

Indiana Department of Transportation

County MarshallRoute East LaPorte StreetDes. No. 1702837

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

Road No./County:

East LaPorte Street/Marshall County

Designation Number:

1702837

Project Description/Termini:

Bridge Rehabilitation Project of the East LaPorte Street Pedestrian Bridge over the Yellow River (Bridge No. 5). The project begins 587 feet west of Liberty Street and ends 313 feet west of Liberty Street

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 SignatureDateES SignatureDateFHWA SignatureDate

Release for Public Involvement

N/AESM InitialsDateREBES Initials1-20-2021Date

Certification of Public Involvement

Office of Public InvolvementDate

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: _____

Chris Kunkel/Lochmueller Group, Inc.

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Part I - PUBLIC INVOLVEMENT

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

Does the project have a historic bridge processed under the Historic Bridges PA*?

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

If No, then:

Opportunity for a Public Hearing Required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**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 January 30, 2019 notifying them about the project and individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, page G1.

To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of "No Adverse Effect" was published in *The Pilot News* on July 21, 2020 offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on August 20, 2020. No comments were received within the public comment period. The text of the public notice and the affidavit of publication appear in Appendix D, pages D88 to D91.

The project does not meet any of the conditions set by the current *Indiana Department of Transportation (INDOT) Public Involvement Manual* that require formal public involvement. However, based on discussions with INDOT Cultural Resources Office (CRO), the project will offer the public the opportunity to request a hearing. Therefore, a legal notice will appear in a local publication contingent upon the releases 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
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Will the project involve substantial controversy concerning community and/or natural resource impacts?

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: City of Plymouth INDOT District: LaPorte
Local Name of the Facility: East LaPorte Street

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

*If other is selected, please identify the funding source: N/A

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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 project is needed for two reasons. First, several parts of the bridge are significantly corroded. The floorbeams, stringers, and their connections are in very poor condition (Est. Rating 3). Some of the connections between the floorbeams and stringers are no longer effective because they are so corroded. These members, located just under the deck, are frequently in poor condition on similar-aged bridges. This is the result of the wood deck absorbing water and slowly releasing it onto the steel members resulting in a longer contact time and more destructive corrosion. Some of the steel bearings are also experiencing significant corrosion and are in poor condition (Est. Rating 4). Other steel portions of the bridge are in fair condition (Est. Rating 5), but still show some surface rust. The deck and substructures are in fair condition (Est. Rating 5). The approaches are in poor condition (Est. Rating 4) because they are uneven and do not meet ADA criteria. Secondly, the bridge experiences significant lateral deflection (approximately 6 inches at midspan) when it is used. Though the lateral deflection may not affect the structural capacity of the bridge, the deflections may cause pedestrians to feel uncomfortable crossing the bridge. The lateral deflections are amplified if multiple people are crossing the bridge at the same time. This is likely a flaw in the original design of the bridge, as the bridge does not have enough weight or lateral stiffness to limit deflections to modern standards. Many of the retrofits and repairs that have been added to the bridge have attempted to solve this issue of lateral deflections. These additions include lateral bracing on the superstructure, and additional piers between the abutments and main piers. Some photographs even show that additional piers were once placed in the middle span, but these additional piers have since been removed.

There are two purposes of this project. The first purpose is to extend the useful life of the structure to 30 years. This will be done by improving the condition of all bridge elements to at least a "good" condition (Rating 7). The second purpose is to decrease the lateral deflections that can occur on the bridge.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: MarshallMunicipality: City of PlymouthLimits of Proposed Work: The project begins 587 feet west of Liberty Street and ends 313 feet west of Liberty Street.Total Work Length: 0.052 Mile(s)Total Work Area: 0.35 Acre(s)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?

If yes, when did the FHWA grant a conditional approval for this project?

Yes¹

No

☐☒

Date:

¹If 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.

Location

The project is located along a pedestrian bridge within the River Park Square connecting East LaPorte Street over the Yellow River. Specifically, the project is located in Section 13, Township 33 North, Range 2 East in Center Township as depicted on the Plymouth U.S. Geological Survey (USGS) Quadrangle (Appendix B, B2).

Existing Conditions

Within the project area, the existing pedestrian walkway is a 6-foot wide concrete and asphalt path on the approaches and both sides of the bridge along East LaPorte Street. The existing bridge (Bridge No. 5) is a three-span modified cantilever kingpost steel truss bridge built in 1898 that provides pedestrian access across the Yellow River. The bridge has had several

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repairs done over the years. However, details and dates of these repairs are unknown. The length of the bridge is 183.5 feet. The out to out width of the bridge is 6.4 feet and the clear path width is 5.6 feet.

Bridge No. 5 is in an overall poor condition. The existing timber decking shows some wear and some planks have been recently replaced. The underside of the timber decking is wet and molding in some locations. The moisture absorbed by the deck is accelerating the corrosion in the stringers and beams supporting it. These components show severe rust and section loss. Connections of these members are also severely rusted. The superstructure above the bridge deck is generally in fair condition. The superstructure below the bridge deck is in poor condition. The main cables and truss elements of the bridge are fracture critical and appear to be in fair condition, showing some minor rusting. The cables that support the bridge are loose. The estimated current service life is 5 years. In 1981, the bridge was added to the National Register of Historic Places (NRHP). However, the bridge is not included in the historic bridge inventory because bridges that are solely for pedestrian use are not included in the inventory.

Adjacent land use consists of forested riparian, maintained residential, and park property.

Preferred Alternative

The preferred alternative involves replacing the existing timber bridge decking with composite decking. Pack rust on the steel components will be removed and all exposed steel will be painted. The existing floor beams and stringers will be removed and replaced. The steel components will then be cleaned and painted. The lateral bracing underneath the bridge will be removed and new bracing will be added. Excavation will occur to expose the concrete anchorage for the steel chords on either end of the bridge. If either anchorage appears to be unstable or deteriorating, the anchorage will be replaced. The existing concrete slope protection under the bridge will be removed on the east bank (left bank) of the Yellow River. Class I riprap will be placed along the east bank (0.015 acre), around end bent 1 and pier 2 (0.006 acre), around pier 3 (0.005 acre), and along the cut bank along the west side of the Yellow River (0.004 acre).

Both bridge approaches will be updated for better pedestrian access. The west approach will receive approximately 700 square feet of ADA compliant concrete sidewalk and a circular decorative paver landing. This will replace approximately 300 square feet of concrete sidewalk and 400 square feet of asphalt roadway currently in place at the west approach. The east approach will also receive approximately 700 square feet of sidewalk, which will replace approximately 700 square feet of asphalt pavement. The existing bollards on either side of the bridge will be removed to allow for wheelchair access. Bollards will be placed on the streets at both ends of the bridge to prevent vehicles from impacting the pedestrian bridge. In addition, up to fourteen healthy trees (1.26 acres) will be removed which could potentially fall on the bridge and damage it.

The proposed project will also include the addition of lighting to the bridge. Railing-mounted lighting will be added to the underside of the railings on both sides of the bridge. The lights will be approximately 4 feet in length and eighteen lights will be needed on each side, totaling thirty-six lights. The railing-mounted lighting is for pedestrian safety. String lighting will also be placed on the truss members of the bridge. Both types of lighting will be attached to the bridge in a way that they can be removed if needed.

A temporary causeway, bounded by floating sediment barriers, will be constructed in order to dewater a portion of the stream for the installation of the new riprap along the banks. This causeway will be removed once construction is complete. Additionally, 12-foot wide temporary construction access drives will be constructed on either side of the Yellow River to allow for access for construction vehicles under the bridge. Filter socks will be placed along the boundary of the west bank access drive and on either side of the bridge entrance on the east bank to prevent additional sediment infiltrating the Yellow River. The construction access drives will be removed, and the disturbed areas will be reseeded once construction is complete.

The preferred alternative will meet the identified purpose and need by extending the service life of this crossing at least another 30 years by bringing all components a minimum "good" condition (Rating 7). Additionally, lateral deflections due to wind loading will be reduced to 3.3 inches per AASHTO's 2009 LRFD Guide Specifications for the Design of Pedestrian Bridges. Lateral deflections due to pedestrian loading will be limited to an extent which is financially prudent and within the budget.

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The project is independent of any other action and able to be constructed without relying on the completion of any other project. The termini for the project provide the logical beginning and end point necessary to complete the project.

Every effort to avoid, minimize, and/or mitigate project impacts will be made.

Right-of-Way (ROW)

The proposed project will occur entirely within existing publicly owned right-of way. Therefore, the acquisition of new temporary or permanent right-of-way will not be required.

Maintenance of Traffic

The proposed MOT will require the closure of the pedestrian path across the bridge during construction. A pedestrian detour will be established that utilizes Liberty Street, Garro Street, and River Street (Appendix B, page B18). For more detail regarding the proposed MOT, see the *Maintenance of Traffic* section of this document.

OTHER ALTERNATIVES CONSIDERED:

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

Demolition and Replacement:

This alternative calls for the demolition of the structure and the construction of a new structure in its place (Appendix I, I17 to I18). The steel members, concrete foundations, and the foundation would be removed. The new structure would be a two-span, pre-engineered steel truss bridge. This structure would be between 10 feet and 14 feet wide to allow for two-way, shared-use traffic. A new pier would be placed on the west bank to allow for unobstructed flow of the Yellow River. New abutments would be constructed on either side of the river. New piles would be driven to support both the abutments and the pier. The demolition of the existing foundation would increase excavation within the Yellow River, resulting in increased environmental impacts. The preliminary cost estimate of this alternative is \$1,367,000. While this alternative meets the identified purpose and need of the project, it has a higher cost, results in greater environmental impacts, and would destroy a historically significant bridge. Therefore, this alternative was eliminated from further consideration.

Do-Nothing:

This alternative involved no improvements to the East LaPorte Street Footbridge. If no action is taken, the bridge may lose the structural capacity that it needs to carry groups of pedestrians, and the bridge would likely need to be closed to pedestrians within 5 years. Closing the bridge would cause pedestrians to travel further and cross the river using a vehicular bridge. While this alternative eliminates costs and any environmental impacts, it would not have met the objectives of the purpose and need of the project. Therefore, this alternative was discarded from further consideration.

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
- It would result in serious impacts to the motoring public and general welfare of the economy.
- Other (Describe)

X

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ROADWAY CHARACTER:

East Laporte Street

Functional Classification: Local Road
 Current ADT: Unknown VPD (N/A) Design Year ADT: Unknown VPD (N/A)
 Design Hour Volume (DHV): Unknown Truck Percentage (%) Unknown
 Designed Speed (mph): N/A Legal Speed (mph): N/A

Existing

Proposed

Number of Lanes:	2		2	
Type of Lanes:	Through Lanes		Through Lanes	
Pavement Width:	24	ft.	24	ft.
Shoulder Width:	N/A	ft.	N/A	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	4	ft.	4	ft.

Setting: ☒ Urban ☐ Suburban ☐ Rural
 Topography: ☒ 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): Pedestrian Bridge No. 5 Sufficiency Rating: N/A*
 NBI: N/A
 *A sufficiency rating has not been determined (Rating, Source of Information)

Existing

Proposed

Bridge Type:	Structural Steel Combination Truss		Structural Steel Combination Truss	
Number of Spans:	3		3	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	6	ft.	6	ft.
Outside to Outside Width:	6.4	ft.	6.4	ft.
Shoulder Width:	N/A	ft.	N/A	ft.
Length of Channel Work:			79.3	ft.

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

Remarks: Bridge No. 5 is a structural steel combination truss bridge with three spans. The structure was originally built in 1898 and is listed on the National Register of Historic Places (NRHP). The bridge has only carried pedestrian traffic and therefore is not included in the Indiana Historic Bridge Inventory and does not have a bridge file number nor an NBI number and a sufficiency rating has not been determined.

The existing structure is 175 feet in total length with 3 spans that vary between 29 feet, 6 inches and 100 feet. The structure is a pedestrian facility that carries pedestrians along East LaPorte Street over the Yellow River within River Park Square that connects the park to the residential area to the east. The project will rehabilitate the existing structure in place. Refer to the project description for further details about the bridge rehabilitation. The project will impact approximately 79.3 feet of the Yellow River.

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Please refer to the *Streams, Rivers, Watercourses & Jurisdictional Ditches* under Section A, *Ecological Resources* for a more detailed discussion of the impacts. No other structures will be impacted.

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

Remarks:

The MOT for the project will required the closure of the structure and the establishment of a pedestrian detour. Driveway access for adjacent properties will be maintained throughout construction (Appendix B, page B21). The pedestrian detour will utilize Liberty Street, Garro Street, and River Street for a total detour length of 0.3 mile. The structure is anticipated to be closed for 12 months to allow for construction to take place over two seasons. During construction, 12-foot wide temporary construction access drives will be constructed on either side of the Yellow River to allow for access for construction vehicles under the bridge. Filter socks will be placed along the boundary of the west bank access drive and on either side of the bridge entrance on the east bank to prevent additional sediment infiltrating the Yellow River. The construction access drives will be removed, and the disturbed areas will be reseeded once construction is complete.

The closure/lane restrictions will pose a temporary inconvenience for traveling pedestrians; however, no significant delays are anticipated, and all inconveniences will cease upon completion. Delays may occur during construction but will cease with project completion.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 347,450 (2019-2021) Right-of-Way: \$ 5,000 (2020) Construction: \$ 1,638,000 (2022)

Anticipated Start Date of Construction: FY 2022 (Fall 2021)

Date project incorporated into STIP October 9, 2018 (2018-2021 STIP) & July 2, 2019 (2020-2024 STIP)

Is the project in an MPO Area? Yes ☒ No ☐

If yes,

Name of MPO Michiana Area Council of Governments

Location of Project in TIP Page 52

Date of incorporation by reference into the STIP July 2, 2019

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RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.00	0.00
Commercial	0.00	0.00
Agricultural	0.00	0.00
Forest	0.00	0.00
Wetlands	0.00	0.00
Other:	0.00	0.00
Other:	0.00	0.00
TOTAL	0.00	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 city-owned ROW extends along the Yellow River and includes the northwest, southwest, and southeast quadrants of the project. The existing ROW extends approximately 16 feet north of the roadway centerline of East LaPorte Street, east of the bridge. The existing ROW consists of transportation, riparian forested, and recreational land use. The project will occur within existing ROW. No permanent or temporary ROW will be required for this project.

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

SECTION A – ECOLOGICAL RESOURCES

	Presence	Impacts	
		Yes	No
Streams, Rivers, Watercourses & Jurisdictional Ditches	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Federal Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Natural, Scenic or Recreational Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nationwide Rivers Inventory (NRI) listed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outstanding Rivers List for Indiana	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Navigable Waterways	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Remarks: Based on a desktop review, a site visit on July 17, 2019 by Lochmueller Group, the aerial map of the project area (Appendix B, B3), the USGS topographic map (Appendix B, B2), and the water resources map of the Red Flag Investigation (RFI) report (Appendix E, E9) there is one river located within the 0.5 mile search radius. There is one stream within or adjacent to the project area.

A *Waters of the U.S. Determination Report* was completed on December 19, 2019 by Lochmueller Group. Please refer to Appendix F, pages F1 to F18 for the *Waters of the U.S. Determination Report*. It was determined that Yellow River flows north to south through the project area. The Yellow River is identified on the Plymouth USGS (1:24,000) topographic map as a perennial blue line feature. Within the project area, the Yellow River had an ordinary high water mark (OHWM) of 53 feet wide by 3 feet 6 inches deep. The Yellow River is considered a Traditionally Navigable Water (TNW) and therefore is considered a Waters of the U.S. The Yellow River is not listed as a Federal Wild and Scenic River, a State Natural, Scenic, and Recreation River,

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or as an IDNR Outstanding River. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

Approximately 79.3 feet (0.1 acre below OHWM) of the Yellow River will be impacted by the project. Impacts will occur to the Yellow River for the placement of Class 1 riprap on both banks. Temporary impacts will occur to install the construction access drives and temporary causeway. Due to the impacts to a Water of the U.S., an IDEM Section 401 Water Quality Certification (WQC) and a USACE Section 404/Section 10 Regional General Permit (RGP) will be required. Mitigation may be required and will be determined during permitting.

Early coordination information was sent to the USACE, U.S. Fish and Wildlife Service (USFWS), the Indiana Department of Natural Resources – Division of Fish and Wildlife (IDNR DFW), and the Kankakee and Yellow River Basin Development Commission on May 13, 2019 (Appendix C, pages C1 to C4). The Kankakee and Yellow River Basin Development Commission did not respond to early coordination.

The USACE responded on June 14, 2019 indicating that the project may require a Department of the Army Permit under Section 404 and/or Section 10 of the Clean Water Act and indicated that the project is mapped within a federally mapped floodway. They recommended coordination with local officials and the IDNR regarding the applicability of a floodplain permit (Appendix C, pages C12 to C14).

The USFWS responded on January 28, 2020 stating that due to the limited scope of the project, they will not be providing an official response letter (Appendix C, page C20).

The IDNR DFW responded on June 12, 2019 with recommendations to limit impacts to streams within the project (Appendix C, pages C9 to C11). These recommendations included minimizing the use of riprap for bank stabilization, utilizing time of year restrictions for stream work, minimizing the movement of resuspended bottom sediment, and preventing any disturbed sediment from entering the waterway. All applicable IDNR DFW recommendations are included in the *Environmental Commitments* section of this CE document.

An automated later was generated from the Indiana Department of Environmental Management (IDEM) website on January 27, 2020 (Appendix C, pages C15 to C19). Applicable recommendations from the Proposed Roadway Letter include coordinating with the appropriate agencies with regards to stream impacts and limiting stream disturbance.

Other Surface Waters

Reservoirs

Lakes

Farm Ponds

Detention Basins

Storm Water Management Facilities

Other: _____

Presence

Impacts

Yes	No

Remarks:

Based on desktop review, site visit on July 17, 2019 by Lochmueller Group, the aerial map of the project area (Appendix B, page B3), the USGS topographic map (Appendix B, page B2), and the water resource map of the RFI report (Appendix E, page E9), there are three lakes within the 0.5 mile search radius. No other surface waters are present within the project area; therefore, no impacts are expected.

A *Waters of the U.S. Determination Report* was completed for the project on December 19, 2019. Please refer to Appendix F, pages F1 to F18 for the *Waters of the U.S. Determination Report*. It was determined that there were no other surface water features within the survey area. Therefore, no impacts are expected.

The USACE responded on June 14, 2019 indicating that an IDEM 401 WQC and a USACE 404 RGP will be required. They did not provide any recommendations in regards to open water features (Appendix C, page C12)

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to C14). The USFWS responded on January 28, 2020 stating that due to the limited scope of the project, they will not be providing an official response letter (Appendix C, page C20). The IDNR DFW responded on June 12, 2019 but did not provide any recommendations relating to open water features (Appendix C, pages C9 to C11).

An automated letter was generated from the IDEM website on January 27, 2020 (Appendix C, pages C15 to C19). No recommendations related to open water features apply as there are no open water feature impacts associated with this project.

Wetlands

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

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

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments
N/A	N/A	N/A	N/A	N/A

Wetlands (Mark all that apply)	<u>Documentation</u>	<u>ES Approval Dates</u>
Wetland Determination	<input checked="" type="checkbox"/>	<u>N/A</u>
Wetland Delineation	<input type="checkbox"/>	
USACE Isolated Waters Determination	<input type="checkbox"/>	
Mitigation Plan	<input type="checkbox"/>	

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

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

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

Remarks: Based on a review of the USFWS National Wetlands Inventory (NWI) online mapper (<https://www.fws.gov/wetlands/data/Mapper.html>), a site visit on July 17, 2019 by Lochmueller Group, Inc., the USGS topographic map (Appendix B, page B2), and the RFI report (Appendix E, page E9), there are five NWI wetlands within the 0.5 mile search radius. There are no wetlands within or adjacent to the project area.

