 -84.96590	3 feet	8 inches	Yes	No No	Poor	Silt and cobble	Yes
UNT #2 to South Hogan Creek	11, 12	39.046079 -84.964533	3.5 feet	12 inches	No	Yes No	Poor	Silt and cobble	Yes
UNT #3 to South Hogan Creek	13,14, 15,16	39.045656 -84.963301	3 feet	10 inches	No	Yes Yes	Poor	Silt and cobble	Yes

Other Features:
No other drainage features, including jurisdictional or non-jurisdictional roadside ditches were observed within the investigation area. The absence of roadside ditch features can be attributed to natural topographic characteristics.

Conclusion:
Field observations revealed the investigation area contained four likely jurisdictional features: Wetland A, UNT #1 to South Hogan Creek, UNT #2 to South Hogan Creek, and UNT #3 to South Hogan Creek. All three UNTs are likely jurisdictional waterways which exhibit a defined bed, bank, channel, and OHWM. All three UNTs display a connection to the Ohio River through a series of tributaries. The Ohio River is an established Waters of the U.S. Every effort should be taken to minimize impacts to these resources. If impacts are necessary, then mitigation may be required. The final determination of jurisdictional waters is ultimately made by the U.S. Army Corps of Engineers. This report is our best judgement based on the guidelines set forth by the Corps.

Acknowledgement:
This waters determination has been prepared based on the best available information, interpreted in the light of the investigator's training, experience, and professional judgement in conformance with the 1987 *Corps of Engineers Wetlands Delineation Manual*, the appropriate regional supplement, the USACE *Jurisdictional Determination Form Instructional Guidebook*, and other appropriate agency guidelines.

Michael S. Oliphant



Environmental Specialist
United Consulting

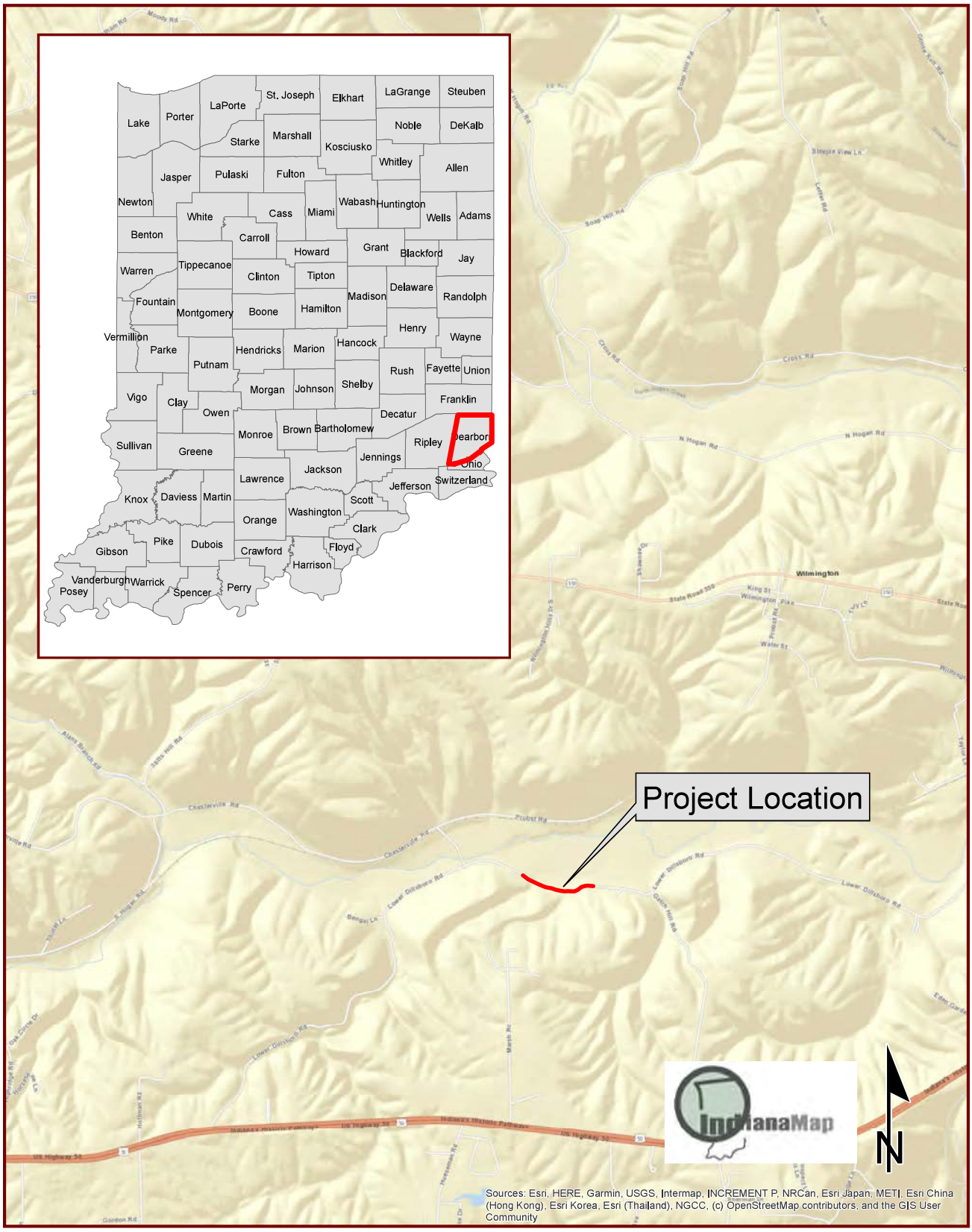


Exhibit 1 - State Location Map
Lower Dillsboro Road – Slide Corrections
Dearborn County, Indiana
Des. No.: 1702959

0 0.425 0.85 1.7 Miles

UNITED Consulting

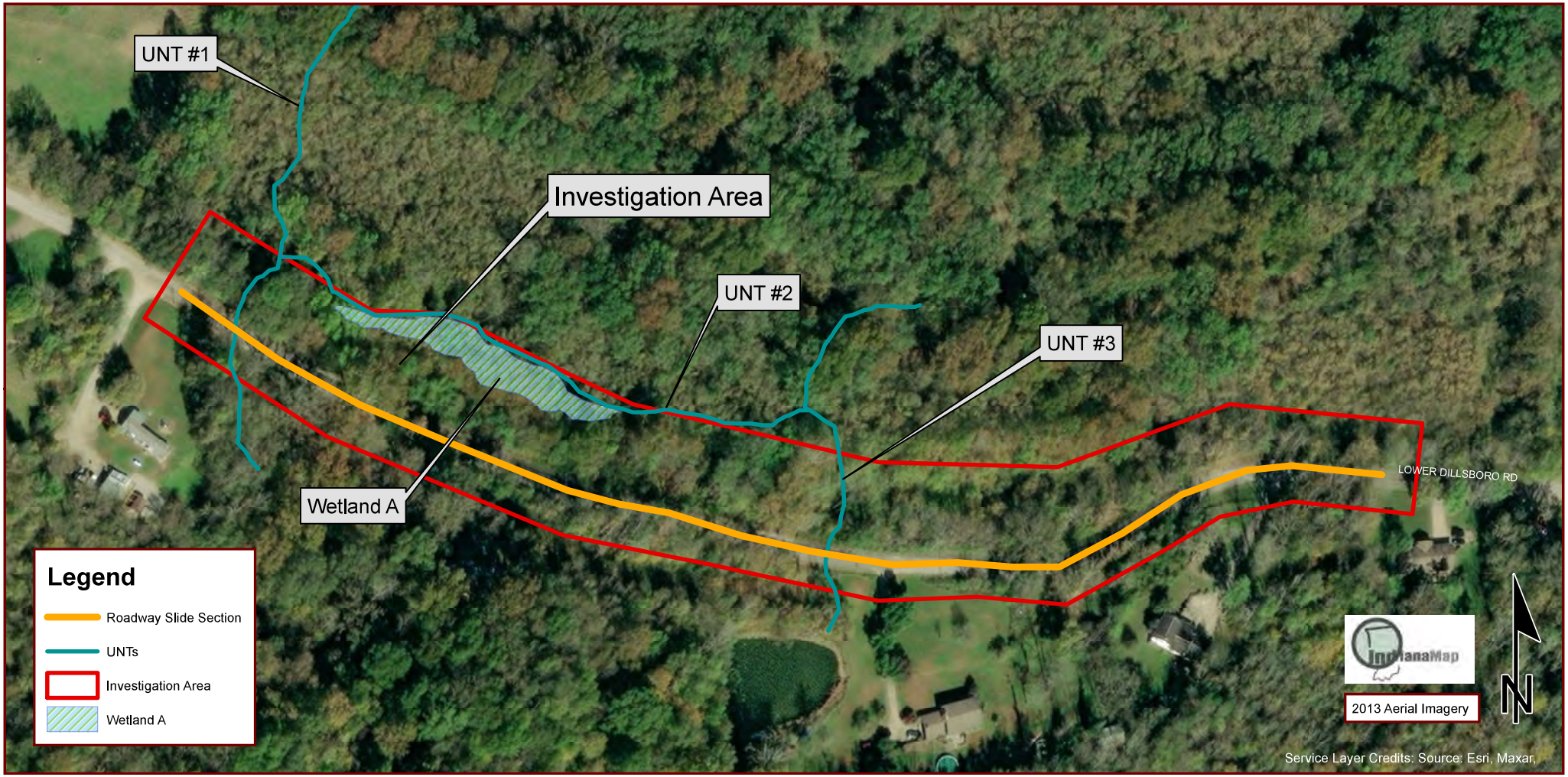


Exhibit 2 - Aerial Photography Map
Lower Dillsboro Road – Slide Corrections
Dearborn County, Indiana
Des. No.: 1702959

