

Categorical Exclusion

Appendix D

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

**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
Allen County Bridge 277 Project
Monroeville Road over Hoffman Drain
Madison Township, Allen County, Indiana
DES. NO.: 1902826; DHPA # 27348**

**AREA OF POTENTIAL EFFECTS
(Pursuant to 36 CFR Section 800.4(a)(1))**

The APE includes the existing and proposed right-of-way (ROW), immediately adjacent properties, and those areas where a visual differentiation may occur between an existing structure and the project area. The APE considers the viewshed from and to the existing bridge. The APE has an irregular shape. The APE consists of rural agricultural fields and five rural farmsteads. The archaeological APE is represented by the project area which consists of the existing and proposed right of way for the project that was investigated for the presence of archaeological deposits. Maps of the APE can be found in Appendix A.

**ELIGIBILITY DETERMINATIONS
(Pursuant to 36 CFR 800.4(c)(2))**

One property, Allen County Bridge 277, was previously designated eligible for the National Register of Historic Places (NRHP) in the Historic Bridge Inventory (HBI), under Criterion C. Allen County Bridge 277 is rated “Non-Select.”

**EFFECT FINDING
(Pursuant to 36 CFR 800.4(d)(1))**

Per the terms of the “Programmatic Agreement Regarding Management and Preservation of Indiana’s Historic Bridges” (Historic Bridges PA), the Federal Highway Administration—Indiana Division (FHWA) will satisfy its Section 106 responsibilities involving “Select” and “Non-Select” bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Allen County Bridge 277 has been classified as a “Non-Select” Bridge by the INDOT HBI and, thus, the procedures outlined in Stipulation III.B of the Historic Bridges PA will be followed to fulfill FHWA’s Section 106 responsibilities for the bridge.

Therefore, the finding for this project only applies to other resources located within the APE and not Allen County Bridge 277. This document will satisfy the Section 106 responsibilities for other resources located in the APE. Regarding other resources located in the project area, INDOT, acting on FHWA’s behalf has determined a “No Historic Properties Affected” finding is appropriate for this undertaking.

INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

Allen County Bridge 277 -- This resource is used for transportation purposes. Allen County Bridge 277 will be evaluated through the Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges.



Matt Coon, for FHWA
Acting Manager
INDOT Cultural Resources

December 2, 2022
Approved Date

**FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO HISTORIC PROPERTIES AFFECTED
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.4(d)(1)
Allen County Bridge 277 Project
Monroeville Road over Hoffman Drain
Madison Township, Allen County
DES. NO.: 1902826; DHPA #27348**

1. DESCRIPTION OF THE UNDERTAKING

Allen County, with funding from the Federal Highway Administration (FHWA) and administrative oversight from the Indiana Department of Transportation (INDOT) intends to proceed with a bridge project involving Allen County Bridge 277 (NBI No. 0200207), carrying Monroeville Road over Hoffman Drain. Specifically, the project is located in Sections 9, 10, 15, and 16, Township 29 North, Range 14 East, Madison Township, Allen County, Indiana. (Appendix A)

The preferred alternative is demolition and replacement of the existing structure. The new bridge will meet all INDOT requirements for reconstruction regarding vertical and horizontal alignment, stopping sight distance, bridge width for two lanes, and structural capacity. The bridge is estimated to measure 70.5 feet in length and 39 feet in width. The anticipated superstructure type is spread concrete box beams, which will be placed to meet appropriate geometric and hydraulic requirements as specified by the Indiana Design Manual. To meet these requirements, the roadway profile at the site will most likely have to increase by a maximum of 2 feet. The structure will be lengthened, and the profile raised to accommodate the hydraulic needs of the site. The project length is estimated to measure 540 feet long to allow adequate distance for the profile to tie back into the existing grade. The structure will have standard bridge rail and guardrail.

The Area of Potential Effects (APE) includes the vicinity that would be physically and visually impacted by the project. Due to the scope of work, which is limited to the bridge, the APE includes the existing and proposed right-of-way (ROW), immediately adjacent properties, and those areas where a visual differentiation may occur between an existing structure and the project area. The APE considers the viewshed from and to the existing bridge. The APE has an irregular shape. The archaeological APE is represented by the project area which consists of the existing and proposed right of way for the project that was investigated for the presence of archaeological deposits.

The bridge, which is eligible for the National Register of Historic Places (NRHP), is classified as a “Non-Select” bridge by the INDOT Historic Bridge Inventory and, thus, the procedures outlined in Stipulation III.B. of the Historic Bridges Programmatic Agreement (HBPA) will be followed to fulfill FHWA’s Section 106 responsibilities for the bridge.

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

The National Register of Historic Places (NRHP) was searched for listings in Allen County. No listed properties are located within the APE. The APE contains one structure previously determined eligible (Allen County Bridge 277) and no properties recommended eligible for listing in the NRHP.

The Indiana Historic Sites and Structures Inventory (IHSSI) for Allen County were examined using the State Historic Architectural and Archaeological Research Database (SHAARD) and Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). The *Allen County Interim Report* (Historic Landmarks of Foundation Indiana, 1996), which was replaced by the SHAARD, was also inspected. A search of INSCOPE, INDOT's Section 106 portal (<http://erms.indot.in.gov/Section106Documents/>) did not reveal any previous investigations near the project area.

An historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP on April 3, 2021. As a result of the historic property identification and evaluation efforts, aside from the bridge, no districts or properties were recommended for inclusion in the NRHP (Shaw, 2021) (the report abstract, and conclusions are included in Appendix D).