A *Waters of the U.S. Determination Report* was completed for the project on December 19, 2019. Please refer to Appendix F, pages F1 to F18 for the *Waters of the U.S. Determination Report*. It was determined that there were no wetlands within the survey area. The USACE makes all final determinations regarding jurisdiction.

No wetlands were identified within or adjacent to the project area. Therefore, no impacts are expected.

The USACE responded on June 14, 2019 indicating that an IDEM 401 WQC and a USACE 404 RGP will be required. They did not provide any recommendations regarding wetlands (Appendix C, pages C12 to C14). The USFWS responded on January 28, 2020 stating that due to the limited scope of the project, they will not

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be providing an official response letter (Appendix C, page C20). The IDNR DFW responded on June 12, 2019 but did not provide any recommendations relating to wetland features (Appendix C, page C9 to C11).

An automated letter was generated from the IDEM website on January 27, 2020 (Appendix C, pages C5 to C10). No recommendations related to wetland features apply as there are no wetland feature impacts associated with this project.

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

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 July 17, 2019 by Lochmueller Group, Inc., the aerial map of the project area (Appendix B, page B3), and design plans, there is forested riparian, maintained residential, and park property surrounding the project area. Dominant vegetation within the project area included silver maple (*Acer saccharinum*), tree of heaven (*Ailanthus altissima*), mulberry (*Morus alba*), rice cutgrass (*Leersia oryzoides*), and reed canary grass (*Phalaris arundinacea*). The total amount of ground disturbance will be approximately 0.35 acre. Habitat impacts will occur for construction access to place riprap under the bridge on both sides of the Yellow River, removal of existing concrete erosion control, installation of new riprap, and the construction of new sidewalk and the decorative landing. It is anticipated that 14 trees (1.26 acres) within 100 feet of the pavement will be removed as part of the project. The acreage of tree clearing was determined by using the USFWS calculation of 0.09 acre per tree. The dominant species of trees to be removed mainly consist of silver maples and trees of heaven. The avoidance of terrestrial habitat is not feasible as the proposed footprint is required to rehabilitate the bridge, which, as stated in the *Purpose and Need* section of this document, is the preferred alternative to meet the purpose and need of this project.

The USFWS responded in an email on January 28, 2020 stating that due to the limited scope of the project, they will not be providing an official response letter (Appendix C, page C20). The IDNR DFW responded on June 12, 2019 with recommendations relating to terrestrial habitat impacts (Appendix C, pages C9 to C11). These recommendations include revegetating all disturbed areas, maintaining wildlife passage under the bridge, types of erosion control to use, and guidelines to mitigate for tree clearing.

Applicable agency recommendations are included in *Section J: Environmental Commitments*.

An automated letter was generated from the IDEM website on January 27, 2020 (Appendix C, pages C5 to C10). Applicable recommendations from the Proposed Roadway Letter include coordinating with the appropriate agencies in regard to impacts to terrestrial habitat.

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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are karst features located within or adjacent to the footprint of the proposed project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If yes, will the project impact any of these karst features?	<input type="checkbox"/>	<input type="checkbox"/>

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 topo map of the project area (Appendix B, page B2) and the RFI report (Appendix E, pages E1 to E13) there are no karst features identified

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within or adjacent to the project area. In the early coordination response, the Indiana Geological Survey (IGS) did not indicate that karst features exist within the project area (Appendix C, pages C5 to C7). They did identify a moderate liquefaction potential, moderate potential for bedrock resources, and a high potential for sand and gravel resources within the project area. The response from IGS has been communicated with the designer on August 18, 2020. No impacts are expected.

Threatened or Endangered Species

Within the known range of any federal species
 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)

Presence

X

Impacts

Yes	No
X	

Is Section 7 formal consultation required for this action?

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

Remarks:

Based on a desktop review and the RFI report (Appendix E, pages E1 to E13) completed by Lochmueller Group on August 6, 2019, the IDNR Marshall County ETR Species List has been checked and is included in Appendix E, pages E12 to E13. The highlighted species on the list reflect the federal and state ETR species located within the county. According to the IDNR DFW early coordination response dated June 12, 2019, the Natural Heritage Program's Database has 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.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages C21 to C26). 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 February 3, 2020, and based on the responses provided, the project was found to "Not Likely to Adversely Affect" the Indiana bat and/or the NLEB. INDOT reviewed the responses and verified the effect finding February 11, 2020 and requested USFWS's review of the finding (Appendix C, pages C28 to C43). No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Mitigation Measures (AMMs) are included as firm commitments in the *Environmental Commitments* section of this document.

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

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SECTION B – OTHER RESOURCES

Drinking Water Resources

Wellhead Protection Area
Public Water System(s)
Residential Well(s)
Source Water Protection Area(s)
Sole Source Aquifer (SSA)

Presence

X

Impacts

Yes	No
	X

If a SSA is present, answer the following:

Is the Project in the St. Joseph Aquifer System?
Is the FHWA/EPA SSA MOU Applicable?
Initial Groundwater Assessment Required?
Detailed Groundwater Assessment Required?

Yes	No

Remarks:

Sole Source Aquifer

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

Wellhead Protection Area and Source Water

The IDEM Wellhead Proximity Determinator website (<https://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on February 12, 2020 by Lochmueller Group, Inc. The project is located within a Wellhead Protection Area but is not located within a Source Water Area. The City of Plymouth Water Department responded to coordination on October 10, 2020 and stated that they foresee no issues related to the City's Wellhead Protection Program (Appendix C, C46). No impacts are expected.

Water Wells

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on February 12, 2020 by Lochmueller Group, Inc. No wells are located near this project. Therefore, no impacts expected.

Urban Area Boundary

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by Lochmueller Group, Inc. on February 27, 2020 and the RFI report, this project is located in an Urban Area Boundary (UAB) location. An early coordination letter was sent on May 13, 2019. The MS4 coordinator did not respond within the 30-day time frame. No impacts are anticipated. Best management practices (BMPs) will be in place during construction.

Public Water System

Based on a desktop review, a site visit on July 17, 2019, the aerial map of the project area (Appendix B, page B3), and the design plans (Appendix B, pages B19 to B24) this project is located where there is a public water system. The public water system will not be affected due to the project scope being confined to the bridge and the limited depth of excavation for approach work. Utility coordination has begun and continues through project development to ensure impacts to the public water system and other surrounding utilities will have limited impacts.

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Flood Plains

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

Presence

X
X
X

Impacts

Yes	No
X	
X	
	X

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

Remarks:

Based on a desktop review of the IDNR Indiana Floodway Information Portal website (<http://dnrmaps.dnr.in.gov/appsphp/fdms/>) by Lochmueller Group on August 18, 2020, and the RFI report; this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page F8). There is no floodplain administrator for this project. This project qualifies as a Category 3 per the current INDOT 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 adverse impacts on the natural and beneficial floodplain values; they will not result in 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."

Farmland

Agricultural Lands
Prime Farmland (per NRCS)

Presence

Impacts

Yes	No

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

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 July 17, 2019 by Lochmueller Group, Inc., and the aerial map of the project area (Appendix B, page B3), 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 May 13, 2019, to Natural Resources Conservation Services (NRCS). The NRCS responded on May 23, 2019 indicating the project would not cause the conversion of prime farmland (Appendix C, page C8).

SECTION C – CULTURAL RESOURCES

	Category	Type	INDOT Approval Dates	N/A
Minor Projects PA Clearance				X

Eligible and/or Listed Resource Present

Results of Research

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

X
X

Project Effect

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

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Documentation Prepared

Documentation (mark all that apply)

Historic Properties Short Report
 Historic Property Report
 Archaeological Records Check/ Review
 Archaeological Phase Ia Survey Report
 Archaeological Phase Ic Survey Report
 Archaeological Phase II Investigation Report
 Archaeological Phase III Data Recovery
 APE, Eligibility and Effect Determination
 800.11 Documentation

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

ES/FHWA Approval Date(s)

October 11, 2019
October 11, 2019
October 11, 2019
July 16, 2020
July 16, 2020

SHPO Approval Date(s)

November 14, 2019
November 14, 2019
November 14, 2019
July 27, 2020
July 27, 2020

Memorandum of Agreement (MOA)

☐

MOA Signature Dates (List all signatories)

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:

As this is a federal aid highway project, a Section 106 evaluation is required as mandated by the National Historic Preservation Act of 1996, as amended (54 USC § 306108) and as governed by the process established by 36 CFR Part 800. This process mandates the evaluation of the effects of the undertaking on properties that are listed on or eligible for listing on the National Register of Historic Places (NRHP).

Area of Potential Effect (APE):

The APE is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE encompasses all resources immediately adjacent to the project limits and those which may not be immediately adjacent, but which have a proximate viewshed of the project. The APE expands and contracts based on the viewshed. The APE extends different lengths surrounding the project area depending on the viewshed, which is limited by vegetation and structural density. To the north, the APE extends between 100 and 300 feet, to the east it extends approximately 350 feet, to the south it extends between 50 and 200 feet, and to the west it extends approximately 560 feet (Appendix D, page D17).

Coordination with Consulting Parties:

Early coordination was initiated with potential consulting parties on May 9, 2019, as listed below, with a letter inviting organizations and individuals to be consulting parties (Appendix D, D45 to D50). A copy of the Historic Properties Report (HPR) (all parties) and the Archaeological Report (tribes only) were uploaded to IN SCOPE (INDOT's publicly accessible website) for viewing by potential consulting parties on October 15, 2019. The following is a list of invited organizations and individuals and the date of their response. Those who indicated they wished to serve as consulting parties are in **bold**. Please note, INDOT acts on behalf of the FHWA, the lead federal agency while the State Historic Preservation Officer (SHPO) is considered an automatic consulting party.

Section 106 Invited Consulting Parties	Date of Response
Indiana Landmarks – Northern Regional Office	No Response
Marshall County Historian	No Response
Marshall County Historical Society	No Response
Michiana Area Council of Governments	No Response

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Marshall County Commissioners	No Response
Marshall County Highway Department	No Response
Plymouth Parks & Recreation Department	No Response
Plymouth Department of Public Works	No Response
Plymouth City Engineer	No Response
Mayor of Plymouth	No Response
Historic Spans Task Force	No Response
Wythougan Valley Preservation Council	May 23 and October 16, 2019
Eastern Shawnee Tribe of Oklahoma	No Response
Forest County Potawatomi Community	June 6, July 3, and November 14, 2019
Miami Tribe of Oklahoma	No Response
Peoria Tribe of Indians of Oklahoma	No Response
Pokagon Band of Potawatomi Indians	May 10 and November 4, 2019
Owner of Affected Property	October 22, 2019

Archaeology:

A Phase 1a archaeological reconnaissance survey was conducted by 106 Consulting LLC on September 7, 2019 (Appendix D, pages D86 to D87). One previously undocumented site was located. The site, 12Mr0503, is composed of a c. 1875-1975 artifact scatter from the location of a c. 1870-2015 residence that was demolished as part of a community revitalization initiative. The portion of the site that is located within the project area lacks the potential to provide new and significant cultural information through additional archaeological research. Therefore, it was recommended that the project be allowed to proceed as planned. The report of these findings was submitted to INDOT CRO on September 24, 2019 for review. After INDOT CRO concurrence on October 11, 2019, the report was sent to SHPO who also concurred with the findings of the report on November 14, 2019 (Appendix D, pages D68 to D69). The report was sent to the Eastern Tribe of Oklahoma, the Forest County of Potawatomi, Miami Tribe of Oklahoma, Peoria Tribe of Indians of Oklahoma, and the Pokagon Band of Potawatomi Indians utilizing INSCOPE (INDOT's publicly accessible website). The Pokagon Board of Potawatomi Indians responded on November 4, 2019 stating that they believe this project will have no adverse effect on any historic, religious, or culturally significant resources to the Pokagon Band of Potawatomi Indians. The Forest County Potawatomi Community responded on November 14, 2019 stating that the project is not likely to affect any historic properties. No comments regarding the report were received from the remaining tribes consulted.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (IC 14-21-1-27 and -29) requires that the discovery must be reported to the IDNR within two business days.

Historic Properties:

The NRHP, the Indiana Register of Historic Sites and Structures (State Register), the State Historic Architectural and Archaeological Research Database (SHAARD), and the SHAARD GIS were consulted. The 1990 *Marshall County Interim Report* was also consulted. One resource already listed in the NRHP, the East LaPorte Street Pedestrian Bridge (NR-0458), is located within the APE. Also, within the APE are one Outstanding, one Notable, and one Contributing previously surveyed resources from the *Marshall County Interim Report*. The *Indiana Historic Bridge Inventory Volume 2: Listing of Historic and Non-Historic Bridges* (February 2009) by Mead & Hunt was reviewed. One bridge eligible for listing in the National Register is located near the project area and the bridge is considered a Select Bridge: Marshall County Bridge #227/Bridge No. 50-00227/HB-2202. The East LaPorte Street Footbridge was not included in the *Indiana Historic Bridge Inventory* because it is a pedestrian bridge. No cemeteries were identified within the APE.

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A qualified historian with Lochmueller Group performed a site inspection of the project area on May 28, 2019. One resource within the APE was found to have been previously determined eligible for the NRHP: Marshall County Bridge No. 227 (Bridge No. 50-00227/HB-2202). As a result of identification and evaluation efforts discussed in the HPR, two resources within the APE are recommended eligible for listing in the National Register: House at 406 East Garro Street (IHSSI #099-516-24057) and Marshall County Bridge No. 227 (Bridge No. 50-00227/HB-2202).

Marshall County Bridge 227 (NBI No. 5000003/Bridge No. 50-00227/HB-2202) – Marshall County Bridge No. 227 is a two span, filled spandrel concrete arch bridge that carries East Garro Street over the Yellow River. The structure was built in 1931 and replaced a metal truss bridge built in 1898. The bridge is 154.8-feet long, is built on a skew (40 degrees), and features a paneled pier pilaster above a triangular cutwater. The concrete railing has recessed rectangular panels spaced evenly along the railing. Marshall County Bridge No. 227 was previously determined eligible under Criterion C by historian James L. Cooper, PhD as noted in Artistry and Ingenuity in Artificial Stone: Indiana's Concrete Bridges, 1900-1942 and is listed as a "Select" bridge within the Indiana Historic Bridge Inventory. Marshall County Bridge No. 227 retains a level of architectural, and engineering, significance to remain eligible for listing in the National Register under Criterion C.

East LaPorte Street Footbridge (IHSSI #099-516-24059/HB-1079) – The East LaPorte Street Footbridge is a steel two-span Kingpost design applied in a rare and unusual configuration, being a small-scale cantilever truss bridge for pedestrian use. Measuring 6-feet wide and 100-feet long, it is the only bridge of its kind in Indiana. It was built in 1898 in conjunction with the Blaine Bridge (Taylor/East Garro Street over the Yellow River) and both bridges were designed by W. B. Basset of the Rochester Bridge Company in Rochester, Indiana. The Blaine Bridge was replaced by Marshall County Bridge No. 227 in 1931. The East LaPorte Street Footbridge was listed in the National Register on July 23, 1981 under Criterion A (transportation), although it is equally significant in design/engineering.

House at 406 East Garro Street (IHSSI #099-516-24057) - The House at 406 East Garro Street is a c.1895 Free Classic style house. The two-story house has a hipped roof with lower crossed gables, a very common roof type for this style of architecture. The house envelope, which sits on a fieldstone foundation, retains its wood siding, fish scale shingles, and original windows. The porch has a brick foundation, square porch columns with beveled corners, dentils on the porch roof, and an iron balustrade. The House at 406 East Garro Street is eligible for listing in the National Register under Criterion C for its architectural significance.

The HPR was completed by Lochmueller Group on September 24, 2019. (Appendix D, pages D84 to D85). The HPR was submitted to the INDOT CRO who concurred with the findings on October 11, 2019. The HPR was subsequently submitted to the SHPO and the other consulting parties on October 15, 2019. Kurt Garner of the Wythougan Valley Preservation Council responded on October 16, 2019 stating that they concur with the findings. Pamela Risi, the owner of the House at 406 East Garro Street, responded on October 22, 2019 requesting information about flooding concerns and asks how she could list her house on the NRHP. Ms. Risi was put into contact with the project's designer, VS Engineering, to discuss the project's scope. Ms. Risi was also given contact information for those responsible for NRHP nominations at the Indiana Division of Historic Preservation and Archaeology. The Pokagon Board of Potawatomi Indians responded on November 4, 2019 stating that they believe that this project will have no adverse effect on any historic, religious, or culturally significant resources to the Pokagon Band of Potawatomi Indians. The Forest County Potawatomi Community responded on November 14, 2019 stating that the project is not likely to affect any historic properties. No comments regarding the report were received from the any other invited consulting parties. The SHPO staff responded to the HPR on November 14, 2019 and concurred with the recommendations of the report (Appendix D, D68 to D69).

Documentation, Findings:

In response to SHPO comments received on November 14, 2019, a preliminary effects letter was prepared by Lochmueller Group staff. The letter detailed the specific work activity to be undertaken by the project in relationship to all identified historic properties. Finally, the Effects Letter explained the case for a finding of

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“No Adverse Effect.” Although the project involves the rehabilitation of the East LaPorte Street Footbridge, the project will not alter the bridge in a manner that would diminish its historic integrity. The other two properties are within the viewshed of the proposed project, but the project will not encroach upon their recommended NRHP boundary.

On March 26, 2020, a preliminary effects letter recommending a finding of “No Adverse Effect” and the Historic Bridge Alternatives Analysis (HBAA) was uploaded to IN SCOPE and an email was sent to consulting parties notifying them of the letter. A hard copy of the letter was mailed to SHPO on that same day. On March 27, 2020, Kurt Garner of the Wythougan Valley Preservation Council concurred with the findings of the HBAA and the preliminary effects letter. He also had questions regarding the project. These included the paint color of the bridge, the possibility of raising the bridge profile, question about consideration of the lighting to be casted onto the bridge, and the possibility of removing the utility line that runs parallel with the bridge. These questions were answered within the text of the 800.11(e) documentation prepared on July 8, 2020. SHPO responded to the preliminary effects letter and HBAA on April 27, 2020 concurring that the project will have no adverse effect on the bridge and that the chosen alternative is the most “feasible and prudent option.” The SHPO recommended that whichever option is ultimately chosen for lighting the bridge, that it can be removable, if needed, and does not damage any character-defining features of the bridge. The SHPO also requested this bridge be photographically documented prior to commencement of the project by a Qualified Professional and specified some of the views for photos. The SHPO also asked for clarification regarding the number of trees that will be removed as part of the project. In response to the SHPO staff’s question about the number of trees that will be removed, the city responded that fourteen trees will be removed. Five of these trees are over 10-inches in diameter and require mitigation at a ratio of 5:1 in order to obtain a Construction in a Floodway Permit from the IDNR DFW which is why that number (5) was used in the HBAA. The remaining trees to be removed are around 4-inches in diameter. In response to the SHPO staff’s response regarding the lighting choice and photography of the bridge, the city responded noting that the bridge will be photographically documented prior to project construction by a Qualified Professional with the views they requested and that the lighting choice will be removable and not damage any character-defining features. They also requested to see the approximately 30% complete, 60% complete and final sets of plans. The 30% complete plans have been provided to the SHPO. The 60% and final plans have not been completed and will be provided to SHPO once they are. All of the SHPO recommendations have been included as firm commitments in *Section J: Environmental Commitments* of this document.

On July 16, 2020, INDOT, acting on behalf of the FHWA, issued a finding of “No Adverse Effect” for the project (Appendix D, pages D2 to D3). The supporting 800.11(e) document and finding were sent to consulting parties on July 16, 2020. The SHPO concurred with the “No Adverse Effect” finding on July 27, 2020 (Appendix D, D92 to D93). The Wythougan Valley Preservation Council responded by email on July 16, 2020, requesting that a magnolia tree in the southeast quadrant of the bridge be spared from removal. Lochmueller Group responded on July 17, 2020 that the tree will be avoided. This is included as a firm commitment in *Section J: Environmental Commitments* of this document. There were no additional comments regarding the finding from the consulting parties.