0 0.015 0.03 0.06 0.09 0.12 Miles

UNITED Consulting

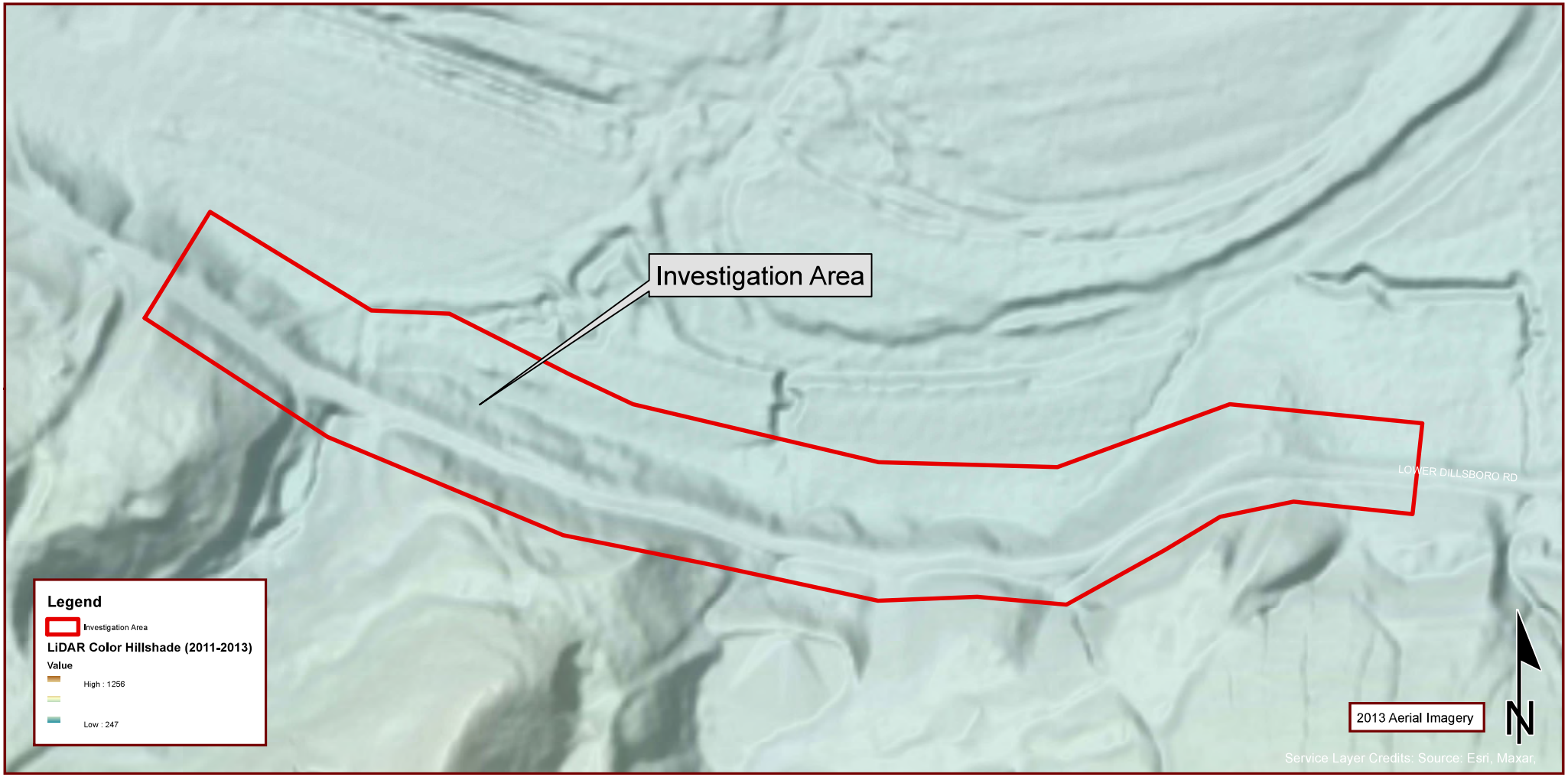


Exhibit 3 - LiDAR Elevation Map
Lower Dillsboro Road in Dearborn County, Indiana
Slide Correction Project
Des. No.: 1702959

0 0.015 0.03 0.06 0.09 0.12 Miles

UNITED Consulting

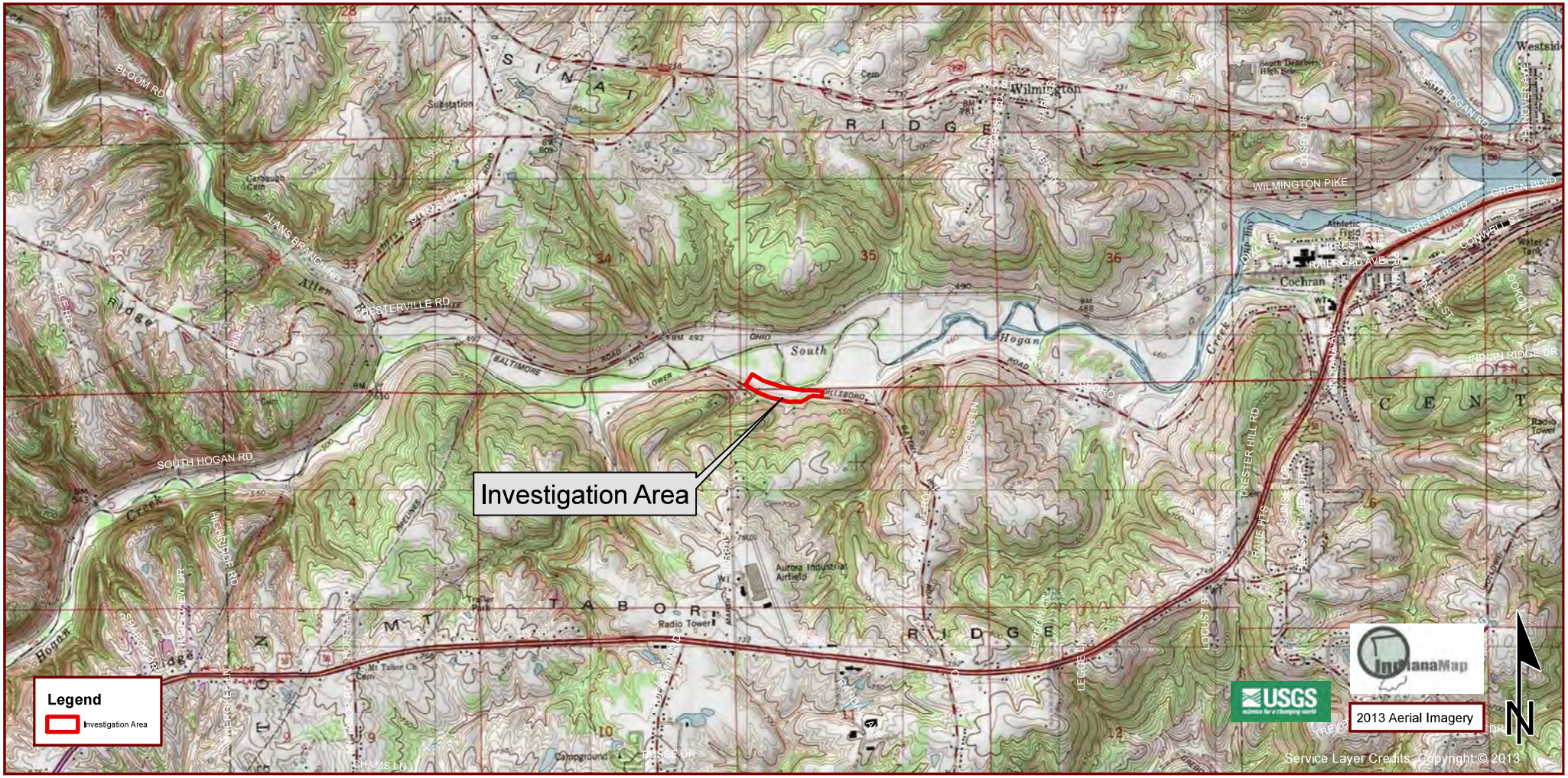


Exhibit 4 - USGS Topographic Map - Aurora, Indiana Quadrangle (1:24,000)
Lower Dillsboro Road in Dearborn County, Indiana
Slide Correction Project
Des. No.: 1702959