Public Involvement:

To meet the public involvement requirements of Section 106, a legal notice of FHWA’s finding of “No Adverse Effect” was published in *The Pilot News* on July 21, 2020 offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on August 20, 2020. No comments were received within the public comment period. The text of the public notice and the affidavit of publication appear in Appendix D, pages D88 to D91.

The Section 106 process has been completed and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

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

Parks & Other Recreational Land

- Publicly owned park
- Publicly owned recreation area
- Other (school, state/national forest, bikeway, etc.)

Presence

X
X

Use

Yes	No
	X
	X

Evaluations Prepared

- Programmatic Section 4(f)*
- "De minimis" Impact*
- Individual Section 4(f)

FHWA Approval date

--

Wildlife & Waterfowl Refuges

- National Wildlife Refuge
- National Natural Landmark
- State Wildlife Area
- State Nature Preserve

Presence

Use

Yes	No

Evaluations Prepared

- Programmatic Section 4(f)*
- "De minimis" Impact*
- Individual Section 4(f)

FHWA Approval date

--

Historic Properties

- Sites eligible and/or listed on the NRHP

Presence

X

Use

Yes	No
	X

Evaluations Prepared

- Programmatic Section 4(f)*
- "De minimis" Impact*
- Individual Section 4(f)

FHWA Approval date

--

*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 Action 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. Lands subject to this law are considered Section 4(f) resources.

Based on a desktop review, a site visit on July 17, 2019 by Lochmueller Group, Inc., the aerial map of the project area (Appendix B, page B3), the RFI report (Appendix E, pages E1 to E13), and the documentation prepared during the Section 106 consultation, there are six 4(f) resources located within the 0.5 mile search

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radius. There are two properties, River Park Square and the planned Plymouth Greenway, within the project area. There are also three historic properties, East LaPorte Street Footbridge (Bridge No. 5), Marshall County Bridge No. 227, and a house at East Garro Street within or near the project area.

River Park Square

The project area is within River Park Square which would be considered a Section 4(f) resource because it is a publicly owned recreational park. No ROW will be acquired from the park property. However, access to the facility may be impacted by the closure of the structure during construction. The closure will require pedestrians coming to the park facility to utilize a dedicated pedestrian detour (please refer to the *Maintenance of Traffic* section). The structure will be closed for approximately 12 months. The park will remain open during construction and access to the park facilities maintained. The project will not use this resource by taking permanent ROW and will not alter the environment in such a way as to constitute constructive use of this resource.

The project is anticipated to provide an enhancement to River Park Square through the rehabilitation of Bridge No. 5, which is a feature within the park. Therefore, the project qualifies for a Section 4(f) exception as defined in 23 CFR 774.13(g). This exception applies for transportation enhancement projects and mitigation activities where:

- 1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies for protection, and
- 2) The official with jurisdiction (OWJ) agrees in writing to the previous condition.

On October 26, 2020, the OWJ, the Plymouth Parks and Recreation Department, supplied a letter concurring with the determination that the project will not adversely affect the recreational activities, features, and attributes that qualify River Park Square for protection under Section 4(f) of the U.S. Department of Transportation Act (Appendix I, page I32). Because the exemption relating to transportation enhancement activities, transportation alternatives projects, and mitigation activities is applicable, no use of this resource is expected.

Plymouth Greenway

A planned extension of the Plymouth Greenway will cross over the Yellow River at the East LaPorte Street Footbridge (Bridge No. 5). The Plymouth Greenway is a publicly owned multi-use trail within the City of Plymouth. This connection with the Plymouth Greenway is identified in the River Park Square Master Plan that is included as part of the City of Plymouth's Comprehensive Plan (June 2013). However, according to the Plymouth Parks and Recreation Department, construction for this section of the Greenway will not begin by the time construction on the bridge is planned to be completed. The rehabilitation of the bridge will be in line with the design of the trail and will not affect the Section 4(f) status of the trail. Therefore, no use is expected.

East LaPorte Street Footbridge

The East LaPorte Street Footbridge (Bridge No. 5) is a steel two-span Kingpost design applied in a rare and unusual configuration, being a small-scale cantilever truss bridge for pedestrian use and was built in 1898 in conjunction with the Blaine Bridge (Taylor/East Garro Street over the Yellow River) and both bridges were designed by W. B. Basset of the Rochester Bridge Company in Rochester, Indiana. The East LaPorte Street Footbridge was listed in the National Register on July 23, 1981 under Criterion A (transportation), although it is equally significant in design/engineering. Although the proposed changes will alter some of the physical characteristics of the resource from its present condition, the project will restore some historic integrity to the bridge by removing features which are not original and/or replacing such features with components that resemble original features. Though a few supplemental elements will be added to the structure, like the additional support members below the deck, additional pedestrian railing for safety standard compliance, and lighting, they will not detract from the intended historic design of the structure or be as noticeable as the existing non-original support members below the deck. This resource is used for transportation purposes. INDOT, acting on FHWA's behalf has determined the appropriate Section 106 finding is "No Adverse Effect"; and

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therefore, no Section 4(f) evaluation must be completed for the East LaPorte Street Footbridge. On July 27, 2020, the SHPO concurred with the "No Adverse Effect" determination made for this resource (Appendix D, D92 to D93). Therefore, no use of this resource is expected.

Marshall County Bridge No. 227

Marshall County Bridge No. 227 is a two span, filled spandrel concrete arch bridge that carries East Garro Street over the Yellow River. The structure was built in 1931 and replaced a metal truss bridge built in 1898. Marshall County Bridge No. 227 was previously determined eligible under Criterion C by historian James L. Cooper, PhD as noted in Artistry and Ingenuity in Artificial Stone: Indiana's Concrete Bridges, 1900-1942 and is listed as a "Select" bridge within the Indiana Historic Bridge Inventory. Marshall County Bridge No. 227 retains a level of architectural, and engineering, significance to remain eligible for listing in the National Register under Criterion C. The rehabilitation work on and adjacent to the East LaPorte Street Footbridge will be visible from Marshall County Bridge No. 227. No temporary or permanent ROW will be acquired from this resource and this resource lies outside of the limits of the project. The established pedestrian detour route to be implemented during construction will utilize the existing sidewalk across Bridge No. 227. There are no direct adverse impacts to the qualities, characteristics, or attributes that qualify it for listing in the NRHP. The project will have "No Adverse Effect" to this resource because the proposed changes will not affect the setting or physical characteristics of the resource from its present condition. This resource is used for transportation purposes. INDOT, acting on FHWA's behalf has determined the appropriate Section 106 finding is "No Adverse Effect" and on July 27, 2020, the OWJ over the resource. The SHPO, concurred with the "No Adverse Effect" finding. Therefore, no Section 4(f) evaluation must be completed for Marshall County Bridge No. 227 and no use of this resource is expected.

House at 406 East Garro Street

The House at 406 East Garro Street is a c.1895 Free Classic style house. The House at 406 East Garro Street is eligible for listing in the National Register under Criterion C for its architectural significance. The East LaPorte Street Footbridge is approximately 150 feet from the House and is visible from the recommended National Register boundary for the House at 406 East Garro Street. No temporary or permanent ROW will be acquired from this resource and this resource lies outside of the limits of the project. The established pedestrian detour route to be implemented during construction will utilize the existing sidewalk along East Garro Street, adjacent to the northern recommended National Register boundary. The project will have "No Adverse Effect" to this resource because the proposed changes will not affect the setting or physical characteristics of the resource from its present condition. The project will not convert property from the House at 406 East Garro Street, a Section 4(f) historic property, to a transportation use. INDOT, acting on FHWA's behalf has determined the appropriate Section 106 finding is "No Adverse Effect" and on July 27, 2020, the OWJ over the resource. The SHPO, concurred with the "No Adverse Effect" finding. Therefore, no Section 4(f) evaluation is required for House at 406 East Garro Street and no use of this resource is expected.

Section 6(f) Involvement

Presence

Use

Section 6(f) Property

Yes

No

☐
☐
☐

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 moneys to a non-recreation use.

A review of Section 6(f) properties on the INDOT Environmental Policy website at www.in.gov/indot/2523.htm revealed a total of eight properties, represented by ten records, in Marshall County (Appendix I, page I1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to Section 6(f) resources as a result of this project.

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SECTION E – Air Quality

Air Quality

Conformity Status of the Project

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

Yes

No

☐☒

If YES, then:

Is the project in the most current MPO TIP?

☐☐

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 ☒ Level 1b ☐ Level 2 ☐ Level 3 ☐ Level 4 ☐ Level 5 ☐

Remarks:

The project is included in Fiscal Year (FY) 2020-2024 MACOG TIP and the FY 2018-2021 and 2020-2024 Statewide Transportation Improvement Program (STIP) (Appendix H, pages H1 to H3).

The project is located in Marshall County, which is currently in attainment for all criteria pollutants according to the IDEM website (<https://www.in.gov/idem/airquality/2339.htm>) accessed by Lochmueller Group, Inc. on February 12, 2020. Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

The 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?

☐☒

No Yes/ Date

ES Review of Noise Analysis

☐☐

Remarks:

The 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

Will the proposed action comply with the local/regional development patterns for the area?

Yes

No

☒☐

Will the proposed action result in substantial impacts to community cohesion?

☐☒

Will the proposed action result in substantial impacts to local tax base or property values?

☐☒

Will construction activities impact community events (festivals, fairs, etc.)?

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Does the community have an approved transition plan?

☒ ☐

If No, are steps being made to advance the community's transition plan?

Does the project comply with the transition plan? (explain in the remarks box)

☒ ☐

Remarks:

The project will ultimately be beneficial to properties due to improvements of deteriorating bridge conditions and will not change access to properties within the area. Overall, the negative impacts to property owners within the project area will be minimal and will consist primarily of short-term construction impacts. No relocations are expected. Property owners will be provided access throughout the duration of the project to reduce impacts as much as possible. The project is not anticipated to result in substantial impacts to community cohesion, because it will not change access to properties within the area. The project is not expected to impact the surrounding community or cause economic impacts to the surrounding area. Therefore, this project will have minimal or no negative impacts to the community or local economy.

According to the Indiana Festivals website (www.indianafestivals.org), accessed on February 10, 2020, by Lochmueller Group, there is one festival, Marshall County Blueberry Festival, scheduled near the project, in the City of Plymouth. The MOT will not affect any roadways during construction. Pedestrian traffic across the bridge will be detoured. Festival traffic will not likely be impacted by the project.

The MOT may pose delays and temporary inconveniences to pedestrian traffic; however, all inconveniences will cease upon project completion. The MOT for the project is not anticipated to impact access to community events.

The Americans with Disabilities Act (ADA) Transition Plan for Marshall County was approved and implemented on May 20, 2013. The project will comply with the published ADA Transition Plan. The project seeks to improve the pedestrian facilities conveyed by the bridge.

Indirect and Cumulative Impacts

Will the proposed action result in substantial indirect or cumulative impacts?

☐ Yes ☒ No

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 actions regardless of what agency or person undertakes such actions.

The project will not provide access to any currently undeveloped areas. Therefore, the project is not expected to increase development in the area or result in substantial indirect or cumulative impacts.

Public Facilities & Services

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.*

☐ Yes ☒ No

Remarks:

Based on a desktop review, a site visit on July 17, 2019 by Lochmueller Group, Inc., the aerial map of the project area (Appendix B, page B3), and the RFI report (Appendix E, page E1 to E13), there are six religious facilities, three schools, six recreational facilities, eleven railroads, and two trails located within 0.5 mile of the project. One extant recreational facility, River Park Square, and one planned recreational facility, Plymouth Greenway, are located within the project area. The proposed project will rehabilitate a pedestrian bridge that provides access to the park. The structure is currently used by pedestrians to cross the Yellow River to access the park and no ROW will be acquired as part of the proposed project. Access to all properties will be

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maintained during construction. Construction for this section of the Greenway will not begin by the time construction on the bridge is planned to be completed. The rehabilitation of the bridge will be in line with the design of the trail and will not affect the Section 4(f) status of the trail. One public airport, Plymouth Municipal Airport, also exists within 3.8 miles of the project area. Coordination with the INDOT Office of Aviation occurred on May 13, 2019. No response was received. Therefore, no impacts are expected.

Early coordination letters were sent to the Plymouth Parks Department, Plymouth Fire Department, Plymouth Police Department, Plymouth Emergency Medical Service, Marshall County Highway Department, Marshall County Emergency Management Agency, Marshall County Sheriff's Department, and Plymouth Community School Corporation on May 13, 2019. None of the agencies responded to the early coordination letter.

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

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

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. This project will have fewer than two relocations and will require no additional permanent right-of-way; therefore, an EJ analysis is not required.

Relocation of People, Businesses or Farms

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

Is a Business Information Survey (BIS) required?

Is a Conceptual Stage Relocation Study (CSRS) required?

Has utility relocation coordination been initiated for this project?

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

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

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

Remarks:

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

Utility coordination has begun for this project and will continue through project development to ensure that impacts to utilities are minimal.

SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Documentation

Hazardous Materials & Regulated Substances (Mark all that apply)

Red Flag Investigation

Phase I Environmental Site Assessment (Phase I ESA)

Phase II Environmental Site Assessment (Phase II ESA)

Design/Specifications for Remediation required?

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

No Yes/ Date

ES Review of Investigations

August 6, 2019

Include a summary of findings for each investigation.

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Remarks: Based on a review of GIS and available public records, a RFI was completed on August 6, 2019 by Lochmueller Group (Appendix E, pages E1 to E13). Four Resource Conservation and Recovery Act (RCRA) Generator sites, one state cleanup site, twelve underground storage tank (UST) sites, one voluntary remediation program (VRP) site, thirteen leaking underground storage tank (LUST) sites, one brownfield site, and ten institutional control sites are located within 0.5 mile of the project area; however, no hazmat sites were identified in or within 0.5 mile of the project area that will impact the project. The nearest RCRA generator site is 0.2 mile from the project area. The nearest state cleanup site is 0.19 mile from the project area. The nearest UST site is 0.17 mile from the project area. The nearest VRP site is 0.45 mile from the project area. The nearest LUST site is 0.18 mile from the project area. The nearest brownfield is 0.16 mile from the project area. The nearest institutional control site is 0.1 mile from the project area.

On October 23, 2020, Lochmueller Group conducted a subsequent review of the 0.5 mile search radius to ensure no additional resources were present and no additional information is available on the resources previously documented in the RFI. No additional resources were found and no additional information is available. No impacts are expected. Further investigation for hazardous material concerns 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)	<input type="checkbox"/>
Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input checked="" type="checkbox"/>
Pre-Construction Notification (PCN)	<input type="checkbox"/>
Other	<input type="checkbox"/>
Wetland Mitigation required	<input type="checkbox"/>
Stream Mitigation required	<input checked="" type="checkbox"/>

IDEM

Section 401 WQC	<input checked="" type="checkbox"/>
Isolated Wetlands determination	<input type="checkbox"/>
Rule 5	<input type="checkbox"/>
Other	<input type="checkbox"/>
Wetland Mitigation required	<input type="checkbox"/>
Stream Mitigation required	<input checked="" type="checkbox"/>

IDNR

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

US Coast Guard Section 9 Bridge Permit

Others (Please discuss in the remarks box below)

☐

Remarks: A total of 79.3 feet (0.1 acre below the OHWM) of the Yellow River will be impacted by the project. Impacts will be limited to the portion of the stream within the construction limits. A USACE Section 404 RGP and IDEM 401 WQC will be required. A formal jurisdictional determination has not yet been made by the USACE, which will be required during the permitting phase.

Mitigation is likely required and will be determined during permitting.

This proposal will require the formal approval of the IDNR for construction in a floodway under the Flood Control Act, IC 14-28-1

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Applicable recommendations provided USACE and IDNR 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 LaPorte District Environmental Section will be contacted immediately. (INDOT ESD and INDOT LaPorte District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3. **General AMM 1:** Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (UFSWS)
4. **Lighting AMM 2:** When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS)
5. **Tree Removal AMM 1:** Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
6. **Tree Removal AMM 2:** Apply time of year restrictions (April 1 to September 30) 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. (USFWS)
7. **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)
8. **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)
9. The bridge will be photographically documented prior to project construction by a Qualified Professional. (IDNR SHPO)
10. The lighting on the bridge will be removable and will not damage any character-defining features. (IDNR SHPO)
11. The 60% and final plans will be provided to the IDNR SHPO for review. (IDNR SHPO)
12. The magnolia in the southeast quadrant of the bridge will be avoided during construction. (Wythougan Preservation Council)

For Further Consideration:

1. The new, replacement, or rehabbed structure should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. (IDNR DFW)
2. 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). Where riprap must be used, we recommend placing only enough riprap to provide stream

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- bank toe protection, such as from the toe of the bank up to the 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. (IDNR DFW)
3. Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10 inches dbh or greater (5:1 mitigation based on the number of large trees). (IDNR DFW)
 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. (IDNR DFW)
 5. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR DFW)
 6. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR DFW)
 7. Do not construct any temporary runarounds, causeways, cofferdams, diversions, or pump arounds without approval from the Division of Fish and Wildlife. (IDNR DFW)
 8. 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)
 9. 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)
 10. 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)
 11. 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)

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 with the regulatory agencies was completed May 13, 2019 (Appendix C, C1 to C4). If no response was received, it was assumed the agency did not feel the project will result in substantial impacts. The following agencies/individuals were contacted during the coordination phase.