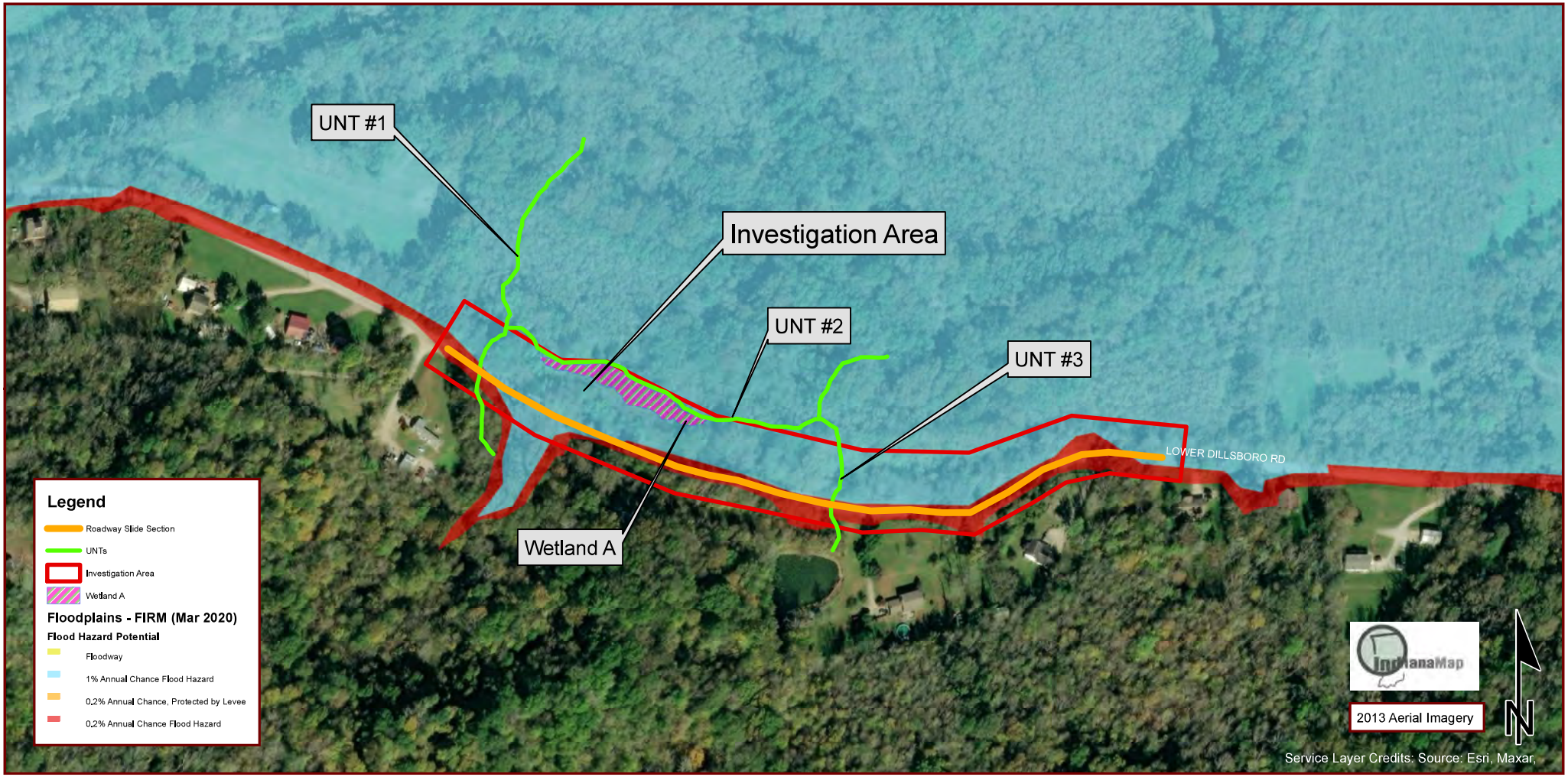


Exhibit 5 - Flood Rate Insurance Map (FIRM)
Lower Dillsboro Road in Dearborn County, Indiana
Slide Correction Project
Des. No.: 1702959

0 0.025 0.05 0.1 0.15 0.2 Miles

UNITED Consulting

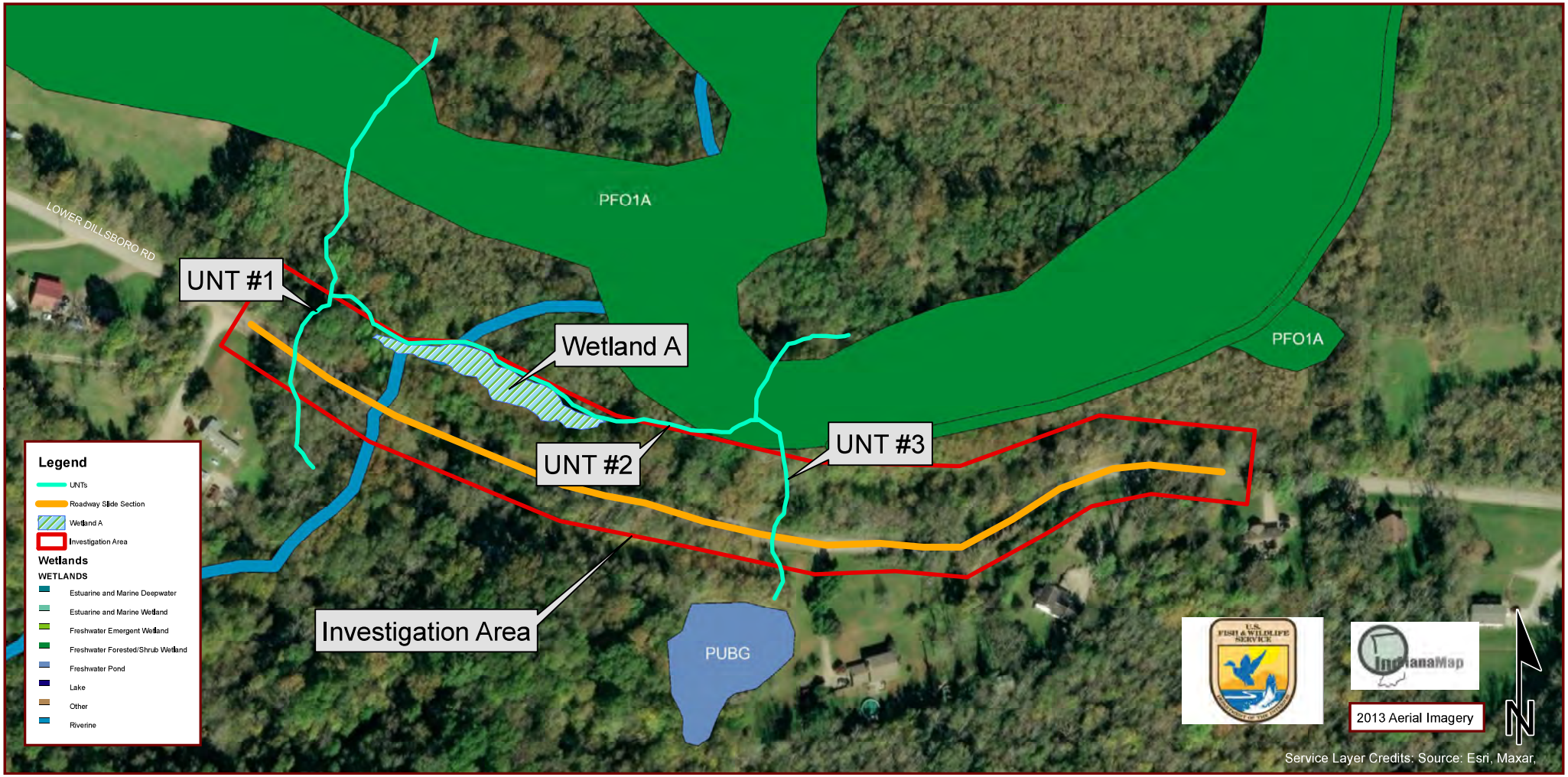
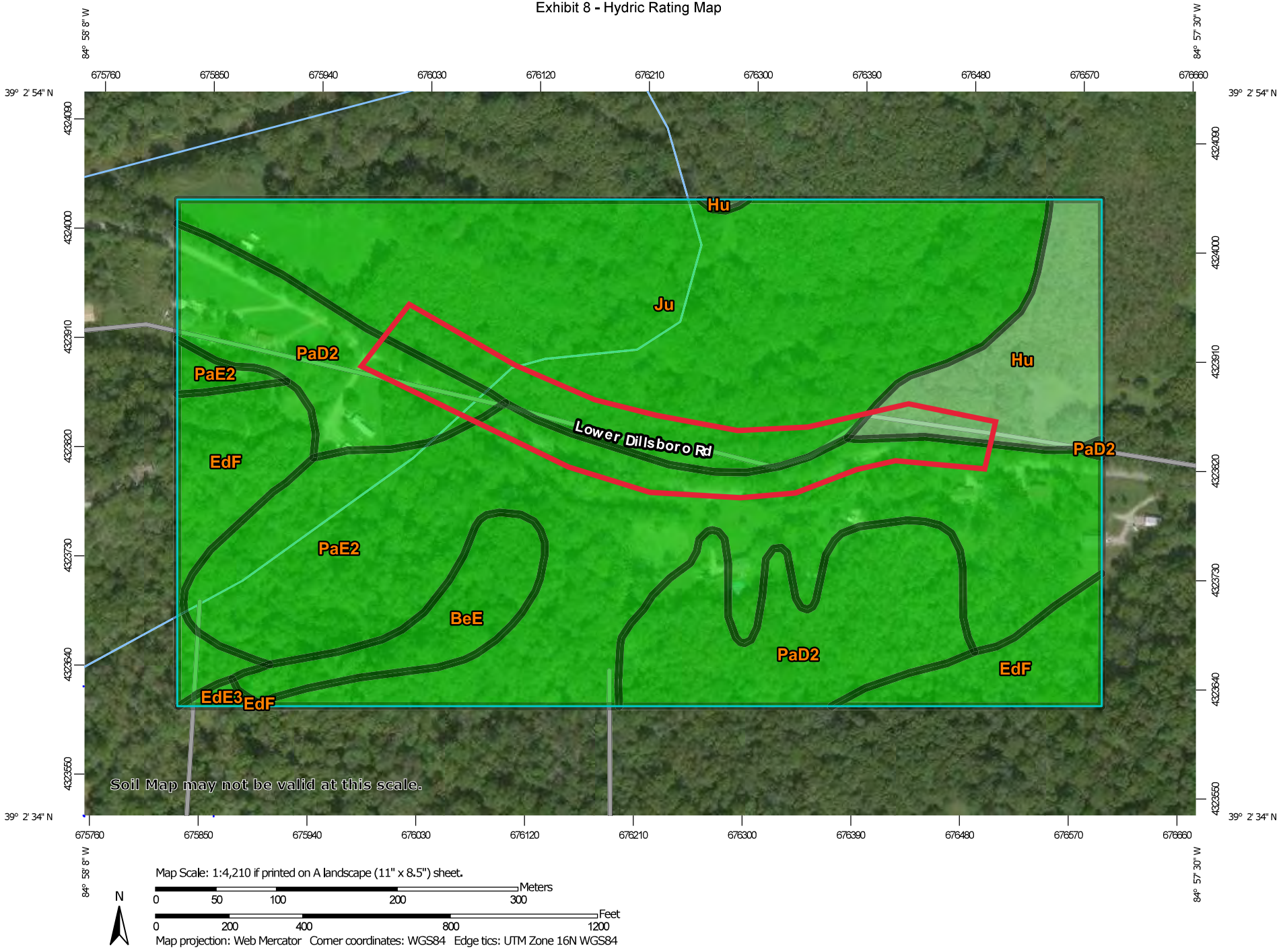