Agency		Date of Response(s)
1.	USFWS, Northern Indiana Sub Office	January 28, 2020
2.	USDA, NRCS	May 23, 2019
3.	USACE, Detroit District	June 14, 2019
4.	U.S. Department of Housing and Urban Development	No Response Received
5.	FHWA, Indiana Division	No Response Received
6.	National Park Service, Midwest Regional Office	No Response Received
7.	IDNR, Division of Fish and Wildlife	June 12, 2019
8.	IDEM (electronic submission)	January 29, 2020

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9.	INDOT, Office of Public Involvement	No Response Received
10.	INDOT, Environmental Services	No Response Received
11.	INDOT, LaPorte District	No Response Received
12.	INDOT, Project Manager	No Response Received
13.	Indiana Geological Survey	May 13, 2019
14.	Marshall County Highway Department	No Response Received
15.	Marshall County Board of Commissioners	No Response Received
16.	Marshall County Sheriff's Department	No Response Received
17.	Marshall County Emergency Management Agency	No Response Received
18.	City of Plymouth Mayor's Office	No Response Received
19.	City of Plymouth – Emergency Medical Service	No Response Received
20.	City of Plymouth – Fire Department	No Response Received
21.	City of Plymouth – Parks Department	No Response Received
22.	City of Plymouth – Common Council	No Response Received
23.	City of Plymouth – Street and Sanitation Department	No Response Received
24.	City of Plymouth – MS4 Coordinator	No Response Received
25.	Plymouth Community School Corporation	No Response Received
26.	MACOG	No Response Received
27.	Kankakee River Basin and Yellow River Basin Development Commission	No Response Received

Appendix A: INDOT Supporting Documentation

Threshold Chart.....	A1
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Appendix B: Graphics

General Location Map.....	B1
USGS Topographic Map.....	B2
Aerial Map (2016).....	B3
Photo Location Map.....	B4
Site Photographs.....	B5-B18
Preliminary Design Plans.....	B19-B24

Appendix C: Early Coordination

Sample Early Coordination Letter.....	C1-C4
Indiana Geological Survey	
Electronic Response (May 13, 2019).....	C5-C7
Natural Resources Conservation Service	
Response Letter (May 23, 2019).....	C8
Indiana Department of Natural Resources, Division of Fish and Wildlife	
Response Letter (June 12, 2019).....	C9-C11
United States Army Corps of Engineers, Detroit District	
Response Letter (June 14, 2019).....	C12-C14
Indiana Department of Environmental Management	
Electronic Response (January 27, 2020).....	C15-C19
United States Fish and Wildlife Service	
USFWS Response Email (January 28, 2020).....	C20
Official Species List (August 28, 2020).....	C21-C26
INDOT Concurrence Email (February 11, 2020).....	C27
Concurrence Verification Letter (February 11, 2020).....	C28-C43
Structure Assessment Form.....	C44-C45
City of Plymouth Water Department	
Response Email (October 10, 2020).....	C46

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

Section 106 800.11(e) Documentation.....	D1-D87
Public Notice Published in <i>The Pilot News</i>	D88
Proof of Publication from <i>The Pilot News</i>	D89-D91
SHPO Concurrence with Effects Finding (July 27, 2020).....	D92-D93

Appendix E: Red Flag Investigation and Hazardous Materials

Red Flag Investigation.....	E1-E13
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Appendix F: Water Resources

Waters of the U.S. Determination Report.....	F1-F5
Water Resources Map.....	F6
NWI Wetlands Map.....	F7
FEMA FIRMETTE.....	F8
USGS StreamStats Map.....	F9
USDA Soil Map, Marshall County.....	F10-F14
Preliminary Jurisdictional Determination.....	F15-F18

Appendix G: Public Involvement

Notice of Entry.....	G1
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Appendix H: Air Quality

Relevant pages from the MACOG 2020-2024 TIP.....	H1
Relevant pages from the INDOT 2018-2021 STIP.....	H2

Relevant pages from the INDOT 2020-2024 STIP	H3
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Appendix I: Other Information

Land and Water Conservation Fund Properties in Marshall County	I1
Pages from Historic Bridge Alternatives Analysis	I2-I31
Plymouth Parks Department Section 4(f) exemption letter (October 26, 2020).....	I32

Categorical Exclusion

Appendix A

INDOT Supporting Documentation

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	"No Historic Properties Affected"	"No Adverse Effect"	-	"Adverse Effect" Or Historic Bridge involvement ²
Stream 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-way³	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 <ul style="list-style-type: none"> District Env. Supervisor Env. Services Division FHWA 	Concurrence by INDOT District Environmental or Environmental Services	Yes	Yes	Yes Yes	Yes Yes Yes

¹Coordinate with INDOT Environmental Services. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

²Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

³Permanent and/or temporary right-of-way.

⁴AMMs = Avoidance and Mitigation Measures.

⁵AMMs 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".

⁶Potential for causing a disproportionately high and adverse impact.

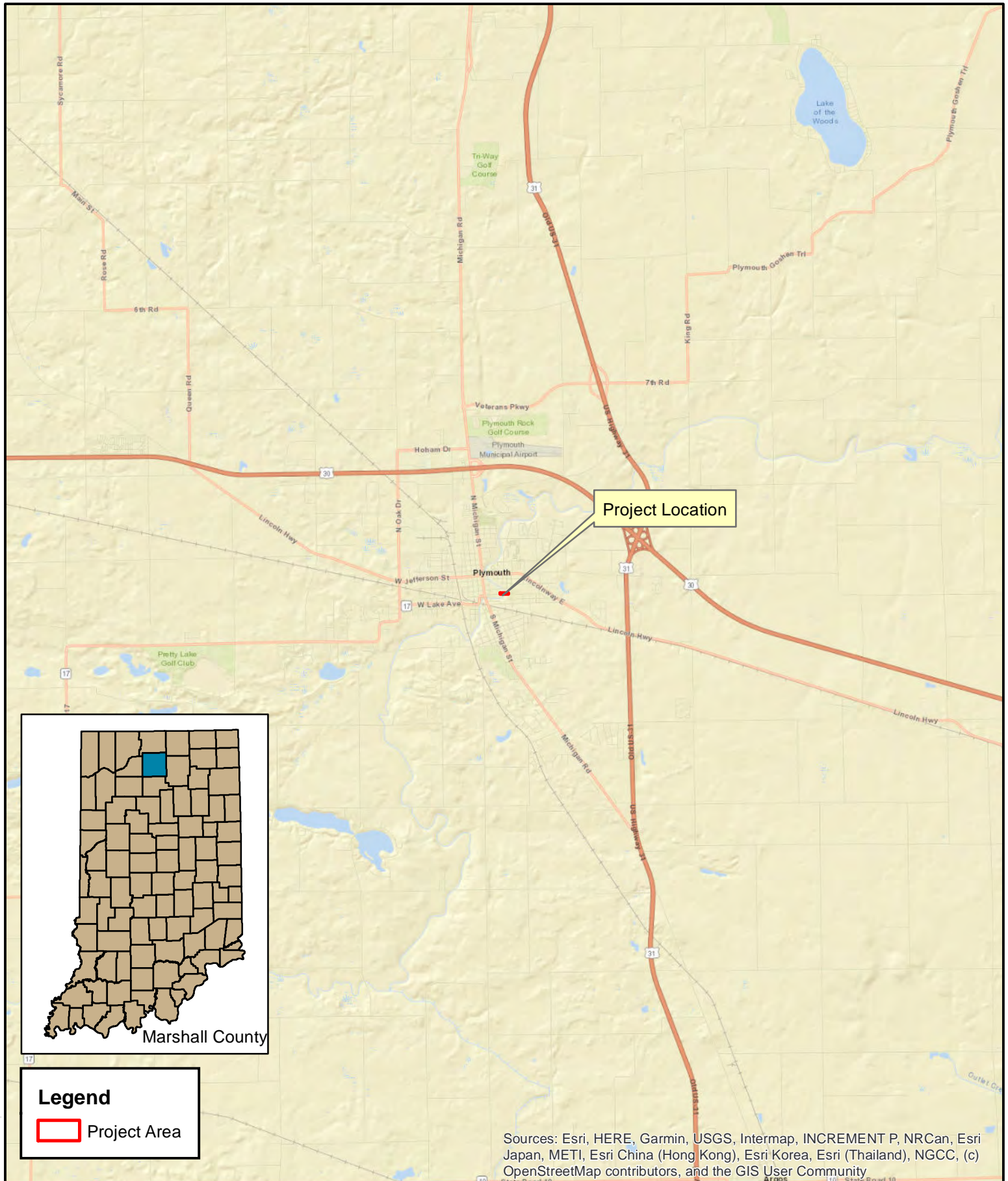
⁷Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

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

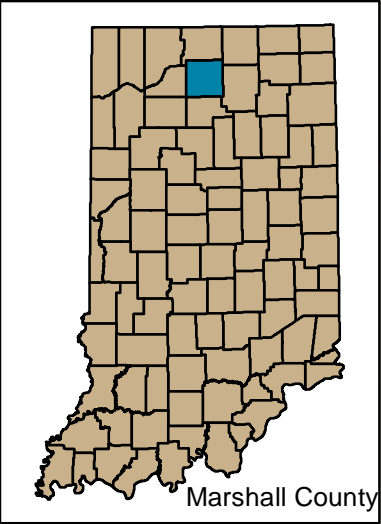
Categorical Exclusion

Appendix B

Graphics



Project Location



Marshall County

Legend

Project Area

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community




LOCHMUELLER GROUP

3502 Woodview Trace, Suite 150
Indianapolis, IN 46268
Phone: (317) 222-3880
Fax: (317) 222-3881

General Location Map
Des. No. 1702837

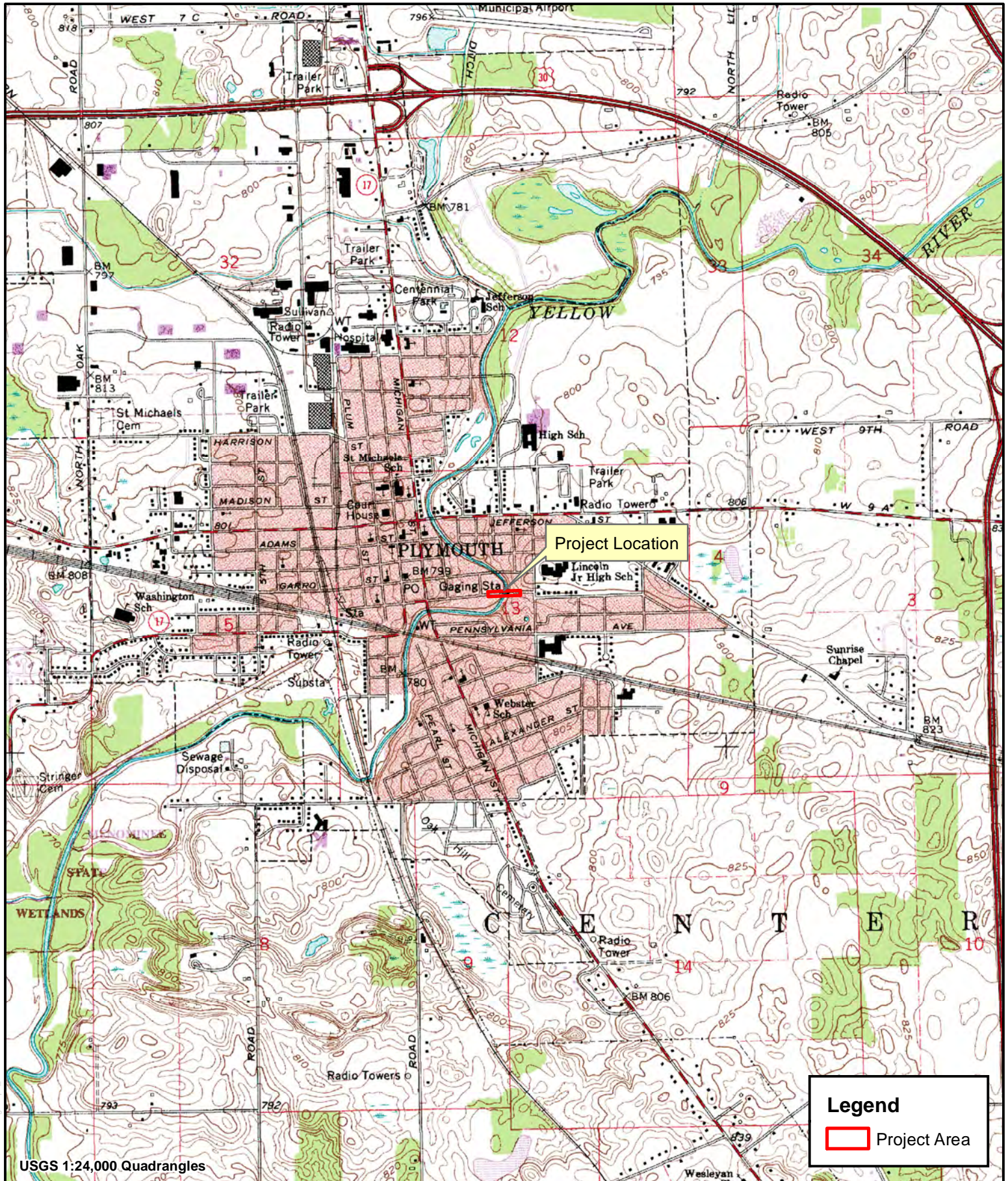
0 1 2
Miles



County: Marshall
Township: Center
State: Indiana

**LaPorte Street Pedestrian Bridge
over Yellow River**
Created: 1/27/2020, B.Reust

S:\1702837\1702837-03\01\Environment\MapDocs\Location_Map.mxd



USGS 1:24,000 Quadrangles



3502 Woodview Trace, Suite 150
Indianapolis, IN 46268
Phone: (317) 222-3880
Fax: (317) 222-3881

USGS Topographic Map

Plymouth Quadrangle

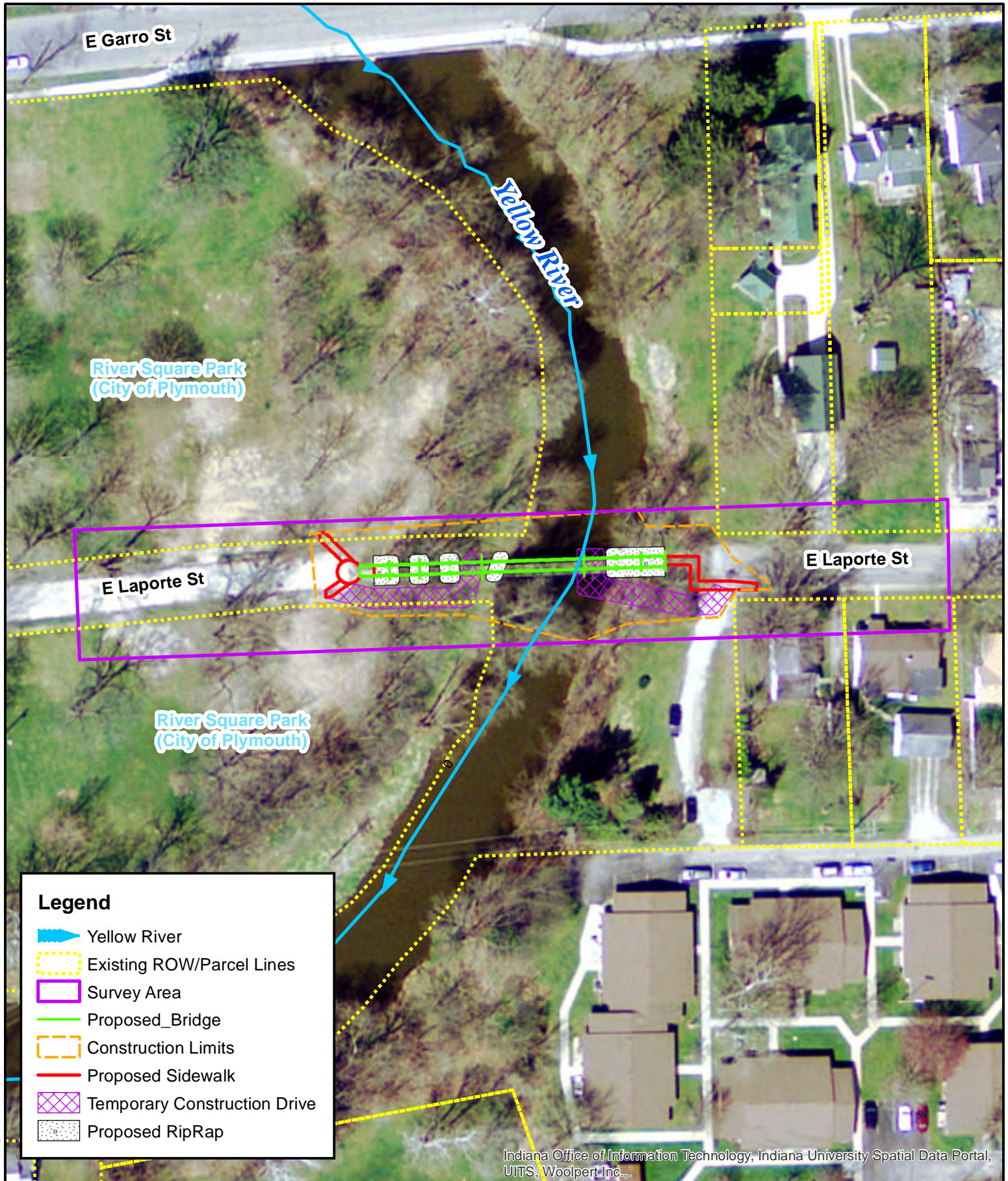
Des. No. 1702837

0 1,000 2,000
Feet






County: Marshall
Township: Center
State: Indiana

LaPorte Street Pedestrian Bridge
over Yellow River
Created: 8/29/2020, B.Reust



Legend

-  Yellow River
-  Existing ROW/Parcel Lines
-  Survey Area
-  Proposed_Bridge
-  Construction Limits
-  Proposed Sidewalk
-  Temporary Construction Drive
-  Proposed RipRap

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



3502 Woodview Trace, Suite 150
Indianapolis, IN 46268
Phone: (317) 222-3880
Fax: (317) 222-3881

Aerial Map (2016)

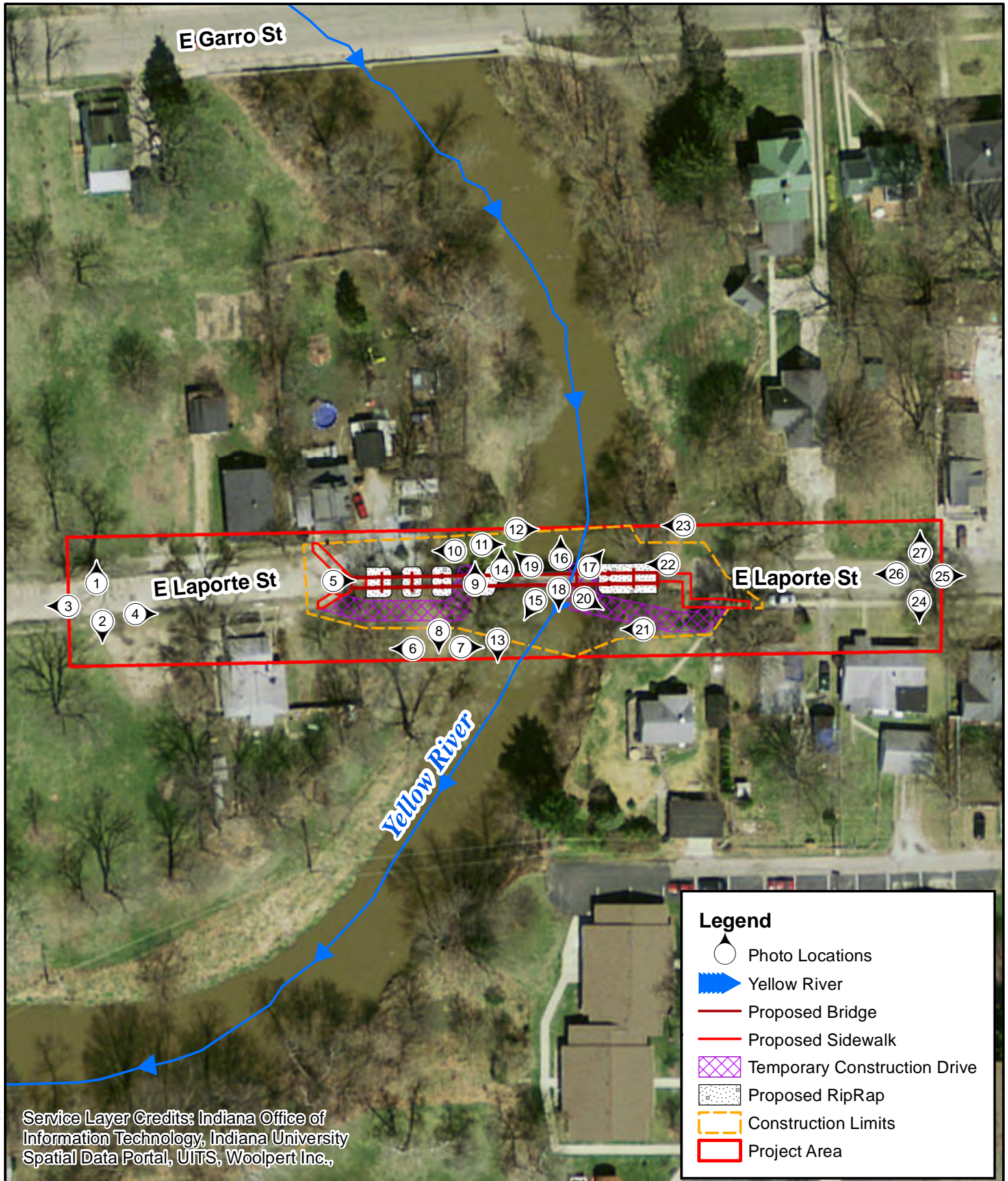
Des. No. 1702837

0 50 100
Feet











County: Marshall
Township: Center
State: Indiana

LaPorte Street Pedestrian Bridge Project
over Yellow River
Created:10/23/2020, C. Kunkel



Legend

-  Photo Locations
-  Yellow River
-  Proposed Bridge
-  Proposed Sidewalk
-  Temporary Construction Drive
-  Proposed RipRap
-  Construction Limits
-  Project Area

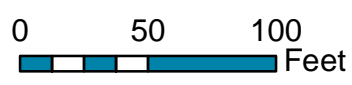
Service Layer Credits: Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert Inc.,

Photo Location Map

Des. No. 1702837

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Indianapolis, IN 46268
Phone: (317) 222-3880
Fax: (317) 222-3881



County: Marshall
Township: Center
State: Indiana

Bridge Rehabilitation Project
East LaPorte Street Foot Bridge
Created: 8/29/2020, C. Kunkel



1. Looking north toward Garro St. from the project limits



2. Looking south from the project limits



3. Looking west toward River Park Square from the project limits



4. Looking east toward Yellow River and the East LaPorte Street Foot Bridge from the project limits



5. Looking east at East LaPorte Street Foot Bridge



6. Looking west toward River Park Square from southwest quadrant of bridge



7. Looking east toward Yellow River from southwest quadrant of bridge



8. Looking south from southwest quadrant of bridge



9. Looking north from northwest quadrant of bridge



10. Looking west from northwest quadrant of the bridge



11. Looking east toward Yellow River from northwest quadrant of bridge



12. Looking east at culvert that discharges into Yellow River and the left bank of Yellow River



13. Looking south downstream Yellow River



14. Looking north upstream Yellow River



15. Looking at the southwest quadrant from the bridge



16. Looking north upstream Yellow River



17. Looking at northeast quadrant from the bridge



18. Looking south downstream Yellow River



19. Looking at northwest quadrant from bridge



20. Southeast quadrant



21. Looking west toward Yellow River



22. Looking west along East Laporte Street Foot Bridge



23. Looking west toward Yellow River



24. Looking south from project limits



25. Looking east from project limits along East LaPorte Street



26. Looking west from project limits along East LaPorte Street toward bridge



27. Looking north from project limits

PROJECT	DESIGNATION
1702837	1702837
CONTRACT	BRIDGE FILE
R-41181	N/A

STRUCTURE INFORMATION				
STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
Pedestrian Bridge No. 5	Structural Steel Combination Truss	6 Spans 9'-5" , 18'-1" , 18'-2" 100'-0" , 15'-0" , 14'-4"	Yellow River	11+03.36 "A"

KIN PROJECT INFORMATION	
DESIGNATION	PROJECT DESCRIPTION
N/A	

INDIANA DEPARTMENT OF TRANSPORTATION



BRIDGE REHABILITATION PLANS

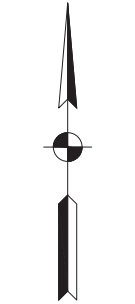
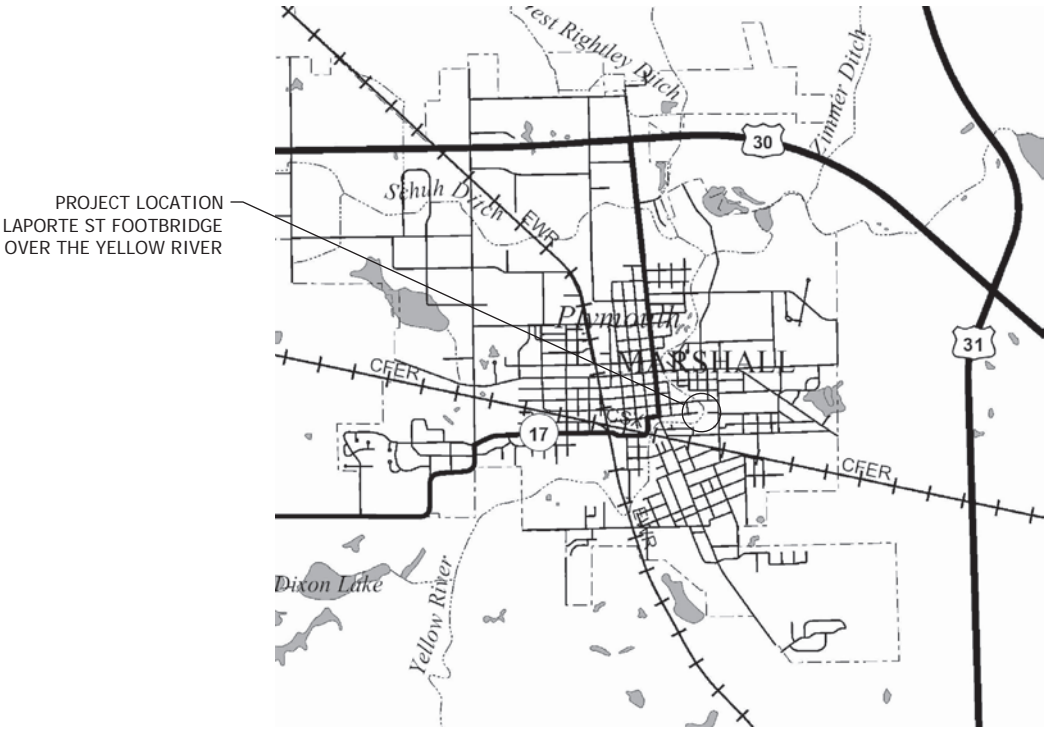
FOR SPANS OVER 20 FEET

ROUTE: LAPORTE STREET PEDESTRIAN BRIDGE
OVER THE YELLOW RIVER

PROJECT NO. 1702837 (P.E., CONST.)

NO ADDITIONAL RIGHT-OF-WAY
REQUIRED FOR THIS PROJECT

Pedestrian Bridge Rehabilitation Located 1.5 Miles South of U.S. 30
In Section 13, T-33-N, R-2-E, -Township, Marshall County



SCALE: 1" = 2000'

TRAFFIC DATA	
A.A.D.T. 2021	N/A (Pedestrian Only) V.P.D.
A.A.D.T. 2041	N/A (Pedestrian Only) V.P.D.
D.H.V.	N/A (Pedestrian Only) V.P.H.
DIRECTIONAL DISTRIBUTION	N/A % WBL N/A % EBL
TRUCKS	0 % D.H.V.
	0 % A.A.D.T.
DESIGN DATA	
DESIGN SPEED	N/A
PROJECT DESIGN CRITERIA	3R NON-FREEWAY
FUNCTIONAL CLASSIFICATION	PEDESTRIAN
RURAL/URBAN	URBAN
TERRAIN	LEVEL
ACCESS CONTROL	N/A



PROJECT LOCATION SHOWN BY
Marshall County

LATITUDE: 41°20'24.93"N LONGITUDE: 86°18'15.89"W

PROJECT LENGTH	
BRIDGE LENGTH:	0.035 MILE
ROADWAY LENGTH:	0.017 MILE
TOTAL LENGTH:	0.052 MILE
MAX. GRADE:	8.05 %

HCU: 071200010502

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



4275 North High School Road
Indianapolis, IN 46254
P: 317.293.3542
F: 317.293.4737
vsei@vsengineering.com
www.vsengineering.com

FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPT. OF TRANSPORTATION

APPROVED: _____
DATE

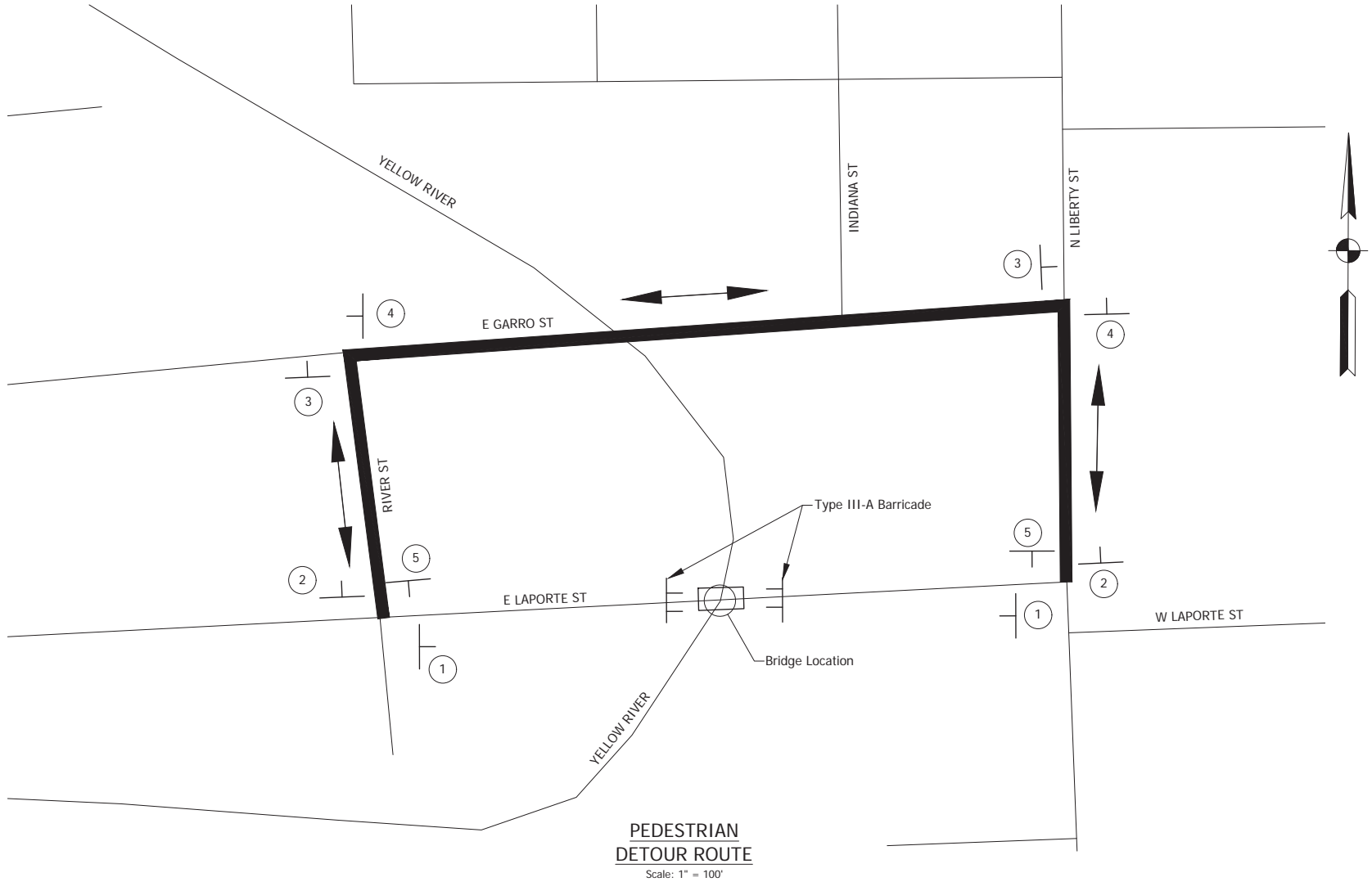
DIVISION ADMINISTRATOR

DRAFT
NOT FOR
CONSTRUCTION

PLANS PREPARED BY:	VS ENGINEERING, INC.	FAX: (317) 293-4737 TEL: (317) 293-3542 PHONE NUMBER
CERTIFIED BY:	_____	DATE
APPROVED FOR LETTING:	INDIANA DEPARTMENT OF TRANSPORTATION	DATE

BRIDGE FILE	
N/A	
DESIGNATION	
1702837	
SURVEY BOOK	SHEET
1	of 7
CONTRACT	PROJECT
R-41181	1702837

PRINT DATE: 3/18/20
PLOT SCALE: 1" = 100'
DRAWING FILE: F:\01018\18-3988 LAPORTE STREET FOOTBRIDGE\30 SHEETDRAWINGS\00 DRAWINGS\WOT.DWG
EDIT DATE: 7/12/11 3:23 PM EDITED BY: RHAINES



MAINTENANCE OF TRAFFIC QUANTITIES:

Maintaining Traffic	1 LS
Construction Sign B	2 Each
Detour Route Marker Assembly	8 Each
Type III-A Barricade	24 LFT

NOTES:

1. Driveway access to remain open at all times.
2. Refer to INDOT Standard Drawings E801-TCDT, E 801-TCSN, E 801-TCLG For Further Details of Traffic Control Signs.

DETOUR LEGEND

CONSTRUCTION SIGN

BARRICADE TYPE "III-A"

DIRECTION OF PEDESTRIAN DETOUR

CONSTRUCTION ZONE

PEDESTRIAN DETOUR ROUTE

R9-9
(24"x12")

SIDEWALK
CLOSED

1

DETOUR

LAPORTE ST
SIDEWALK

↑

XM4-8 (24"x18")

M6-3 (21"x15")

2

DETOUR

LAPORTE ST
SIDEWALK

→

XM4-8 (24"x18")

M6-1(R)(21"x15")

3

DETOUR

LAPORTE ST
SIDEWALK

←

XM4-8 (24"x18")

M6-1(L)(21"x15")

4

END

DETOUR

LAPORTE ST
SIDEWALK

XM4-6S (24"x12")

XM4-8 (24"x18")

5

DRAFT
NOT FOR
CONSTRUCTION

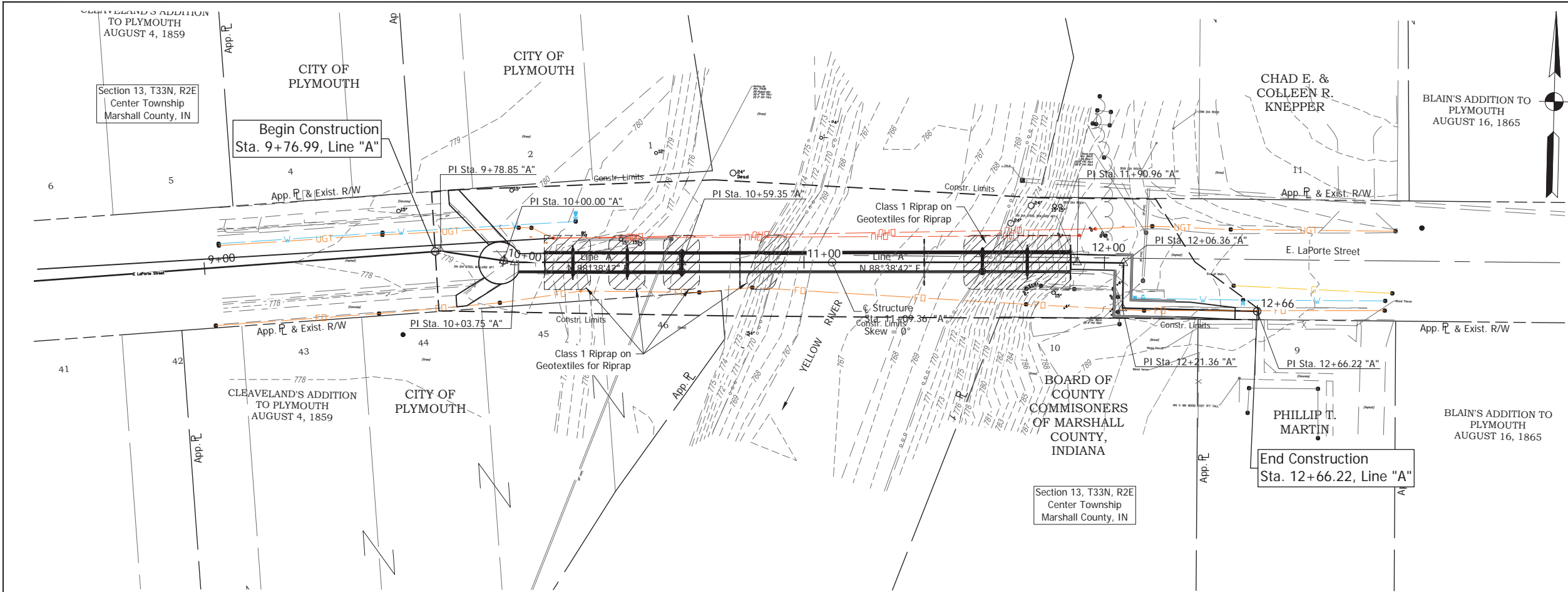
RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____	
DESIGNED: <u>RDH</u>	DRAWN: <u>JRT</u>
CHECKED: <u>DJK</u>	CHECKED: <u>RDH</u>

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF
TRAFFIC

HORIZONTAL SCALE 1" = 100'	BRIDGE FILE N/A
VERTICAL SCALE AS SHOWN	DESIGNATION 1702837
DRAWING of 3	SHEET of 7
CONTRACT R-41181	PROJECT 1702837

PRINT DATE: 3/18/20
PLOT SCALE: 1" = 20'-0" HORIZ. 1" = 10'-0" VERT.
DRAWING FILE: F:\2018\18-3988 LAPORTE STREET FOOTBRIDGE\30 SHEET\DRAWINGS\00 DRAWINGS\18-3988 LAYOUT.DWG
EDIT DATE: 7/12/11 - 11:34 AM
EDITED BY: RHAINES



SITUATION PLAN
SCALE: 1" = 20'-0" CONTOUR INTERVAL = 1 FT.

EXISTING STRUCTURE

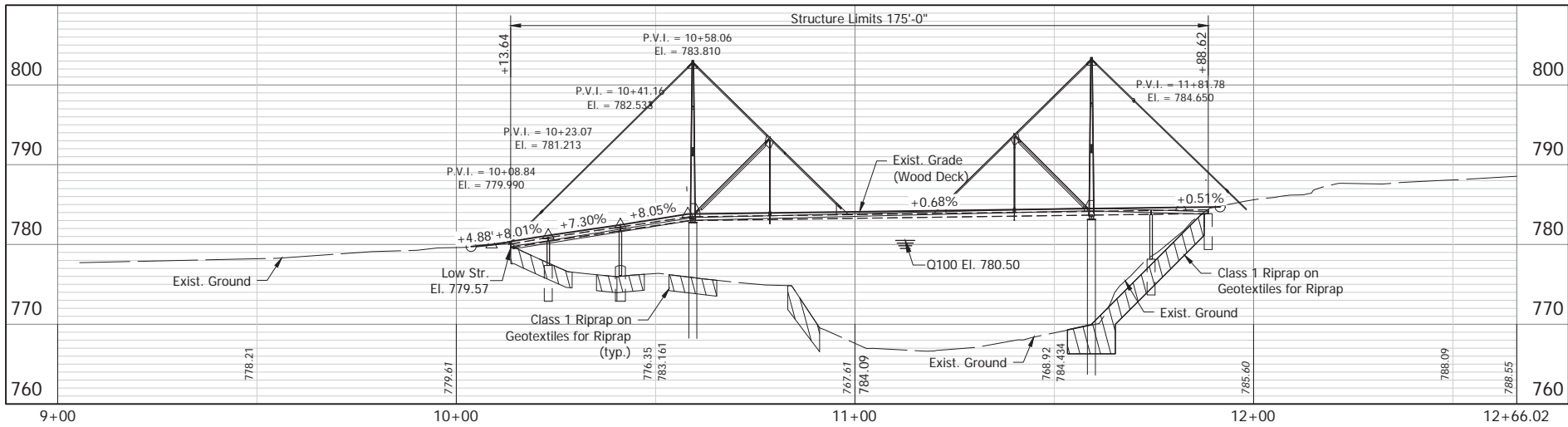
The present structure was built in 1898. It was added to the National Register of Historic Places on July 23, 1981 (NPS NRIS# 81000001). Various repairs have been performed on the bridge. The existing structure will remain in place.