Exhibit 6 - National Wetlands Inventory Map
Lower Dillsboro Road in Dearborn County, Indiana
Slide Correction Project
Des. No.: 1702959

0 0.0375 0.075 0.15 Miles

Exhibit 8 - Hydric Rating Map



Map Scale: 1:4,210 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0 50 100 200 300

Feet: 0 200 400 800 1200

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils

Soil Rating Polygons
- Hydric (100%)
- Hydric (66 to 99%)
- Hydric (33 to 65%)
- Hydric (1 to 32%)
- Not Hydric (0%)
- Not rated or not available

Soil Rating Lines
- Hydric (100%)
- Hydric (66 to 99%)
- Hydric (33 to 65%)
- Hydric (1 to 32%)
- Not Hydric (0%)
- Not rated or not available

Soil Rating Points
- Hydric (100%)
- Hydric (66 to 99%)
- Hydric (33 to 65%)
- Hydric (1 to 32%)
- Not Hydric (0%)
- Not rated or not available

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Dearborn County, Indiana
Survey Area Data: Version 19, Sep 6, 2018

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Feb 25, 2014—Jan 3, 2017

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydric Rating by Map Unit

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
BeE	Bonnell silt loam, 18 to 35 percent slopes	0	3.1	3.9%
EdE3	Eden flaggy silty clay loam, 15 to 25 percent slopes, severely eroded	0	0.2	0.2%
EdF	Eden flaggy silty clay, 25 to 50 percent slopes	0	6.3	7.9%
Hu	Huntington silt loam, 0 to 2 percent slopes, frequently flooded	2	5.2	6.5%
Ju	Jules silt loam, frequently flooded	0	26.0	32.8%
PaD2	Pate silty clay loam, 12 to 18 percent slopes, eroded	0	13.3	16.8%
PaE2	Pate silty clay loam, 18 to 25 percent slopes, eroded	0	25.3	31.9%
Totals for Area of Interest			**79.3**	**100.0%**

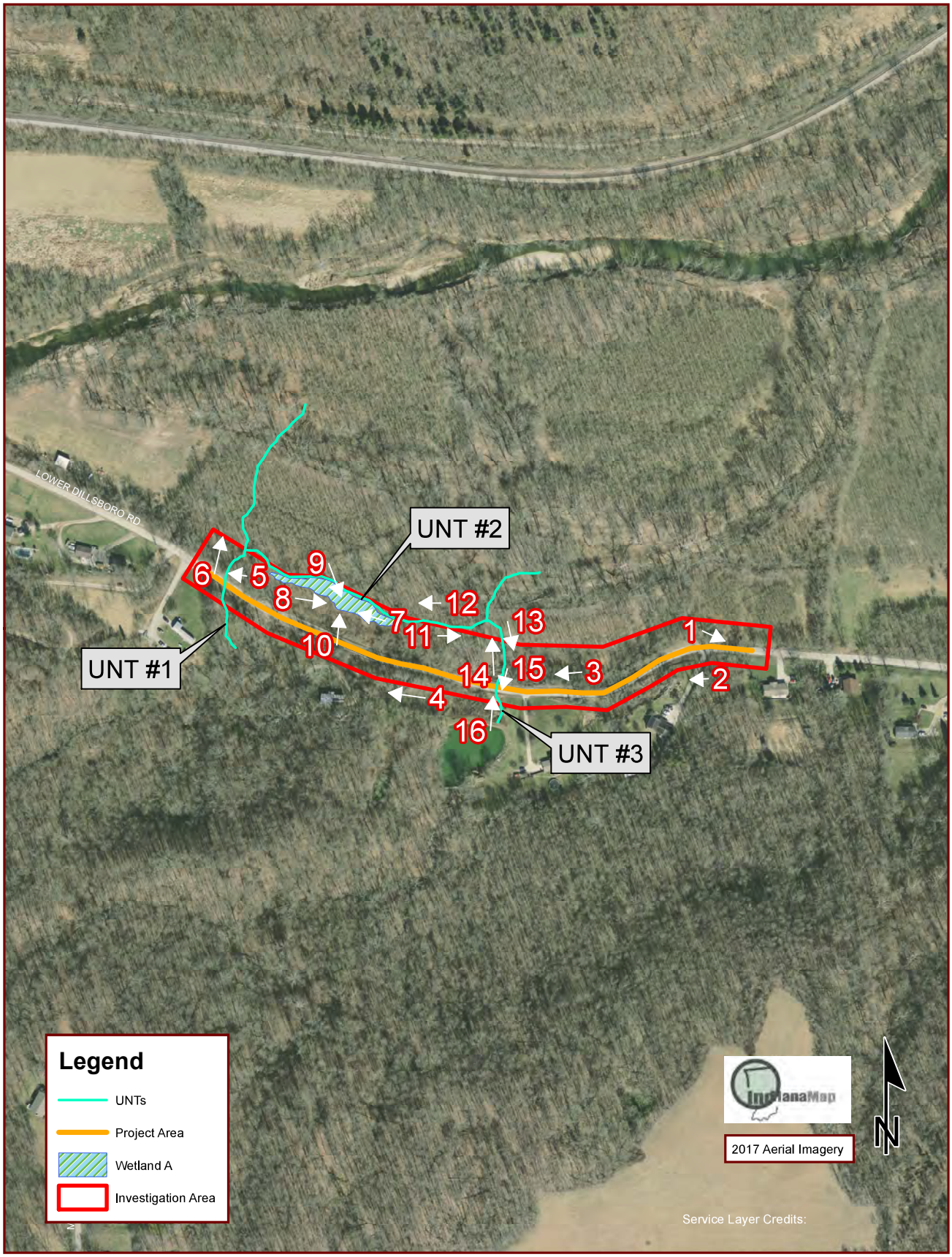


Exhibit 8 - Photo Orientation Map
Lower Dillsboro Road – Slide Corrections
Dearborn County, Indiana
Des. No.: 1702959

0 0.05 0.1 0.2 Miles

UNITED Consulting

Photograph #1: Looking east along Dillsboro Road near east end of project.

Photograph #2: Looking west along Dillsboro Road near east end of project.

Photograph #3: Looking west along Dillsboro Road.

Photograph #4: Looking west along Dillsboro Road.

Photograph #5: Looking west along Lower Dillsboro Road near west end of project.

Photograph #6: Looking north along UNT #1 to South Hogan Creek.

Photograph #7: Looking west across Wetland A.

Photograph #8: Looking east across Wetland A.

Photograph #9: Looking at Data Point A-1.

Photograph #10: Looking at Data Point A-2.

Photograph #11: Looking east along UNT#2 to South Hogan Creek.

Photograph #12: Looking west along UNT #2 toward UNT#1 to South Hogan Creek.

Photograph #13: Looking southeast along UNT #3 to South Hogan Creek.

Photograph #14: Looking north along UNT #3 to South Hogan Creek.

Photograph #15: Looking south toward Lower Dillsboro Road along UNT #3 to South Hogan Creek.

Photograph #16: Looking north from Lower Dillsboro Road toward UNT #3 to South Hogan Creek.