HYDRAULIC DATA

Waterway Opening Required	1,050.00	sft.
Waterway Opening Provided	1,050.00	sft.
Drainage Area	294.00	sq. mi.
Drainage Discharge Q100	4,180.00	cfs.
Velocity	5.00	ft./s
Q100 Elev.	778.00	ft.
Estimated Scour Elev.		ft.
Backwater at Q100	0.06	ft.
Existing Waterway Opening	1,050.00	sft.
Existing Backwater	0.06	sft.
Low Structure Elev.	783.44	ft.
Existing Low Structure Elev.	783.44	ft.

HYDRAULIC SCOUR DATA

Q100 Discharge	4,180	cfs.
Q100 Elev.	780.50	ft.
Velocity at Q100	5.00	cfs.
Scour Depth (Contraction)	0.00	ft.
Scour Depth (Total)	2.00	ft.
Low Scour Elev.	778.00	ft.
Q500 Discharge	31,450	cfs.
Q500 Elev.	578.40	ft.
Velocity at Q500	2.48	cfs.
Scour Depth (Contraction)	0.00	ft.
Scour Depth (Total)	0.00	ft.
Low Scour Elev.	555.50	ft.

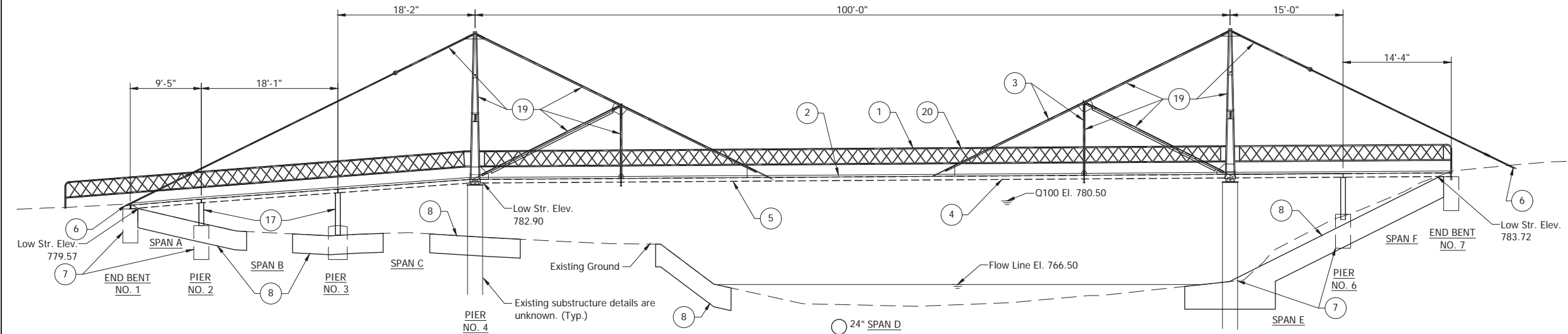


PROFILE ON PROPOSED Q ROADWAY
SCALE: HORIZ. 1" = 20'-0" VERT. 1" = 10'-0"

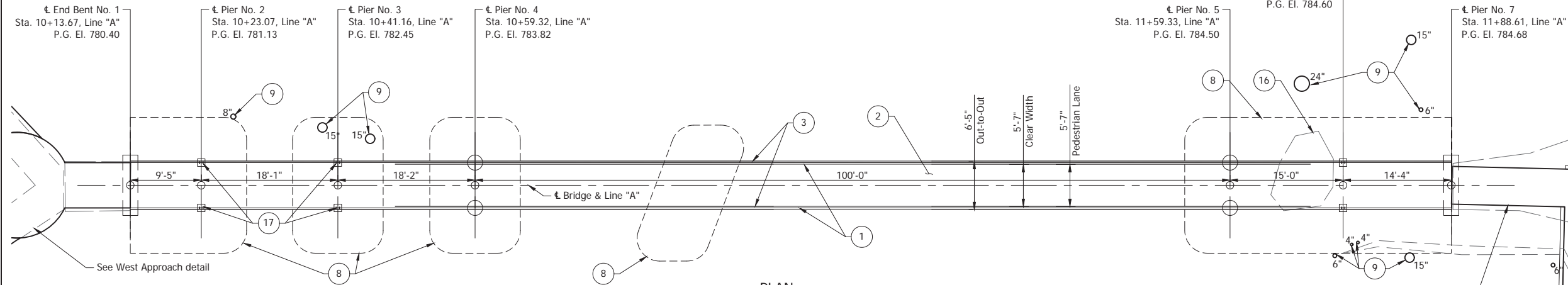
STRUCTURAL STEEL COMBINATION TRUSS
6 SPANS @ 9'-5", 18'-1", 18'-2"
100'-0", 15'-0", 14'-4"
5'-7" CLEAR ROADWAY SKEW: 0°
LAPORTE STREET FOOTBRIDGE OVER YELLOW RIVER
MARSHALL COUNTY

<div>DRAFT NOT FOR CONSTRUCTION</div>	RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____		INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
	DESIGNED: RDH		DRAWN: SJ		VERTICAL SCALE 1" = 10'	DESIGNATION 1702837
	CHECKED: DJK		CHECKED: RDH		DRAWING of 4	SHEET of 7
	LAYOUT		PROJECT R-41181		1702837	

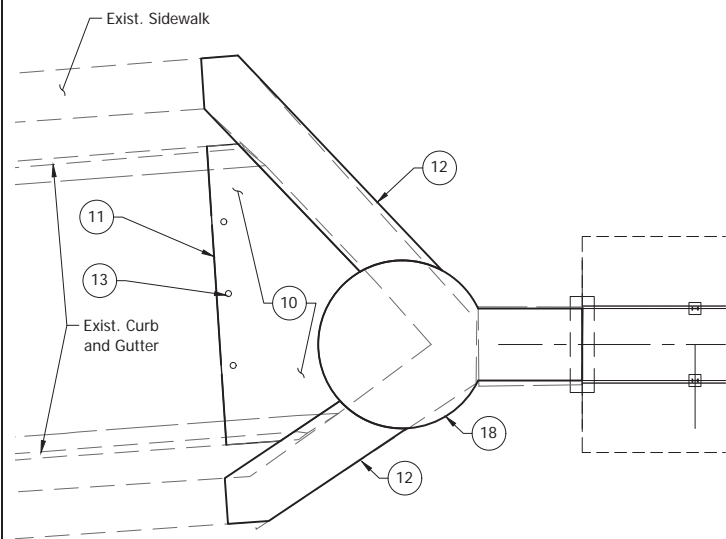
PRINT DATE: 3/18/20
PLOT SCALE: 1:1
DRAWING FILE: F:\2018\18-9988 LAPORTE STREET FOOTBRIDGE\30 SHEET\DRAWINGS\REF\18-9988 BRIDGE MODEL.DWG
EDIT DATE: 7/12/11 - 11:43 AM
EDITED BY: RHAINES



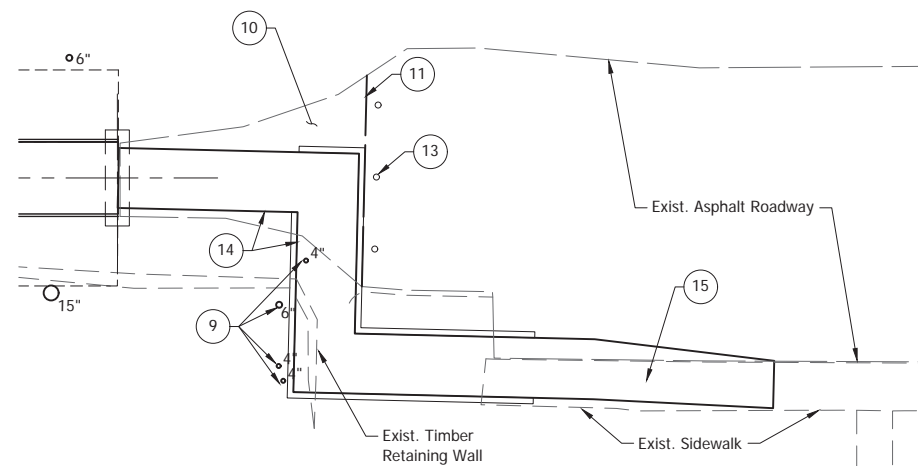
ELEVATION
Scale: 1/8" = 1'-0"



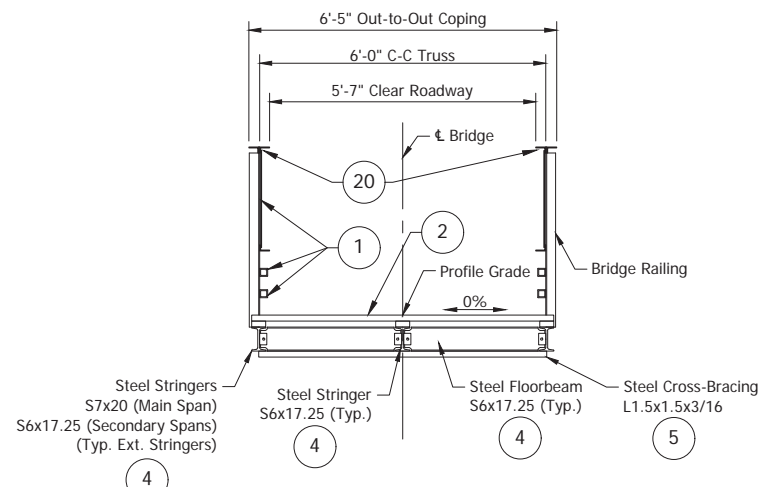
PLAN
Scale: 1/8" = 1'-0"



WEST APPROACH
Scale: 1/8" = 1'-0"



EAST APPROACH
Scale: 1/8" = 1'-0"



TYPICAL SECTION
Scale: 1/2" = 1'-0"

LEGEND

- Add two longitudinal bars spanning between the existing bridge railing posts. Place an additional set of crossing diagonal members with the existing members in accordance with current railing safety requirements per AASHTO LRFD Bridge Design Specifications, 8th Edition (Section 13.7.3.2).
- 1 Replace existing timber bridge deck with composite decking.
 - 2 Remove pack rust. Clean and paint all exposed steel with the current INDOT Structural Steel Paint System. (All steel members)
 - 3 Remove and replace floorbeams and stringers. After installation, clean and paint with the current INDOT Structural Steel Paint System.
 - 4 Remove existing lateral bracing and add additional lateral bracing underneath the bridge deck.
 - 5 Excavate to expose the anchorage of the steel chords. Notify the engineer of the condition of the steel chord anchorage. If the anchorage appears to be unstable or deteriorating, replace it with a new concrete anchorage.
 - 6 Notify the engineer of any poor substructure conditions.
 - 7 Place Class 1 Riprap on Geotextiles for Riprap.
 - 8 Remove trees.
 - 9 Remove existing asphalt pavement and replace with sod and topsoil.
 - 10 Sawcut existing pavement.
 - 11 Replace existing sidewalk.
 - 12 Place bollards 6' apart.
 - 13 Place curb ramp to connect to the existing sidewalk.
 - 14 Remove existing sidewalk.
 - 15 Remove existing concrete slope protection.
 - 16 Remove and replace secondary columns.
 - 17 Remove existing pavement and place decorative paver landing.
 - 18 Install aesthetic lighting on truss members.
 - 19 Install pedestrian lighting on railing.
 - 20

DESIGN DATA

Original design loading is unknown.

DESIGN LOADINGS

Designed for 90 psf pedestrian loading in accordance with AASHTO LRFD Guide Specifications for the Design of Pedestrian Bridges (2009).

EXISTING STRUCTURE

The present structure was built in 1898. It was added to the National Register of Historic Places on July 23, 1981 (NPS NRIS# 81000001). Various repairs have been performed on the bridge. The existing structure will remain in place.

GENERAL NOTES

1. Any missing rivets or bolts shall be replaced with round-headed bolts.
2. Where new work is fitted to old work, the contractor shall check all dimensions and conditions in the field and report all errors and discrepancies to the engineer and assume responsibility for their correctness and fit of the new part to the old.
3. Stations are for reference only.
4. Existing beam shapes are approximate.

STRUCTURAL STEEL COMBINATION TRUSS
6 SPANS @ 9'-5", 18'-1", 18'-2"
100'-0", 15'-0", 14'-4"
5'-7" CLEAR ROADWAY SKEW: 0°
LAPORTE STREET FOOTBRIDGE OVER YELLOW RIVER
MARSHALL COUNTY

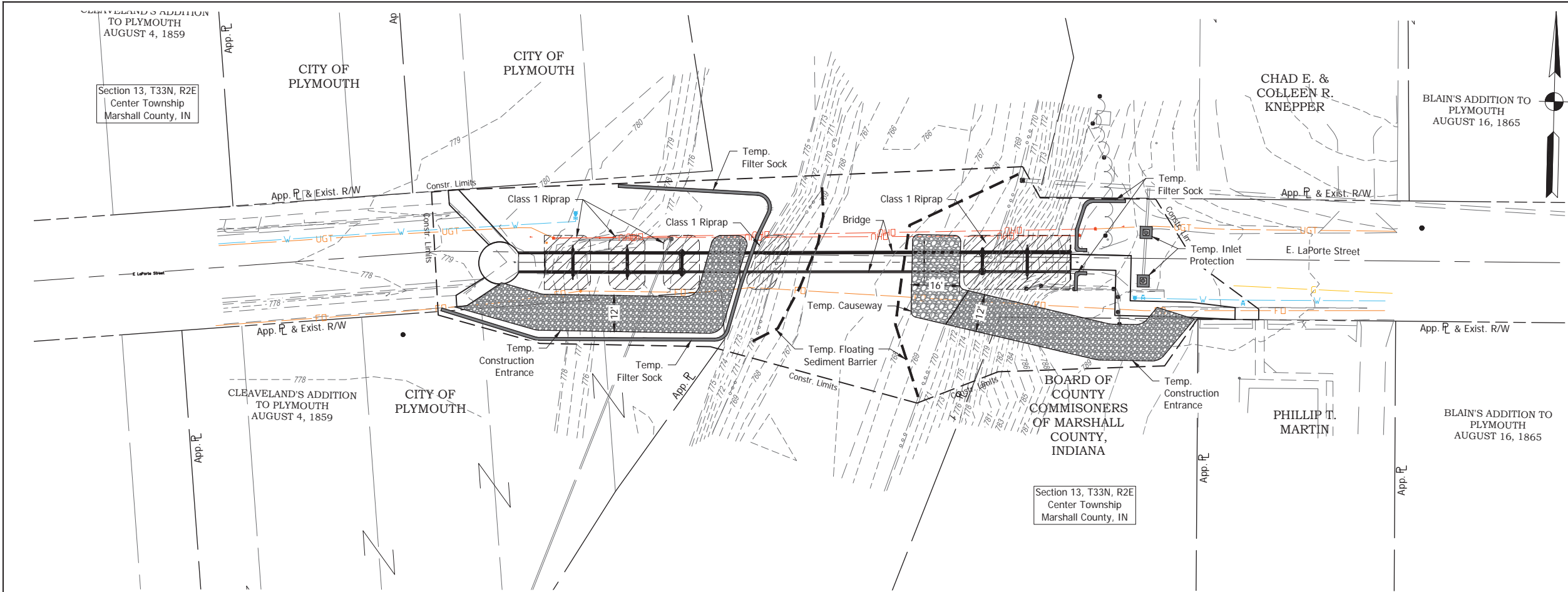


RECOMMENDED FOR APPROVAL _____	
DESIGN ENGINEER _____ DATE _____	
DESIGNED: RDH	DRAWN: JRT
CHECKED: DJK	CHECKED: RDH

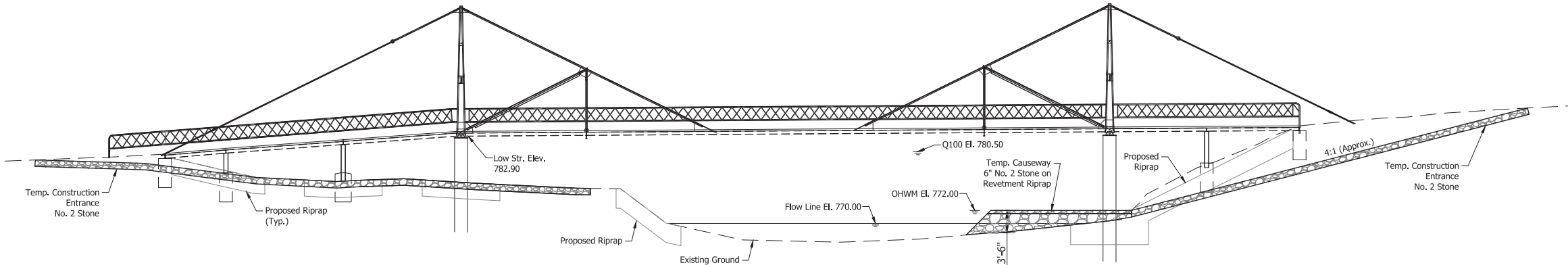
INDIANA DEPARTMENT OF TRANSPORTATION	
GENERAL PLAN	

HORIZONTAL SCALE	BRIDGE FILE
1/8" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION
AS SHOWN	1702837
DRAWING	SHEET
of	5 of 7
CONTRACT	PROJECT
R-41181	1702837

PRINT DATE: 3/18/20
PLOT SCALE: 1" = 10'-0"
DRAWING FILE: F:\2018\18-9988 LARPORT STREET FOOTBRIDGE\30 SHEET DRAWINGS\30 SHEET DRAWINGS\18-9988 EROSION CONTROL.DWG
EDITED BY: RHAINES
DATE: 7/12/11 - 11:38 AM



PLAN
SCALE: 1" = 20'-0" CONTOUR INTERVAL = 1 FT.



PROFILE
SCALE: 1" = 10'-0"

SEEDING:

Temporary Seeding
Temporary seeding shall be applied, in accordance with INDOT Specifications, to exposed areas that are within the construction limits, but above the Ordinary High Water Mark.

Permanent Seeding
All disturbed areas within the construction limits, but above the Ordinary High Water Mark, needing seeding restoration shall be re-seeded using Seed Mixture Floodplain.

NOTES:

1. No dewatering shall occur without prior approval from DNR.
2. See INDOT Standard Drawing E 205-TECP for Construction Entrance details. Construction Entrance locations shall be at the discretion of the contractor.



RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: RDH	DRAWN: JRT		
CHECKED: DJK	CHECKED: RDH		

INDIANA
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL &
TEMPORARY CAUSEWAY

HORIZONTAL SCALE	BRIDGE FILE
AS SHOWN	N/A
VERTICAL SCALE	DESIGNATION
AS SHOWN	1702837
DRAWING	SHEET
of 6	of 7
CONTRACT	PROJECT
R-41181	1702837

Categorical Exclusion

Appendix C

Early Coordination



May 13, 2019

SAMPLE EARLY COORDINATION LETTER

Re: Des. No. 1702837

Pedestrian Bridge Rehabilitation Project
East LaPorte Street Foot Bridge over Yellow River
Marshall County, Indiana

Dear _____:

The City of Plymouth proposes to proceed with a federal aid project (Des. No. 1702837) which involves the rehabilitation the existing bridge (Bridge No. 5.) carrying East LaPorte Street Foot Bridge over the Yellow River. The existing bridge is a single-span modified cantilevered kingpost steel truss with five approach arms pedestrian bridge. The project will rehabilitate the existing pedestrian bridge and provide scour protection along the Yellow River.

This letter is part of the early coordination phase of the environmental review process requesting comments associated with these projects. Please use the above Des. No. and project description in your reply, and your comments will be incorporated into the formal environmental study. Your cooperation in this endeavor is appreciated.

Project Location and Existing Conditions

The project is located in Plymouth, Marshall County. Specifically, the project is located in Section 13, Township 33 North, Range 2 East in Center Township as depicted on the Plymouth U.S. Geological Survey (USGS) Quadrangle. Adjacent land use consists of an urban area surrounded by park, industrial, residential, and commercial land uses. Please see attachments for maps and photographs of the project area.