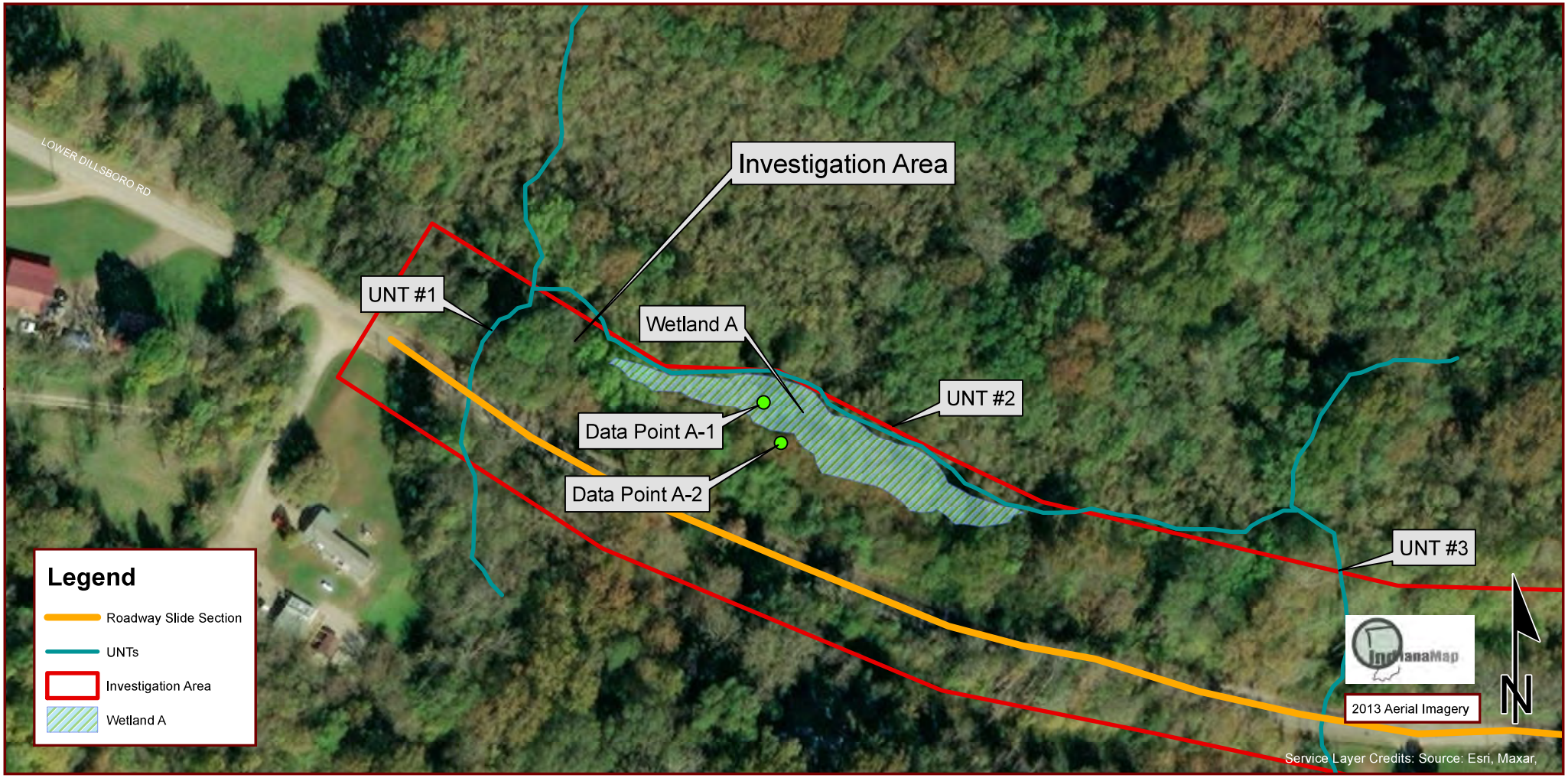


Exhibit 9 - Data Point Map
Lower Dillsboro Road – Slide Corrections
Dearborn County, Indiana
Des. No.: 1702959

0 0.01 0.02 0.04 0.06 0.08 Miles

UNITED Consulting

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: Lower Dillsboro Road | City/County: Dearborn | Sampling Date: 6/11/2019

Applicant/Owner: Dearborn County Highway Department | State: IN | Sampling Point: A-1

Investigator(s): Michael S. Oliphant | Section, Township, Range: Section 2, Township 4 North, Range 2 West

Landform (hillside, terrace, etc.): Depression | Local relief (concave, convex, none): Concave

Slope (%): 2 | Lat: 39.04611 | Long: -84.964858 | Datum: NAD83 (2011)

Soil Map Unit Name: Jules silt loam | NWI classification: PFO1A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No ____ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes X No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X	No ____
Hydric Soil Present?	Yes X	No ____
Wetland Hydrology Present?	Yes X	No ____

Is the Sampled Area within a Wetland? **Yes** x **No** ____

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: ____)	Absolute % Cover	Dominant Species?	Indicator Status
1. *Platanus occidentalis*	40	Yes	FACW
2. *Acer saccharinum*	20	Yes	FACW
3. *Fraxinus pennsylvanica*	10	No	FACW
4.			
5.			
	70	=Total Cover	
Sapling/Shrub Stratum (Plot size: ____)			
1. *Acer saccharinum*	30	Yes	FACW
2. *Fraxinus pennsylvanica*	10	Yes	FACW
3. *Acer negundo*	10	Yes	FAC
4.			
5.			
	50	=Total Cover	
Herb Stratum (Plot size: ____)			
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	____	=Total Cover	
Woody Vine Stratum (Plot size: ____)			
1.			
2.			
	____	=Total Cover	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 5 (A)

Total Number of Dominant Species Across All Strata: 5 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	110	x 2 =	220
FAC species	10	x 3 =	30
FACU species	0	x 4 =	0
UPL species	0	x 5 =	0
Column Totals:	120 (A)		250 (B)

Prevalence Index = B/A = 2.08

Hydrophytic Vegetation Indicators:

____ 1 - Rapid Test for Hydrophytic Vegetation

X 2 - Dominance Test is >50%

X 3 - Prevalence Index is ≤3.0[1]

____ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes** X **No** ____

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: A-1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-8	10YR 4/2	100					Loamy/Clayey	
8-17	10YR 4/1	90	5YR 4/6	10	C	M	Loamy/Clayey	Prominent redox concentrations

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ 2 cm Muck (A10)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 5 cm Mucky Peat or Peat (S3)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- X Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ Coast Prairie Redox (A16)
- ___ Iron-Manganese Masses (F12)
- ___ Red Parent Material (F21)
- ___ Very Shallow Dark Surface (F22)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** X **No** ___

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- x Surface Water (A1)
- x High Water Table (A2)
- x Saturation (A3)
- x Water Marks (B1)
- ___ Sediment Deposits (B2)
- x Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- X Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ True Aquatic Plants (B14)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Gauge or Well Data (D9)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- X Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Stunted or Stressed Plants (D1)
- X Geomorphic Position (D2)
- X FAC-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes x	No ___	Depth (inches): ___
Water Table Present?	Yes x	No ___	Depth (inches): ___
Saturation Present? (includes capillary fringe)	Yes x	No ___	Depth (inches): ___

Wetland Hydrology Present? **Yes** X **No** ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: Lower Dillsboro Road | City/County: Dearborn | Sampling Date: 6/11/19

Applicant/Owner: Dearborn County Highway Department | State: IN | Sampling Point: A-2

Investigator(s): Michael S. Oliphant | Section, Township, Range: Section 2, Township 4 North, Range 2 West

Landform (hillside, terrace, etc.): Depression | Local relief (concave, convex, none): Concave

Slope (%): 2 | Lat: 39.046089 | Long: -84.964836 | Datum: NAD83 (2011)

Soil Map Unit Name: Jules silt loam | NWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No ____ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes X No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X	No ____	**Is the Sampled Area within a Wetland?** Yes ____ No X
Hydric Soil Present?	Yes ____	No X	
Wetland Hydrology Present?	Yes ____	No X	

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: ____)	Absolute % Cover	Dominant Species?	Indicator Status
1. *Fraxinus pennsylvanica*	40	Yes	FACW
2. *Acer saccharinum*	20	Yes	FACW
3. *Acer negundo*	20	Yes	FAC
4.			
5.			
	80	=Total Cover	
Sapling/Shrub Stratum (Plot size: ____)			
1. *Acer negundo*	40	Yes	FAC
2. *Fraxinus pennsylvanica*	10	No	FACW
3. *Acer saccharinum*	10	No	FACW
4.			
5.			
	60	=Total Cover	
Herb Stratum (Plot size: ____)			
1. *Acer negundo*	30	Yes	FAC
2. *Elymus virginicus*	20	Yes	FACU
3. *Alliaria petiolata*	20	Yes	FAC
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	70	=Total Cover	
Woody Vine Stratum (Plot size: ____)			
1.			
2.			
		=Total Cover	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 6 (A)

Total Number of Dominant Species Across All Strata: 7 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 85.7% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	80	x 2 =	160
FAC species	110	x 3 =	330
FACU species	20	x 4 =	80
UPL species	0	x 5 =	0
Column Totals:	210 (A)		570 (B)

Prevalence Index = B/A = 2.71

Hydrophytic Vegetation Indicators:

____ 1 - Rapid Test for Hydrophytic Vegetation

X 2 - Dominance Test is >50%

____ 3 - Prevalence Index is ≤3.0[1]

____ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No ____

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: A-2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-14	10YR 4/4	100					Loamy/Clayey	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ 2 cm Muck (A10)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 5 cm Mucky Peat or Peat (S3)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ Coast Prairie Redox (A16)
- ___ Iron-Manganese Masses (F12)
- ___ Red Parent Material (F21)
- ___ Very Shallow Dark Surface (F22)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: Rock

Depth (inches): 14

Hydric Soil Present? **Yes** ___ **No** X

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ True Aquatic Plants (B14)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Gauge or Well Data (D9)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Stunted or Stressed Plants (D1)
- ___ Geomorphic Position (D2)
- X FAC-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes ___	No x	Depth (inches): ___
Water Table Present?	Yes ___	No x	Depth (inches): ___
Saturation Present? (includes capillary fringe)	Yes ___	No x	Depth (inches): ___

Wetland Hydrology Present? **Yes** ___ **No** X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: 12/21/2020

B. NAME AND ADDRESS OF PERSON REQUESTING PJD:

Mr. Michael S. Oliphant
United Consulting
8440 Allison Pointe Boulevard, Suite 200
Indianapolis, Indiana 46250
(317)-895-2585
mike.oliphant@ucindy.com

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

The proposed project, Des. No.: 1702959, is located along Lower Dillsboro Road in Dearborn County, Indiana, approximately 1.55 mile north of US 50. The project extends approximately 1,500 feet along the roadway. The proposed project will include correcting three separate slides occurring within the 1,500 foot section. The roadway will be reconstructed with provisions in place to prevent future slides along the section. The existing culverts within the project limits that are to be impacted by the project will be replaced. The installation of guardrail equipment is expected throughout the project limits. The project investigation area includes all areas that have the potential to be impacted, based upon the provided design scenario. This area was evaluated for the presence of wetlands and Waters of the United States (U.S.).

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

State: Indiana County/parish/borough: Dearborn City: N/A

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

Lat.: 39.045697° Long.: -84.964526°

Universal Transverse Mercator: 16S 676279 4323804 UTM

Name of nearest waterbody: South Hogan Creek

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

☐ Office (Desk) Determination. Date:

☐ Field Determination. Date(s):

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

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
Wetland A	39.046123	-84.964847	373 linear feet (0.252 acre)	Wetland waters	Section 404
UNT #1 to South Hogan Creek	39.046439	-84.96590	307 linear feet (0.143 acre)	Non-wetland waters	Section 10/404
UNT #2 to South Hogan Creek	39.046079	-84.964533	732 linear feet (0.302 acre)	Non-wetland waters	Section 10/404
UNT #3 to South Hogan Creek	39.045656	-84.963301	315 linear feet (0.152 acre)	Non-wetland waters	Section 10/404

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

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

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

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

☒ Maps, plans, plots or plat submitted by or on behalf of the PJD requestor: General location map, aerial photograph, Zoomed-in aerial photograph, USGS topographic map, Zoomed-in USGS topographic map, picture key map, NRCS soils map, NWI map, FEMA map

☐ Data sheets prepared/submitted by or on behalf of the PJD requestor.
- ☐ Office concurs with data sheets/delineation report.
- ☐ Office does not concur with data sheets/delineation report. Rationale: _____.

☐ Data sheets prepared by the Corps: _____.

☐ Corps navigable waters' study: _____.

☐ U.S. Geological Survey Hydrologic Atlas: _____.
- ☐ USGS NHD data.
- ☐ USGS 8 and 12 digit HUC maps.

☒ U.S. Geological Survey map(s). Cite scale & quad name: 1:24,000; Aurora, Indiana

☒ Natural Resources Conservation Service Soil Survey. Citation: Web Soil Survey

☒ National wetlands inventory map(s). Cite name: http://www.fws.gov/wetlands/

☐ State/local wetland inventory map(s): _____.

☒ FEMA/FIRM maps: 18097C0169F, Effective 4/19/16

☐ 100-year Floodplain Elevation is: _____.(National Geodetic Vertical Datum of 1929)

☒ Photographs: ☒ Aerial (Name & Date): Indiana Aerial Photograph, 2017

or ☒ Other (Name & Date): United Consulting, June 11, 2019.

☐ Previous determination(s). File no. and date of response letter: _____.

☐ Other information (please specify): _____.

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

Signature and date of Regulatory staff member completing PJD	Signature and date of person requesting PJD (REQUIRED, unless obtaining the signature is impracticable)[1]

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

Appendix G

Public Involvement

UNITED
Consulting

ENGINEERING
ENVIRONMENTAL
INSPECTION
LAND SURVEYING
LAND ACQUISITION
PLANNING
WATER & WASTEWATER
SINCE 1965

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Rob B. Iversen, PE
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8440 Allison Pointe Blvd., Suite 200, Indianapolis, IN 46250 (317) 895-2585 www.ucindy.com

March 7, 2019

Notice of Entry for Survey or Investigation

Dear Property Owner:

United Consulting is part of a project team retained by Dearborn County to perform preliminary engineering for the proposed Lower Dillsboro Road – Slide Correction Project. Our information indicates that you own property near the proposed project. Representatives of United Consulting will be conducting environmental surveys of the project area in the near future. It may be necessary for them to enter onto your property to complete this work. This is permitted under Indiana Code § 8-23-7-26. Anyone performing this type of work has been instructed to identify him or herself to you, if you are available, before they enter your property. If you no longer own this property or if it is currently occupied by someone else, please let us know the name of the new owner or occupant so that we can contact them about the survey or investigation.

The survey work may include the identification and mapping of wetlands, archaeological investigations (which may involve the survey, testing, or excavation of identified archaeological sites), and various other environmental studies. The information we obtain from such studies is necessary for the proper planning and design of this project.

It is our sincere desire to cause you as little inconvenience as possible during this survey. If any problems do occur, please contact the field crew or contact Michael Oliphant, United Consulting at 317- 895-2585 or mike.oliphant@ucindy.com. We thank you in advance for your cooperation.

Sincerely,
UNITED CONSULTING DLS

Michael S. Oliphant, ACIP
Environmental Specialist

c: File: 18-418

Appendix H

Air Quality

Dearborn County

TIP ID	Facility	BMP	EMP	Location	Description	AQ conformity	Sponsor	Award/ Let Date

Fund Type	Phase	Pre 21	FY 21	FY 22	FY 23	FY 24	FUTR

1600706 Market Street

5th Street to Dutch Hollow Road — Pavement reconstruction, minor realignment, slope corrections and elimination of roadway hazards. — Exempt — Aurora — 1Q22

Programmed costs

Fund Type	Phase	Pre 21	FY 21	FY 22	FY 23	FY 24	FUTR
STP	PE	348,359	0	0	0	0	0
Local	PE	87,090	0	0	0	0	0
OKI-STBG	RW	0	120,000	0	0	0	0
Local	RW	0	30,000	0	0	0	0
OKI-STBG	UT	0	0	135,968	0	0	0
Local	UT	0	0	33,992	0	0	0
STBG	CO	0	0	1,727,200	0	0	0
Local	CO	0	0	431,800	0	0	0

Total : $2,914,409

1400725 East Laughery Road

Bridge #5 on East Laughery Road, east of Gregory Road — Bridge replacement — Exempt — Dearborn County — 1Q21

Programmed costs

Fund Type	Phase	Pre 21	FY 21	FY 22	FY 23	FY 24	FUTR
BR	PE	46,400	0	0	0	0	0
Local	PE	11,600	0	0	0	0	0
BR	RW	25,600	0	0	0	0	0
Local	RW	6,400	0	0	0	0	0
Local Bridge	CO	0	1,040,555	0	0	0	0
Local	CO	0	260,139	0	0	0	0

Total : $1,390,694

1500202 County Bridge Inspections

Dearborn County — Countywide bridge inspections in Dearborn County — Exempt — Dearborn County — 4Q20

Programmed costs

Fund Type	Phase	Pre 21	FY 21	FY 22	FY 23	FY 24	FUTR
Local Bridge	PE	80,217	80,217	80,217	0	0	0
Local	PE	20,054	20,054	20,054	0	0	0

Total : $300,813

1600719 Harrison Brookville Road (Old US 52)

Bridge #108 at Johnson Fork Road — Bridge replacement — Exempt — Dearborn County — 3Q21

Programmed costs

Fund Type	Phase	Pre 21	FY 21	FY 22	FY 23	FY 24	FUTR
Local Bridge	RW	0	86,032	0	0	0	0
Local	RW	0	21,508	0	0	0	0
Local Bridge	CO	0	0	0	2,160,000	0	0
Local	CO	0	0	0	540,000	0	0

Total : $2,807,540

1702959 IR 1023 — 0.00 — 0.00

Lower Dillsboro Rd, 2800 ft west of Gatch Hill Rd to 1500 ft west of Gatch Hill — Slide Correction — Exempt — Dearborn County — 2Q23

Programmed costs

Fund Type	Phase	Pre 21	FY 21	FY 22	FY 23	FY 24	FUTR
STBG	RW	0	40,000	0	0	0	0
State	RW	0	10,000	0	0	0	0
STBG	CO	0	0	0	1,480,000	0	0
State	CO	0	0	0	370,000	0	0

Total : $1,900,000

1802885 Sneakville Road — 0.00 — 0.00

Bridge #64, 0.53 miles east of Mount Pleasant Road — Bridge replacement — Exempt — Dearborn County — 4Q24

Programmed costs

Fund Type	Phase	Pre 21	FY 21	FY 22	FY 23	FY 24	FUTR
Local Bridge	PE	0	57,360	0	0	0	0
Local	PE	0	14,340	0	0	0	0
Local Bridge	RW	0	0	192,000	0	0	0
Local	RW	0	0	48,000	0	0	0
Local Bridge	UT	0	0	0	400,000	0	0
Local	UT	0	0	0	100,000	0	0
Local Bridge	CO	0	0	0	0	880,000	0
Local	CO	0	0	0	0	220,000	0
Local Bridge	CE	0	0	0	0	132,000	0
Local	CE	0	0	0	0	33,000	0