East LaPorte Street is functionally classified as a local collector. The typical cross-section of East LaPorte Street is two 12-foot travel lanes (one in each direction) east and west of the pedestrian bridge. The existing bridge is a single-span modified cantilevered kingpost steel truss with five approach arms pedestrian bridge built in 1898 with a 6 foot width.

Purpose and Need

The need for this project stems from the deteriorating condition of the existing structure. Currently the bridge deck is in overall poor condition. The steel under the deck of the superstructure exhibits significant deterioration. This portion of the Yellow River exhibits several areas of erosion.

3502 Woodview Trace, Suite 150
Indianapolis, Indiana 46268
PHONE: 317.222.3878 • TOLL FREE: 800.423.7422

The purpose of the project is to improve the structural integrity and extend the lifespan of this bridge to allow safe passage for pedestrians.

Proposed Project

This project is in the preliminary planning stages but will include rehabilitation of the bridge. The bridge deck and steel under the deck of the superstructure will require replacement. Bank stabilization of the Yellow River will be required as well as scour repairs. The east and west approaches will be replaced with concrete pavement.

The Maintenance of Traffic (MOT) has not been finalized but will likely require the closure of East LaPorte Street within the project area. Signs and Barrels will be placed along East LaPorte Street on the east and west ends of the pedestrian bridge notifying pedestrians of the bridge closure. The MOT will be implemented per the *Indiana Design Manual* guidelines.

Right-of-Way (ROW)

The amount of ROW acquisition required for this project is not known at this time but it is anticipated that up to 0.1 acre will be required. No tree clearing is anticipated to occur.

Environmental Resources

A Red Flag Investigation (RFI) was performed for a 0.5 mile radius of the project area. Several “Red Flags” were identified within the 0.5-mile search radius; however, not all will be impacted. One public airport, Plymouth Municipal Airport, is located within 1.7 miles west of the project area. One school, Lincoln Junior High school, is located 0.1 mile northeast of the project area. One trail, the future Plymouth Greenway, is located within the project area. In addition to the future trail, one park was identified as located within the western limits of the project area. One, NWI-Line, representing the Yellow River, is located within the project area. One stream, Yellow River, is located within the project area. The project is located within the 100-year floodplain of Yellow River. Due to the proximity of water resources to the project area, a Waters of the U.S. Determination Report will be prepared. No additional “Red Flags” are mapped within the immediate vicinity of the project.

Urbanized Area Boundary (UAB)

The project lies within a UAB, and in accordance with 327 IAC 15-13 (Rule 13 – Municipal Separate Storm Sewer Systems), City of Plymouth Parks & Recreation will develop a Storm Water Quality Management Plan. As part of its implementation, projects falling within the UAB will be required to consider appropriate post-construction storm water quality best management practices (BMPs). These BMPs should take into consideration the available space, pollutants of concern, and receiving waters.

Section 106

The National Register of Historic Places (National Register) and the Indiana Register of Historic Sites and Structures (State Register) were reviewed using the State Historic Architectural and Archaeological Research Database (SHAARD) and SHAARD Geographic Information Systems (GIS).

One National Register-listed resource was identified within the project vicinity: East LaPorte Street Footbridge. The Marshall County Interim Report (1990) was examined, and it was determined that there are potential historic properties within the vicinity of the project area. The *Indiana Historic Bridge Inventory Volume 2: Listing of Historic and Non-Historic Bridges* (February 2009) by Mead & Hunt was reviewed. No bridges listed in or eligible for listing in the National Register are located within the project area. The East LaPorte Street Footbridge is not included in the Inventory because the Inventory does not include pedestrian bridges. No cemeteries are located within the vicinity project area. Section 106 coordination with INDOT Cultural Resources Office, the State Historic Preservation Officer (SHPO), and other identified consulting parties will be conducted.

Range-wide Informal Programmatic Consultation

Marshall County is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*). Land use in the vicinity of the project is surrounded by residential, industrial, and commercial. The project appears to fall under the Range-wide Programmatic Informal Consultation process. Completion of the appropriate determination key through the U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) portal will occur. If a determination of "Not Likely to Adversely Affect," or "Likely to Adversely Affect" is reached then additional consultation with the USFWS will occur through INDOT.

Early Coordination

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

If you have any questions regarding this project, please feel free to contact me at 317-222-3880 or at RHook@lochgroup.com. Additionally, should you want to contact the sponsor of this project, INDOT LaPorte District, please contact the Project Manager, Mr. Tim Hoffa, at (219) 325-7582 or at thoffa@indot.in.gov.

Thank you in advance for your input.

Sincerely,



Ruth Hook, CPESC, CESSWI
Environmental Biologist
Lochmueller Group, Inc.

Attachments:

- General Location Map
- USGS Topographical, Plymouth Quadrangle Map
- Red Flag Investigation Maps
- Photo Location Map and Photographs

Distribution List:

- USFWS, Northern Indiana Suboffice (electronic submission)
- Natural Resources Conservation Service, Indianapolis Office (electronic submission)
- U.S. Army Corps of Engineers, Detroit District (electronic submission)
- U.S. Housing and Urban Development (electronic submission)
- Federal Highway Administration, Indiana Division (electronic submission)
- National Park Service
- Indiana Department of Natural Resources (IDNR), Division of Fish and Wildlife (electronic submission)
- Indiana Department of Environmental Management (IDEM) (electronic submission)
- INDOT, Office of Public Involvement (electronic submission)
- INDOT, Environmental Services Division (electronic submission)
- INDOT, LaPorte District
- INDOT, Project Manager
- Indiana Geological Survey (electronic submission)
- Marshall County Highway Department
- Marshall County Board of Commissioners
- Marshall County Sheriff's Department
- Marshall County Emergency Management Agency
- City of Plymouth Mayor's Office
- City of Plymouth EMS
- City of Plymouth Fire Department
- City of Plymouth Parks Department
- City of Plymouth Common Council
- City of Plymouth Street & Sanitation Department
- City of Plymouth MS4 Coordinator
- Plymouth Community School Corporation
- Michiana Area Council of Governments

Organization and Project Information

Project ID:

Des. ID: 1702837

Project Title: East LaPorte Street Pedestrian Bridge Rehabilitation

Name of Organization: Lochmueller Group

Requested by: Ruth Hook

Environmental Assessment Report

1. Geological Hazards:

- Moderate liquefaction potential
- Floodway

2. Mineral Resources:

- Bedrock Resource: Moderate Potential
- Sand and Gravel Resource: High Potential

3. Active or abandoned mineral resources extraction sites:

- None documented in the area

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

DISCLAIMER:

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

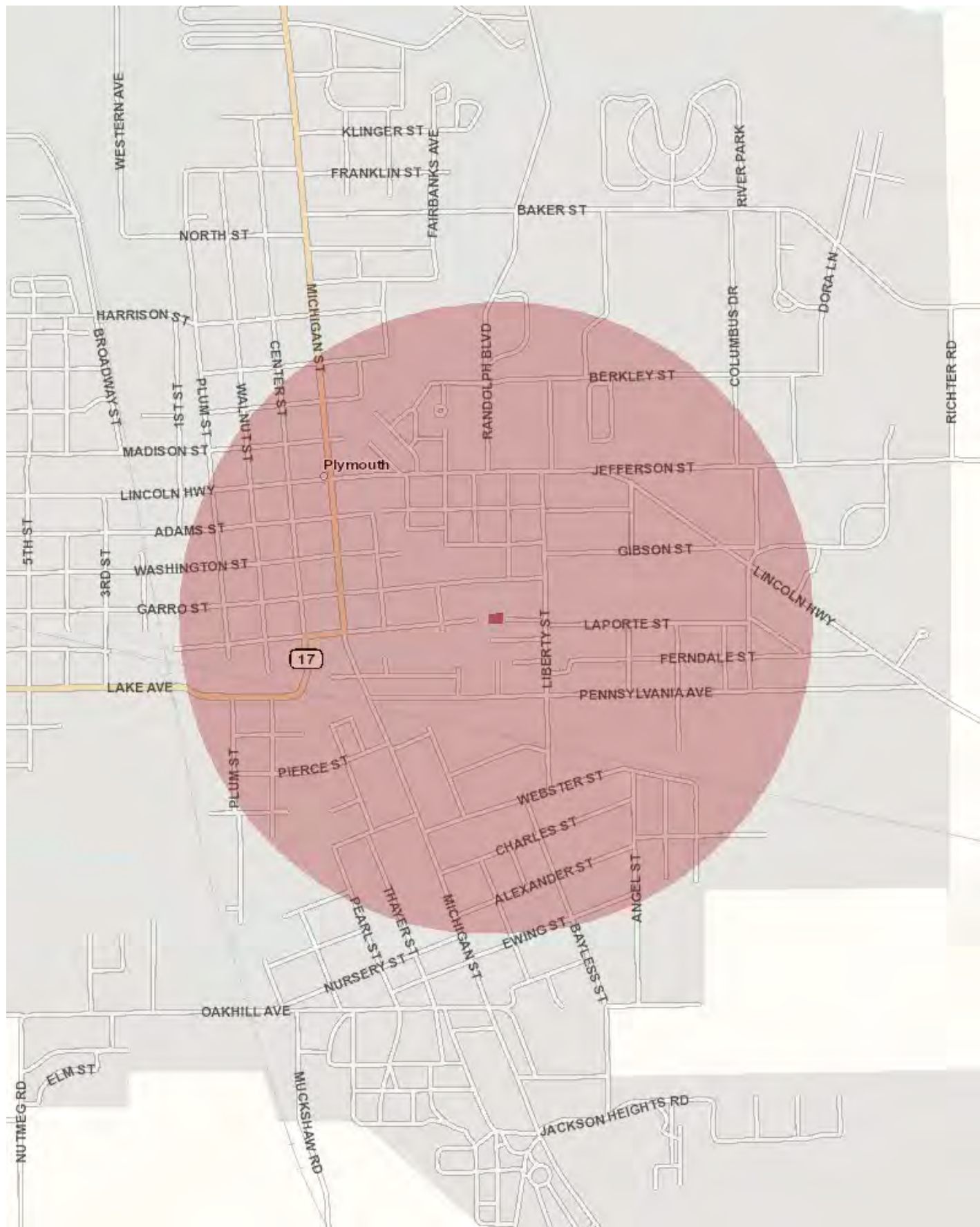
This information was furnished by Indiana Geological Survey

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

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: May 13, 2019



Metadata:

- 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

May 23, 2019

Ruth Hook
Lochmueller Group, Inc.
3502 Woodview Trace, Suite 150
Indianapolis, Indiana 46268

Dear Ms. Hook:

The proposed project to rehabilitate a pedestrian bridge that carries East LaPorte Street Foot Bridge over Yellow River County, Indiana, (Des No 1702837), as referred to in your letter received May 13, 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 Digitally signed by JERRY
RAYNOR
Date: 2019.05.24 08:17:46 -04'00'

JERRY RAYNOR
State Conservationist

Helping People Help the Land.



USDA is an equal opportunity provider, employer and lender.

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

DNR #: ER-21539

Request Received: May 13, 2019

Requestor: Lochmueller Group Inc
Ruth Hook
3502 Woodview Trace, Suite 150
Indianapolis, IN 46268

Project: East LaPorte Street Foot Bridge (#5) rehabilitation over Yellow River, and bank stabilization, Plymouth; Des #1702837

County/Site info: Marshall

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

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

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

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

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

1) Bank Stabilization & Wildlife Passage:

The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to current conditions. Minimize the use of riprap and use alternative erosion protection materials whenever possible. 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). Where riprap must be used, we recommend placing only enough riprap to provide stream bank toe protection, such as from the toe of the bank 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.

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. If hard armoring is needed, wildlife passage can be facilitated by using a smooth-surfaced armoring material instead of riprap, such as articulated concrete block mats, fabric-formed concrete mats, or other similar smooth-surfaced material.

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

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>.

2) Riparian Habitat:

We recommend a mitigation plan be developed (and submitted with the permit application) for any unavoidable habitat impacts that will occur. The DNR's Floodway Habitat Mitigation guidelines (and plant lists) can be found online at: <http://www.in.gov/legislative/iac/20140806-IR-312140295NRA.xml.pdf>.

Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (DBH), for each tree which is removed that is 10" DBH or greater (5:1 mitigation based on the number of large trees).

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

1. Revegetate all bare and disturbed areas within the project area using a mixture of grasses (excluding all varieties of tall fescue), sedges, wildflowers, shrubs and hardwood trees native to Northern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion.
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not construct any temporary runarounds, causeways, cofferdams, diversions, or pump arounds without approval from the Division of Fish and Wildlife.
6. Operate equipment used to replace the bridge from the existing roadway.
7. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
8. Do not use broken concrete as riprap.
9. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
10. Minimize the movement of resuspended bottom sediment from the immediate project area.
11. Do not deposit or allow demolition/construction materials or debris to fall or otherwise enter the waterway.
12. 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.
13. 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.

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

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.



Date: June 12, 2019

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



DEPARTMENT OF THE ARMY
DETROIT DISTRICT, CORPS OF ENGINEERS
477 MICHIGAN AVE.
DETROIT, MICHIGAN 48226-2550

June 14, 2019

Ruth Hook
Lochmueller Group, Inc.
3502 Woodview Trace, Ste. 150
Indianapolis, IN 46268

Dear Ms. Hook:

This is in response to your May 13, 2019, letter requesting comments on the proposed Pedestrian Bridge Rehabilitation Project, East LaPorte Street Foot Bridge over Yellow River, in the City of Plymouth, Marshall County, Indiana (Des. No. 1702837). The project includes replacement of the bridge deck, steel under the bridge deck of the superstructure, replacement of the east and west approaches with concrete, bank stabilization, and scour repairs. The following information is provided in accordance with our responsibilities under our Regulatory and Civil Works Programs.

Your project may require a Department of the Army Permit, pursuant to Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act of 1899. If any of the proposed work occurs within a water of the United States or adjacent wetlands, it will likely require prior authorization through our regulatory permit process. For further information on permit requirements and the application process, please contact the Michiana Branch, Regulatory Office, South Bend, Indiana, at 574-232-1952.

There are no current plans under our civil works program to develop waterways in the vicinity of your project; nor do we have any current or proposed flood risk management studies for the area described in your letter.

Review of the applicable Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map indicates that the proposed bridge rehabilitation project is in a Federally mapped floodway (Enclosure). Flood elevations could be impacted from side cast material from project excavation, changes to bridge and/or approach elevations, riprap bank protection, or other project features that may affect flows in area or velocity through the floodway. As there are structures in the floodplain, hydraulic modeling may be needed to analyze project impacts. Please refer to the National Flood Insurance Program Guidelines and to local building ordinances for construction requirements of structures within a floodplain.

We recommend that you coordinate with local officials and with the Indiana Department of Natural Resources regarding the applicability of a floodplain permit prior to construction. This coordination would help ensure compliance with local and state floodplain management regulations and acts, such as the Indiana Flood Control Act (IC 13-2-22). If you obtain information that any part of your project would impact the floodplain, you should consider other alternatives that, to the extent possible, avoid or minimize adverse impacts associated with use of the floodplain.

Thank you for the opportunity to comment on the proposed Pedestrian Bridge Rehabilitation Project, East LaPorte Street Foot Bridge over Yellow River, Marshall County, Indiana. Questions regarding our regulatory program should be directed to Mr. Don Reinke, Regulatory Office, at 313-226-6812. Any other questions may be directed to Mr. Paul Allerding of my staff at 313-226-7590 or me at 313-226-2476.

Sincerely,

Original signed

Charles A. Uhlarik, Chief
Environmental Analysis Branch

Enclosure

Copies furnished:

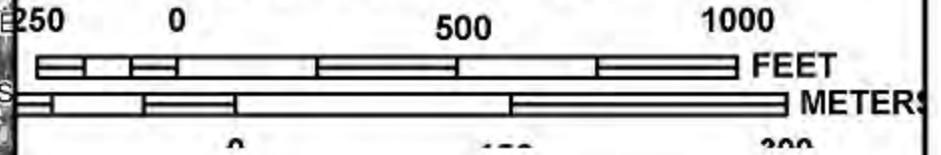
Don Reinke, Corps, Regulatory Office, Detroit
Mary Weidel, Corps, Floodplain Management Services, Detroit

86° 18' 45"

7.5"



MAP SCALE 1" = 500'



NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0133C

FIRM

FLOOD INSURANCE RATE MAP
MARSHALL COUNTY,
INDIANA
AND INCORPORATED AREAS

PANEL 133 OF 300

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
MARSHALL COUNTY	180443	0133	C
PLYMOUTH, CITY OF	180164	0133	C

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.



MAP NUMBER
18099C0133C
EFFECTIVE DATE
NOVEMBER 16, 2011

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

100 North Senate Avenue - Indianapolis, IN 46204
(800) 451-6027 - (317) 232-6603 - www.idem.in.gov

City of Plymouth
Rick Gaul
PO Box 492
900 Oakhill Avenue
Plymouth, IN 46563
Date

Lochmueller Group
Ruth Hook
3502 Woodview Trace
Suite 150
Indianapolis, IN 46268

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The City of Plymouth proposes to proceed with a federal aid project (Des. No. 1702837) which involves the rehabilitation the existing bridge (Bridge No. 5.) carrying East LaPorte Street Foot Bridge over the Yellow River. The existing bridge is a single-span modified cantilevered kingpost steel truss with five approach arms pedestrian bridge. The project will rehabilitate the existing pedestrian bridge and provide scour protection along the Yellow River. The project is located in Plymouth, Marshall County. Specifically, the project is located in Section 13, Township 33 North, Range 2 East in Center Township as depicted on the Plymouth U.S. Geological Survey (USGS) Quadrangle. Adjacent land use consists of an urban area surrounded by park, industrial, residential, and commercial land uses. East LaPorte Street is functionally classified as a local collector. The typical cross-section of East LaPorte Street is two 12-foot travel lanes (one in each direction) east and west of the pedestrian bridge. The existing bridge is a single-span modified cantilevered kingpost steel truss with five approach arms pedestrian bridge built in 1898 with a 6 foot width. This project is in the preliminary planning stages but will include rehabilitation of the bridge. The bridge deck and steel under the deck of the superstructure will require replacement. Bank stabilization of the Yellow River will be required as well as scour repairs. The east and west approaches will be replaced with concrete pavement. The Maintenance of Traffic (MOT) has not been finalized but will likely require the closure of East LaPorte Street within the project area. Signs and Barrels will be placed along East LaPorte Street on the east and west ends of the pedestrian bridge notifying pedestrians of the bridge closure. The MOT will be implemented per the Indiana Design Manual guidelines. A Red Flag Investigation (RFI) was performed for a 0.5 mile radius of the project area. Several "Red Flags" were identified within the 0.5-mile search radius; however, not all will be impacted. One public airport, Plymouth Municipal Airport, is located within 1.7 miles west of the project area. One school, Lincoln Junior High school, is located 0.1 mile northeast of the project area. One trail, the future Plymouth Greenway, is located within the project area. In addition to the future trail, one park was identified as located within the western limits of the project area. One, NWI-Line, representing the Yellow River, is located within the project area. One stream, Yellow River, is located within the project area. The project is located within the 100-year floodplain of Yellow River. Due to the proximity of water resources to the project area, a Waters of the U.S. Determination Report will be prepared. No additional "Red Flags" are mapped within the immediate vicinity of the project.

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

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

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

WATER AND BIOTIC QUALITY

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

USACE recommends that you have a consultant check to determine whether your project will abut, or lie within, a wetland area. To view a list of consultants that have requested to be included on a list posted by the USACE on their Web site, see USACE Permits and Public Notices (<http://www.lrl.usace.army.mil/orf/default.asp>) (<http://www.lrl.usace.army.mil/orf/default.asp>) and then click on "Information" from the menu on the right-hand side of that page. Their "Consultant List" is the fourth entry down on the "Information" page. Please note that

the USACE posts all consultants that request to appear on the list, and that inclusion of any particular consultant on the list does not represent an endorsement of that consultant by the USACE, or by IDEM.