Total : $2,076,700

Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2020 - 2024

SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2020	2021	2022	2023	2024
Dearborn County	40889 / 1702959	Init.	IR 1026	Slide Correction	Lower Dillsboro Rd, 2800 ft west of Gatch Hill Rd to 1500 ft west of Gatch Hill	Seymour	.25	STPBG		Group IV Program	RW	$40,000.00	$0.00		$40,000.00			
										Group IV Program	CN	$1,480,000.00	$0.00				$1,480,000.00	
										Local Funds	RW	$0.00	$10,000.00		$10,000.00			
										Local Funds	CN	$0.00	$370,000.00				$370,000.00	
Indiana Department of Transportation	40966 / 1500566	Init.	US 50	Bridge Deck Overlay	0.09 mile E of SR 56 at Hogan Creek	Seymour	0	NHPP		Bridge Construction	CN	$1,420,739.20	$355,184.80		$1,775,924.00			
Indiana Department of Transportation	40979 / 1600019	Init.	I 74	Bridge Deck Overlay	2.02 miles E of US 52 over Stout Road WBL	Seymour	0	NHPP		Bridge Construction	CN	$1,290,375.90	$143,375.10		$1,433,751.00			
Indiana Department of Transportation	40995 / 1800349	Init.	SR 1	Bridge Deck Overlay	00.35 mi N of US 50 @Central RR Comp of Ind	Seymour	0	STPBG		Bridge Construction	CN	$624,236.80	$156,059.20		$780,296.00			
Indiana Department of Transportation	40995 / 1800349	A 10	SR 1	Bridge Deck Overlay	00.35 mi N of US 50 @Central RR Comp of Ind	Seymour	0	STBG	$790,296.00	Bridge Construction	CN	$8,000.00	$2,000.00	$10,000.00				
Comments:Amend RR CN to current STIP in FY 2020 per OKI's TIP Modification 2 dated 9/12/19.																		
Indiana Department of Transportation	41519 / 1383721	Init.	SR 46	Bridge Deck Replacement	0.44 mile west of US 52 over Whitewater River	Seymour	0	STPBG		Bridge Construction	CN	$3,664,234.40	$916,058.60				$4,580,293.00	
										Bridge ROW	RW	$16,000.00	$4,000.00		$20,000.00			
Indiana Department of Transportation	41520 / 1800225	Init.	US 50	Intersect. Improv. W/ Added Turn Lanes	At the intersection of Front Street in Dillsboro	Seymour	0	NHPP		Safety Construction	CN	$921,620.00	$230,405.00				$1,152,025.00	
Indiana Department of Transportation	41532 / 1801685	Init.	SR 1	Slide Correction	3.6 miles South of I-74	Seymour	.03	STPBG		Road Construction	CN	$228,113.60	$57,028.40				$285,142.00	
Indiana Department of Transportation	41815 / 1801494	A 30	US 50	Auxiliary Lanes, Accel & Decel or Turn Lanes	2,500' North of the Junction of US 50 and SR 1	Seymour	.43	NHPP	$2,035,000.00	Mobility Consulting	PE	$188,193.70	$47,048.42	$235,242.13				
Comments:The project was in OKI FY 2021-2024 TIP that was incorporated by reference on July 9, 2020.																		
Dearborn County	41931 / 1802885	A 18	IR 4800	Bridge Replacement	On Sneakville Road,0.53 miles east of Mount Pleasant Road, Dearborn County Bridge #64	Seymour	.15	STBG	$2,076,700.00	Local Funds	RW	$0.00	$48,000.00			$48,000.00		
										Local Funds	PE	$0.00	$14,340.00	$14,340.00				
										Local Bridge Program	PE	$57,360.00	$0.00	$57,360.00				
										Local Bridge Program	RW	$192,000.00	$0.00			$192,000.00		
Comments:Adding PE funds to FY 2020 in the amount of $71,700. Adding RW funds to FY 2022 in the amount of $240,000. MPO TIP page dated 2/13/2020. AQC Exempt 11/29/2018																		

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

Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2018 - 2021

SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2018	2019	2020	2021
Dearborn County	40889 / 1702959	A 31	IR 1026	Slide Correction	Lower Dillsboro Rd, 2800 ft west of Gatch Hill Rd to 1500 ft west of Gatch Hill	Seymour	.25	STPBG	$2,124,400.00	Local Funds	PE	$0.00	$54,880.00		$54,880.00		
										Group IV Program	PE	$274,400.00	$0.00		$274,400.00		
Comments: Adding PE funds for FY 2018. NO MPO																	
Indiana Department of Transportation	40979 / 1600018	A 17	I 74	Bridge Deck Overlay	2.02 miles E of US 52 over Stout Road EBL	Seymour	0	NHPP	$785,000.00	Bridge Construction	CN	$598,950.00	$66,550.00				$665,500.00
										Bridge Consulting	PE	$108,000.00	$12,000.00		$120,000.00		
Comments: Amend PE in FY 2019 and CN in FY 2021 to current STIP. Modified to OKI per Grouped Projects of Bridge, Culvert and Small Structure Preservation page 33 of Appendix C dated 3/7/18.																	
Indiana Department of Transportation	40979 / 1600019	A 17	I 74	Bridge Deck Overlay	2.02 miles E of US 52 over Stout Road WBL	Seymour	0	NHPP	$791,000.00	Bridge Consulting	PE	$108,000.00	$12,000.00		$120,000.00		
										Bridge Construction	CN	$603,990.00	$67,110.00				$671,100.00
Comments: Amend PE in FY 2019 and CN in FY 2021 to current STIP. Modified to OKI per Grouped Projects of Bridge, Culvert and Small Structure Preservation page 33 of Appendix C dated 3/7/18.																	
Indiana Department of Transportation	40995 / 1800349	A 17	SR 1	Bridge Deck Overlay	00.35 mi N of US 50 @Central RR Comp of Ind	Seymour	0	STP	$880,296.00	Bridge Consulting	PE	$80,000.00	$20,000.00		$100,000.00		
										Bridge Construction	CN	$624,236.80	$156,059.20				$780,296.00
Comments: Amend PE in FY 2019 and CN in FY 2021 to current STIP. Modified to OKI per Grouped Projects of Bridge, Culvert and Small Structure Preservation page 33 of Appendix C dated 3/7/18.																	
Indiana Department of Transportation	41399 / 1801494	A 30	US 50	Auxiliary Lanes, Accel & Decel or Turn Lanes	2,500' North of the Junction of US 50 and SR 1	Seymour	.43	NHPP	$1,996,000.00	Mobility Construction	PE	$34,400.00	$8,600.00		$43,000.00		
										Mobility Construction	CN	$1,386,242.40	$346,560.60		$1,732,803.00		
										Mobility ROW	RW	$58,400.00	$14,600.00		$73,000.00		
Comments: PE phase was 100% State funds in order to begin quick development. UT/PE of $43K still being amended to STIP.																	
Indiana Department of Transportation	41519 / 1383721	A 30	SR 46	Bridge Deck Replacement	0.44 mile west of US 52 over Whitewater River	Seymour	0	STP	$4,780,293.00	Bridge Consulting	PE	$144,000.00	$36,000.00		$180,000.00		
										Bridge ROW	RW	$16,000.00	$4,000.00				$20,000.00
Comments: Amend PE phase in FY 2019 and RW in 2021 to current STIP. Amended to OKI's TIP per OKI 2018-26 dated 9/13/18.																	
Indiana Department of Transportation	41520 / 1800225	A 30	US 50	Intersect. Improv. W/ Added Turn Lanes	At the intersection of Front Street in Dillsboro	Seymour	0	NHPP	$1,277,025.00	Safety Consulting	PE	$100,000.00	$25,000.00		$125,000.00		
Comments: Amend PE phase to current STIP in FY 2019. Amended to OKI's TIP per OKI 2018-26 dated 9/13/18.																	
Indiana Department of Transportation	41532 / 1801685	A 30	SR 1	Slide Correction	3.6 miles South of I-74	Seymour	.03	NHPP	$385,142.00	Road Consulting	PE	$92,576.00	$23,144.00		$115,720.00		
Comments: Amend PE to current STIP in FY 2019. Amended to OKI's TIP per OKI 2018-026 dated 9/13/18.																	

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

Appendix I

Environmental Justice

Des. No.: 1702959: Lower Dillsboro Road – Slide Corrections

Environmental Justice Data Analysis

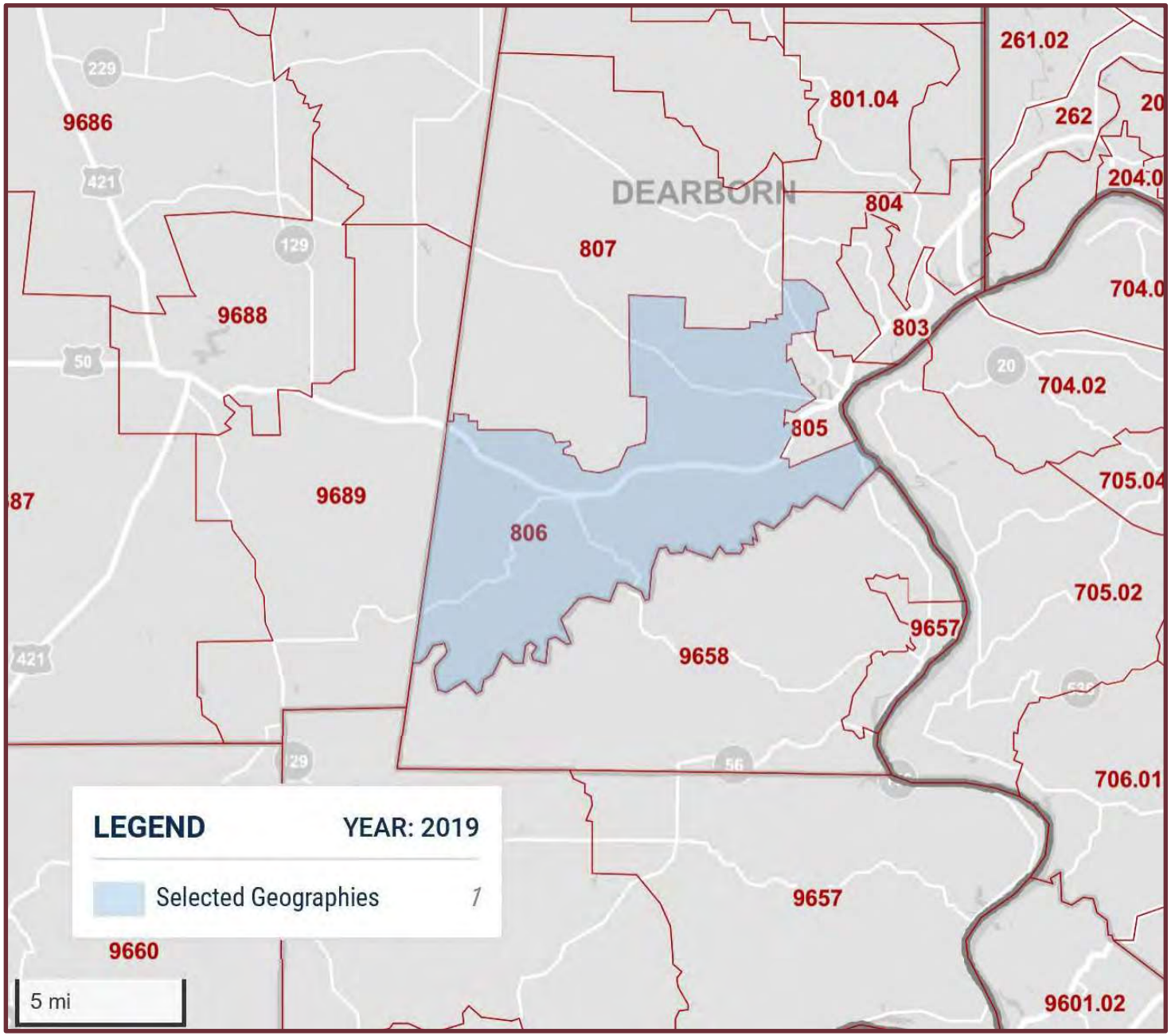
Comparison of Dearborn County to Census Tract 806

		COC	AC1
		Dearborn County	Census Tract 806
	LOW-INCOME POPULATION EJ ANALYSIS		
	Population for whom poverty status is determined: Total	48787	6624
	Population for whom poverty status is determined: Income in 2018 below poverty level	4973	662
	Percent Low-Income	**10.2%**	**10.0%**
	125 Percent of COC	**12.7%**	**AC < 125% COC**
	Population of EJ Concern		**No**
	MINORITY POPULATION EJ ANALYSIS		
	Total population: Total	49501	6768
	Total population: Not Hispanic or Latino	48887	6707
	Total population: Not Hispanic or Latino; White alone	47648	6597
	Total population: Not Hispanic or Latino; Black or African American alone	419	62
	Total population: Not Hispanic or Latino; American Indian and Alaska Native alone	151	48
	Total population: Not Hispanic or Latino; Asian alone	264	0
	Total population: Not Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	11	0
	Total population: Not Hispanic or Latino; Some other race alone	80	0
	Total population: Not Hispanic or Latino; Two or more races	314	0
	Total population: Two races including Some other race	0	0
	Total population: Two races excluding Some other race	314	0
	Total population: Hispanic or Latino	614	61
	Total population: Hispanic or Latino; White alone	432	61
	Total population: Hispanic or Latino; Black or African American alone	14	0
	Total population: Hispanic or Latino; American Indian and Alaska Native alone	0	0
	Total population: Hispanic or Latino; Asian alone	0	0
	Total population: Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	0	0
	Total population: Hispanic or Latino; Some other race alone	106	0
	Total population: Hispanic or Latino; Two or more races	62	0
	Total population: Two races including Some other race	0	0
	Total population: Two races excluding Some other race	62	0
	Number Non-white/minority	**1853**	**171**
	Percent Non-white/minority	**3.7%**	**2.5%**
	125 Percent of COC	**4.7%**	**AC < 125% COC**
	Population of EJ Concern		**No**

Source: 2018 US Census Bureau

U.S. Census Boundaries Map – Dearborn County, IN and Census Tract 806

(https://data.census.gov/cedsci/)



POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE		
TABLE ID:	B17001	
SURVEY/PROGRAM	American Community Survey	
PRODUCT:	ACS 5-Year Estimates Detailed Tables	
	Dearborn County, Indiana	**Census Tract 806, Dearborn County, Indiana**
Label	**Estimate**	**Estimate**
Total:	48,787	6,624
Income in the past 12 months below poverty level:	4,973	662
Male:	2,372	374
Under 5 years	216	57
5 years	57	3
6 to 11 years	286	50
12 to 14 years	163	20
15 years	27	13
16 and 17 years	106	0
18 to 24 years	138	37
25 to 34 years	246	89
35 to 44 years	133	6
45 to 54 years	313	29
55 to 64 years	306	35
65 to 74 years	159	24
75 years and over	222	11
Female:	2,601	288
Under 5 years	286	33
5 years	20	17
6 to 11 years	260	30
12 to 14 years	107	13

15 years	9	0
16 and 17 years	120	4
18 to 24 years	230	35
25 to 34 years	320	30
35 to 44 years	258	19
45 to 54 years	282	66
55 to 64 years	286	21
65 to 74 years	282	7
75 years and over	141	13
Income in the past 12 months at or above poverty level:	43,814	5,962
Male:	21,958	2,925
Under 5 years	1,056	59
5 years	269	47
6 to 11 years	1,630	214
12 to 14 years	914	106
15 years	324	0
16 and 17 years	646	70
18 to 24 years	1,905	366
25 to 34 years	2,373	154
35 to 44 years	2,775	398
45 to 54 years	3,386	444
55 to 64 years	3,286	516
65 to 74 years	2,243	286
75 years and over	1,151	265
Female:	21,856	3,037
Under 5 years	941	94
5 years	213	7
6 to 11 years	1,520	188

12 to 14 years	979	139
15 years	436	51
16 and 17 years	522	77
18 to 24 years	1,661	293
25 to 34 years	2,326	201
35 to 44 years	2,668	321
45 to 54 years	3,335	575
55 to 64 years	3,399	438
65 to 74 years	2,167	400
75 years and over	1,689	253

HISPANIC OR LATINO ORIGIN BY RACE				
TABLE ID:	B03002			
SURVEY/PROGRAM	American Community Survey			
PRODUCT:	ACS 5-Year Estimates Detailed Tables			
	Dearborn County, Indiana		**Census Tract 806, Dearborn County, Indiana**	
Label	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Error**
Total:	49,501	*****	6,768	±359
Not Hispanic or Latino:	48,887	*****	6,707	±356
White alone	47,648	±75	6,597	±353
Black or African American alone	419	±139	62	±56
American Indian and Alaska Native alone	151	±77	48	±68
Asian alone	264	±58	0	±16
Native Hawaiian and Other Pacific Islander alone	11	±19	0	±16
Some other race alone	80	±75	0	±16
Two or more races:	314	±157	0	±16
Two races including Some other race	0	±24	0	±16
Two races excluding Some other race, and three or more races	314	±157	0	±16
Hispanic or Latino:	614	*****	61	±72
White alone	432	±118	61	±72
Black or African American alone	14	±20	0	±16
American Indian and Alaska Native alone	0	±24	0	±16
Asian alone	0	±24	0	±16
Native Hawaiian and Other Pacific Islander alone	0	±24	0	±16
Some other race alone	106	±75	0	±16
Two or more races:	62	±89	0	±16
Two races including Some other race	0	±24	0	±16
Two races excluding Some other race, and three or more races	62	±89	0	±16

Appendix J

Additional Information

Land and Water Conservation Fund:
Grant Listings for Dearborn County, Indiana

**Grant Listings were retrieved from the INDOT Environmental Policy Webpage at (https://www.in.gov/indot/2523.htm), under Project Development Tools, titled, "The Land and Water Conservation Fund (LWCF) County Property List for Indiana".*

Dearborn County, Indiana

1800296	1800296	Dearborn	Aurora City Park & Pool
1800304	1800304A	Dearborn	Lubbe Woods
1800516	1800516	Dearborn	Bright Park II
1800296	1800296	Dearborn	Aurora City Park & Pool