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

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

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: <http://www.in.gov/ide/4384.htm> (<http://www.in.gov/ide/4384.htm>).
3. If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana. A State Isolated Wetland permit from IDEM's Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.
4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: <http://www.in.gov/ide/4384.htm> (<http://www.in.gov/ide/4384.htm>) for the appropriate staff contact to further discuss your project.
5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the following 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> (<http://www.in.gov/dnr/water/9451.htm>). Contact the DNR Division of Water at 317-232-4160 for further information.

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

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

To obtain, and operate under, a Rule 5 permit you will first need to develop a Construction Plan (<http://www.in.gov/ide/4917.htm#constreq> (<http://www.in.gov/ide/4917.htm#constreq>)), and as described in 327 IAC 15-5-6.5 (<http://www.in.gov/legislative/lac/T03270/A00150> [PDF] (<http://www.in.gov/legislative/lac/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/ida/soil/contacts/map.html> (<http://www.in.gov/ida/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/ide/4900.htm> (<http://www.in.gov/ide/4900.htm>).

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

Regardless of the size of your project, or which agency you work with to meet storm water requirements, IDEM recommends that appropriate structures and techniques be utilized both during the construction phase, and after completion of the project, to minimize the impacts associated with storm water runoff. The use of appropriate planning and site development and appropriate storm water quality measures are recommended.

to prevent soil from leaving the construction site during active land disturbance and for post construction water quality concerns. Information and assistance regarding storm water related to construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

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

AIR QUALITY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2, Asphalt Paving Rule (<http://www.az.org/legislative/iac/T03260/A00080.PDF>) (<http://www.az.org/legislative/iac/T03260/A00080.PDF>).
6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: www.az.org/legislative/iac/T03260/a00020.pdf) (<http://www.az.org/legislative/iac/T03260/a00020.pdf>.) New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/ide/4223.htm> (<http://www.in.gov/ide/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@idem.state.in.us.

LAND QUALITY

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

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

FINAL REMARKS

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

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

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

Signature(s) of the Applicant

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

Project Description

The City of Plymouth proposes to proceed with a federal aid project (Des. No. 1702837) which involves the rehabilitation the existing bridge (Bridge No. 5.) carrying East LaPorte Street Foot Bridge over the Yellow River. The existing bridge is a single-span modified cantilevered kingpost steel truss with five approach arms pedestrian bridge. The project will rehabilitate the existing pedestrian bridge and provide scour protection along the Yellow River. The project is located in Plymouth, Marshall County. Specifically, the project is located in Section 13, Township 33 North, Range 2 East in Center Township as depicted on the Plymouth U.S. Geological Survey (USGS) Quadrangle. Adjacent land use consists of an urban area surrounded by park, industrial, residential, and commercial land uses. East LaPorte Street is functionally classified as a local collector. The typical cross-section of East LaPorte Street is two 12-foot travel lanes (one in each direction) east and west of the pedestrian bridge. The existing bridge is a single-span modified cantilevered kingpost steel truss with five approach arms pedestrian bridge built in 1898 with a 6 foot width. This project is in the preliminary planning stages but will include rehabilitation of the bridge. The bridge deck and steel under the deck of the superstructure will require replacement. Bank stabilization of the Yellow River will be required as well as scour repairs. The east and west approaches will be replaced with concrete pavement. The Maintenance of Traffic (MOT) has not been finalized but will likely require the closure of East LaPorte Street within the project area. Signs and Barrels will be placed along East LaPorte Street on the east and west ends of the pedestrian bridge notifying pedestrians of the bridge closure. The MOT will be implemented per the Indiana Design Manual guidelines. A Red Flag Investigation (RFI) was performed for a 0.5 mile radius of the project area. Several "Red Flags" were identified within the 0.5-mile search radius; however, not all will be impacted. One public airport, Plymouth Municipal Airport, is located within 1.7 miles west of the project area. One school, Lincoln Junior High school, is located 0.1 mile northeast of the project area. One trail, the future Plymouth Greenway, is located within the project area. In addition to the future trail, one park was identified as located within the western limits of the project area. One, NW1-Line, representing the Yellow River, is located within the project area. One stream, Yellow River, is located within the project area. The project is located within the 100-year floodplain of Yellow River. Due to the proximity of water resources to the project area, a Waters of the U.S. Determination Report will be prepared. No additional "Red Flags" are mapped within the immediate vicinity of the project.

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: 1-29-2020

Signature of the INDOT

Project Engineer or Other Responsible Agent


Rick Gaul

Date: 01/27/2020

Signature of the

For Hire Consultant


Ruth Hook

From: [McCloskey, Elizabeth](#)
To: [Kunkel, Chris](#)
Cc: [Hook, Ruth](#)
Subject: Re: [EXTERNAL] FW: East LaPorte Street Pedestrian Bridge Rehabilitation (Des. No. 1702837)
Date: Tuesday, January 28, 2020 8:58:00 AM

Good morning, because the proposed project will have minor impacts on natural resources, and no Federally endangered species are known to be present, the U.S. Fish and Wildlife Service will not be providing a comment letter.

Thank you for contacting us.

Elizabeth McCloskey
U.S. Fish and Wildlife Service
Northern Indiana Suboffice
Chesterton, Indiana

On Mon, Jan 27, 2020 at 11:15 AM Kunkel, Chris <CKunkel@lochgroup.com> wrote:

Good afternoon,

I'm emailing because we never received a response from your agency on this project in Marshall County. We wanted to make sure that if you had any comments on this project, that they get included in the CE document. Please let us know if you have any questions.

Thank you!

Chris Kunkel

Environmental Biologist

Lochmueller Group

317.334.6818 (direct) | 317.677.5132 (mobile)

CKunkel@lochgroup.com

This e-mail message is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient(s), please contact the sender by reply e-mail and destroy all copies of the original message. Thank you!

From: Kunkel, Chris
Sent: Monday, May 13, 2019 3:30 PM



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:

August 28, 2020

Consultation Code: 03E12000-2020-SLI-0689

Event Code: 03E12000-2020-E-10048

Project Name: LaPorte Street Pedestrian Bridge Rehabilitation - Des. No. 1702837

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: 03E12000-2020-SLI-0689

Event Code: 03E12000-2020-E-10048

Project Name: LaPorte Street Pedestrian Bridge Rehabilitation - Des. No. 1702837

Project Type: BRIDGE CONSTRUCTION / MAINTENANCE

Project Description: The City of Plymouth proposes to proceed with a federal aid project (Des. No. 1702837) which involves the rehabilitation the existing bridge (Bridge No. 5.) carrying East LaPorte Street Foot Bridge over the Yellow River. The existing bridge is a single-span modified cantilevered kingpost steel truss with five approach arms pedestrian bridge built in 1898 with a 6 foot width. The project is located in Plymouth, Marshall County. Specifically, the project is located in Section 13, Township 33 North, Range 2 East in Center Township as depicted on the Plymouth U.S. Geological Survey (USGS) Quadrangle. Adjacent land use consists of an urban area surrounded by park, industrial, residential, and commercial land uses.

This project seeks to rehabilitate the existing bridge by repairing and replacing various bridge components. New railing will be added along the entire length of the bridge on both sides. The existing timber bridge deck will be replaced with composite decking. All exposed steel components of the bridge will be cleaned and repainted with all pack rust removed. Existing lateral bracing will be removed and replaced. All steel floorbeams and stringers will be removed and replaced. The anchorage for the steel chords will be replaced as needed. Class I riprap will be placed around each pier and along the east bank of the Yellow River, riprap will be placed beneath the bridge. The approach pavement at both ends of the bridge will be replaced. At the west end, a decorate circular paver landing will be placed at the entrance to the bridge structure and new sidewalk will be placed that will connect to existing sidewalk on the north and south side of East LaPorte Street. Some existing pavement will be removed and replaced with sod and topsoil and 3 bollards will be placed on the new sodded area. On the east end, the existing path will be rerouted to connect with the existing sidewalk on the south side of East LaPorte Street and 3 bollards will be placed near the entrance to the bridge. This project will involve the removal of approximately 1.17 acres of trees, all of which would likely be considered suitable summer habitat. The dominant species to be removed include silver maples (*Acer saccharinum*) and trees of heaven (*Ailanthus altissima*). All tree clearing will take place within 100 feet of existing pavement of East LaPorte Street. New

permanent lighting will be placed along the truss members but no temporary will be required during construction. This project will not require the acquisition of any new right-of-way. Construction is expected to begin in the winter of 2022.

On March 7, 2019, INDOT LaPorte District staff performed a check of the USFWS database for the presence of any endangered or threatened bat species or their hibernacula within 0.5 mile of the project area and no species or their hibernacula were found.

On February 27, 2019, Lochmueller Group staff performed an inspection of the bridge for the presence or evidence of bats on or under the bridge. No evidence of the presence of bats was found.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/41.34022528229188N86.30454398593596W>



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

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

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

Mammals

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

Critical habitats

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

From: [Murray, Bridgette M](#)
To: [Kunkel, Chris](#)
Cc: [Hook, Ruth](#)
Subject: RE: East LaPorte Street Pedestrian Bridge over Yellow River (Des. 1702837) IPaC Coordination
Date: Tuesday, February 11, 2020 12:11:14 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Chris,

I reviewed your IPaC submittal and submitted it to the USFWS. The concurrence letter is now within the project documents.

This concludes the Section 7 requirements for this project. If any scope changes occur let us know as IPaC may need to be reevaluated.

Bridgette Murray
Environmental Manager

INDOT - LaPorte District
315 East Boyd Blvd.
LaPorte, IN 46350

Office: (219) 325-7531

Email: bmurray@indot.in.gov



From: Murray, Bridgette M
Sent: Monday, February 03, 2020 12:59 PM
To: Kunkel, Chris <CKunkel@lochgroup.com>; Sharkey, Ashley <AsSharkey@indot.IN.gov>
Cc: Hook, Ruth <RHook@lochgroup.com>
Subject: RE: East LaPorte Street Pedestrian Bridge over Yellow River (Des. 1702837) IPaC Coordination

Hi Chris,

It is in my queue and will be reviewed within 10 business days.

Bridgette Murray
Environmental Manager

INDOT - LaPorte District



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:

February 11, 2020

Consultation Code: 03E12000-2020-I-0689

Event Code: 03E12000-2020-E-03552

Project Name: LaPorte Street Pedestrian Bridge Rehabilitation - Des. No. 1702837

Subject: Concurrence verification letter for the 'LaPorte Street Pedestrian Bridge Rehabilitation - Des. No. 1702837' 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 **LaPorte Street Pedestrian Bridge Rehabilitation - Des. No. 1702837** (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

LaPorte Street Pedestrian Bridge Rehabilitation - Des. No. 1702837

Description

The City of Plymouth proposes to proceed with a federal aid project (Des. No. 1702837) which involves the rehabilitation the existing bridge (Bridge No. 5.) carrying East LaPorte Street Foot Bridge over the Yellow River. The existing bridge is a single-span modified cantilevered kingpost steel truss with five approach arms pedestrian bridge built in 1898 with a 6 foot width. The project is located in Plymouth, Marshall County. Specifically, the project is located in Section 13, Township 33 North, Range 2 East in Center Township as depicted on the Plymouth U.S. Geological Survey (USGS) Quadrangle. Adjacent land use consists of an urban area surrounded by park, industrial, residential, and commercial land uses.

This project seeks to rehabilitate the existing bridge by repairing and replacing various bridge components. New railing will be added along the entire length of the bridge on both sides. The existing timber bridge deck will be replaced with composite decking. All exposed steel components of the bridge will be cleaned and repainted with all pack rust removed. Existing lateral bracing will be removed and replaced. All steel floorbeams and stringers will be removed and replaced. The anchorage for the steel chords will be replaced as needed. Class I riprap will be placed around each pier and along the east bank of the Yellow River, riprap will be placed beneath the bridge. The approach pavement at both ends of the bridge will be replaced. At the west end, a decorate circular paver landing will be placed at the entrance to the bridge structure and new sidewalk will be placed that will connect to existing sidewalk on the north and south side of East LaPorte Street. Some existing pavement will be removed and replaced with sod and topsoil and 3 bollards will be placed on the new sodded area. On the east end, the existing path will be rerouted to connect with the existing sidewalk on the south side of East LaPorte Street and 3 bollards will be placed near the entrance to the bridge. This project will involve the removal of approximately 1.17 acres of trees, all of which would likely be considered suitable summer habitat. The dominant species to be removed include silver maples (*Acer saccharinum*) and trees of heaven (*Ailanthus altissima*). All tree clearing will take place within 100 feet of existing pavement of East LaPorte Street. New permanent lighting will be placed along the truss members but no temporary will be required during construction. This project will not require the acquisition of any new right-of-way. Construction is expected to begin in the winter of 2022.

On March 7, 2019, INDOT LaPorte District staff performed a check of the USFWS database for the presence of any endangered or threatened bat species or their hibernacula within 0.5 mile of the project area and no species or their hibernacula were found.

On February 27, 2019, Lochmueller Group staff performed an inspection of the bridge for the presence or evidence of bats on or under the bridge. No evidence of the presence of bats was found.

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 the tree removal alter *any* **documented** Indiana bat or NLEB roosts and/or alter any surrounding summer habitat **within** 0.25 mile of a documented roost?

No

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

No

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

Yes

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

Yes

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

No

24. Does the project include slash pile burning?

No

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

Yes

26. 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

27. 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

- *East LaPorte Street Bridge Assessment.pdf* <https://ecos.fws.gov/ipac/project/MLY2I5UYXFGVEVFZJAZ6UX37LJM/projectDocuments/20070854>

28. 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

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

Yes

30. 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

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

No

32. Will the project install *any* new or replace any existing **permanent** lighting in addition to the lighting already indicated for habitat removal (including the removal or trimming of trees) or bridge/structure removal, replacement or maintenance activities?

Yes

33. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **permanent** lighting (other than the lighting already indicated for habitat removal (including the removal or trimming of trees) or bridge/structure removal, replacement or maintenance activities) will be installed or replaced?

Yes

34. 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

35. 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

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

No

37. 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

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 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.

39. 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.

40. 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

41. 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

42. 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

43. 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

44. 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

45. **Lighting AMM 2**

Does the lead agency use the BUG (Backlight, Uplight, and Glare) system developed by the Illuminating Engineering Society^{[1][2]} to rate the amount of light emitted in unwanted directions?

[1] Refer to [Fundamentals of Lighting - BUG Ratings](#)

[2] Refer to [The BUG System—A New Way To Control Stray Light](#)

Yes

46. **Lighting AMM 2**

Will the **permanent** lighting used during removal of suitable habitat and/or the removal/trimming of trees within suitable habitat be designed to be as close to 0 for all three BUG ratings as possible, with a priority of "uplight" of 0 and "backlight" as low as practicable?

Yes

47. **Lighting AMM 2**

Does the lead agency use the BUG (Backlight, Uplight, and Glare) system developed by the Illuminating Engineering Society^{[1][2]} to rate the amount of light emitted in unwanted directions?

[1] Refer to [Fundamentals of Lighting - BUG Ratings](#)

[2] Refer to [The BUG System—A New Way To Control Stray Light](#)

Yes

48. **Lighting AMM 2**

Will the **permanent** lighting (other than any lighting already indicated for tree clearing or bridge/structure removal, replacement or maintenance activities) be designed to be as close to 0 for all three BUG ratings as possible, with a priority of "uplight" of 0 and "backlight" as low as practicable?

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.

1.17

4. Please describe the proposed bridge work:

The decking and steel floor beams will be replaced and all exposed steel components will be cleaned and painted. New steel railing will be added. Work to the approach pavement on both sides of the bridge will also occur.

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

The proposed bridge work will begin January 2022.

6. Please enter the date of the bridge assessment:

February 27, 2019

Avoidance And Minimization Measures (AMMs)

This determination key result includes the commitment 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 2

When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.

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.

APPENDIX D: Bridge/Structure Assessment Form

This form will be completed and submitted to the District Environmental Manager by the Contractor prior to conducting any work below the deck surface either from the underside; from activities above that bore down to the underside; from activities that could impact expansion joints; from deck removal on bridges; or from structure demolition for bridges/structures within 1000 feet of suitable bat habitat.

DOT Project #	Water Body	Date/Time of Inspection	Within 1,000ft of suitable bat habitat (circle one)
1702837	Yellow River	February 27, 2019 10:30 AM	<div style="text-align: center;"> Yes No </div>

Route	County	Federal Structure ID
East LaPorte Street	Marshall	N/A

If the bridge/structure is 1,000 feet or more from suitable bat habitat (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check box and STOP HERE. No assessment required. ☐

Please submit to the U.S. Fish and Wildlife Service.

Areas Inspected (Check all that apply)

Bridges		Culverts/Other Structures		Summary Info (circle all that apply)			
All vertical crevices sealed at the top and 0.5-1.25" wide & ≥4" deep	x	Crevices, rough surfaces or imperfections in concrete		Human disturbance or traffic under bridge/in culvert or at the structure	<div style="border: 1px solid red; border-radius: 50%; padding: 2px;">High</div>	Low	None
All crevices >12" deep & not sealed	x	Spaces between walls, ceiling joists		Possible corridors for netting	<div style="border: 1px solid red; border-radius: 50%; padding: 2px;">None/poor</div>	Marginal	Excellent
All guardrails	x						
All expansion joints	x						
Spaces between concrete end walls and the bridge deck	x						

Last Revised May 31, 2017

Vertical surfaces on concrete I-beams	x						
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Evidence of Bats (Circle all that apply) Presence of one or more indicators is sufficient evidence that bats may be using the structure.

None

Visual (e.g. survey, thermal, emergent etc.)

- Live __ number seen
- Dead __ number seen

Photo documentation Y/N

Guano

Odor Y/N

Photo documentation Y/N

Staining definitively from bats

Photo documentation Y/N

Audible

Assessment Conducted By: _____ Ruth Hook _____ Signature(s): <u>Ruth Hook</u>
District Environmental Use Only: Date Received by District Environmental Manager: _____

DOT Bat Assessment Form Instructions

1. Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges, regardless of whether assessments have been conducted in the past.
2. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has coordinated with the USFWS. Additional studies may be undertaken by the DOT to determine what species may be utilizing each structure identified as supporting bats prior to allowing any work to proceed.
3. Any questions should be directed to the District Environmental Manager.

Last Revised June 2017

Chris Kunkel

From: Donnie Davidson <wastewater@plymouthin.com>
Sent: Saturday, October 10, 2020 10:41 AM
To: Chris Kunkel
Cc: 'Jeff Yeazel'; 'Rick Gaul'
Subject: RE: LaPorte Street Pedestrian Bridge

Mr. Kunkel:

We have received the information and reviewed, we do not foresee any issues related the project and the City of Plymouth's Well Head Protection Program.

Donnie Davidson
Utilities Superintendent
Water / Wastewater
900 Oakhill Ave.
Plymouth, IN 46563
Phone 574-936-3017
Fax 574-936-3017
Email wastewater@plymouthin.com
Web Site www.plymouthin.com



From: Jeff Yeazel <water@plymouthin.com>
Sent: Thursday, October 08, 2020 4:36 PM
To: 'Donnie Davidson' <wastewater@plymouthin.com>
Subject: FW: LaPorte Street Pedestrian Bridge

From: Chris Kunkel <CKunkel@lochgroup.com>
Sent: Thursday, October 8, 2020 2:49 PM
To: water@plymouthin.com
Cc: Ruth Hook <RHook@lochgroup.com>
Subject: LaPorte Street Pedestrian Bridge

Good afternoon,