With regard to archaeological resources, a qualified professional archaeologist reviewed the proposed project area on March 21, 2022. The field investigation identified no archaeological sites (Shaw 2022) (the report abstract and conclusions are included in Appendix D).

An early coordination letter (ECL) was sent on April 12, 2021, to the following list:

- State Historic Preservation Office (SHPO)
- Allen County Commissioners
- Allen County Council
- Northeastern Indiana Regional Coordinating Council (NIRCC)
- Indiana Landmarks – Northeast Regional Office
- African/African American Historical Museum
- Allen County Historian
- Allen County Genealogical Society of Indiana
- The History Center (Fort Wayne) / Allen County Historical Society
- Monroeville Historical Society
- ARCH, Inc.
- Historic Spans Task Force (Paul Brandenburg, Chair)
- Professor James L. Cooper
- Historic Hoosier Bridges
- HistoricBridges.org
- Historic Bridge Foundation
- Eastern Shawnee Tribe of Oklahoma

Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
Absentee Shawnee Tribe of Oklahoma
Delaware Tribe of Indians
Forest County Potawatomi County
Wyandotte Nation

The following responses were received to join consultation as consulting parties (See Appendix C: Consulting Parties and Correspondence):

State Historic Preservation Office (SHPO)
Northeastern Indiana Regional Coordinating Council (NIRCC)
Pokagon Band of Potawatomi Indians

The NIRCC responded to the ECL on April 19, 2021, stating that “Allen County Bridge 277 is identified as a Non-Select Bridge. It is also listed in the SHAARD (State Historic Architectural and Archaeological Research Database) with Survey Number 003-280-14008 and is listed with a rating of “Contributing”. Flaugh-Hoffman Farm located at 15149 Monroeville Road is listed in the SHAARD (State Historic Architectural and Archaeological Research Database) with Survey Number 003-280-14013 and is listed with a rating of “Notable”. The property associated with this farm is within the project area. The project is within a Floodway associated with Hoffman Drain.”

SHPO responded to the ECL on April 26, 2021, stating that “We are not aware of any parties who should be invited to participate in the Section 106 consultation on this federal undertaking, beyond those whom INDOT already has invited. In your next regular correspondence on this project, please advise us as to which of the invited consulting parties has accepted the invitation.”

The Pokagon Band of Potawatomi Indians responded to the ECL on May 11, 2021, stating that “The proposed work is occurring within a mile of a known historic site or feature that is recorded in the Pokagon Band Historic Inventory Database. I have made the determination that this undertaking will have No Adverse Effect on any historic, religious, or culturally significant resources to the Pokagon Band of Potawatomi Indians.”

An Historic Properties Short Report (HPSR) was distributed on August 2, 2021, to consulting parties and uploaded to INSCOPE (See Appendix C: Consulting Parties and Correspondence and Appendix D for the abstract and summary of the HPR.)

The SHPO responded to the HPSR on August 17, 2021, stating that “The area of potential effects (“APE”) proposed in the HPR appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur. We agree with the conclusions of the HPR that the subject bridge carrying Monroeville Road over Hoffmann Ditch

was previously determined eligible for inclusion in the National Register of Historic Places (“NRHP”) as part of the Indiana Historic Bridges Inventory. The c. 1960 prestressed concrete box beam displays the use of non-standard decorative railing combined with other aesthetic treatments to provide notable ornamentation. We agree that this “Non-Select” bridge is the only historic property located within the project’s APE. Thank you for informing us that the Flaugh-Hoffman Farm (Indiana Historic Sites and Structures Inventory #003-280-14013) no longer includes the English Barn and c. 1920 garage which contributed to the property as both were demolished sometime after 2018. As INDOT’s August 2, 2021, letter indicates, the report on investigations of archaeological resources is forthcoming. We look forward to reviewing and commenting on that report.”

The Pokagon Band of Potawatomi Indians responded to the HPSR on September 17, 2021, stating that they had reviewed their database and “The proposed work is occurring within a mile of a known historic site or feature that is recorded in the Pokagon Band Historic Inventory Database. I have made the determination that this undertaking will have No Adverse Effect on any historic, religious, or culturally significant resources to the Pokagon Band of Potawatomi Indians.”

An Historic Bridges Alternatives Analysis (HBAA) was distributed on February 21, 2022, to consulting parties and uploaded to INSCOPE. The HBAA concluded that Alternative F: Replacement – Demolition of Historic Bridge and New Bridge Construction was feasible and prudent. The alternative noted that replacement “would be a single-span bridge on the same alignment with the profile raised to accommodate the hydraulic needs of the site for a Q100 flow event” (See Appendix C: Consulting Parties and Correspondence and Appendix D for the title page and summary of the HBAA).

The SHPO responded to the HBAA on March 18, 2022, stating that “Given the results of the calculations made for the alternatives and the standards pursuant to the Indiana Design Manual, it is clear why Alternative F: Replacement and Demolition of Historic Bridge is the preliminary preferred alternative.” They also stated that they understood why other alternatives were not prudent and noted that to date, no entity had used the marketing program to inquire about the bridge. They stated that “In this instance, we have no concerns regarding the proposed treatment presented in the HBAA to highlight the unique architectural feature of the existing bridge rail on the new, replacement bridge’s railings.” The SHPO requested that the bridge be photographically documented prior to removal.

The Pokagon Band of Potawatomi Indians responded to the HBAA on March 21, 2022, stating that the project is within a mile of known resources, they had made the determination that the project will have No Adverse Effect on any historic, religious, or culturally significant resources to the Pokagon Band of Potawatomi Indians.

A Phase Ia Archaeological Literature Review and Reconnaissance Report was distributed on June 16, 2022, to the SHPO and Tribes. (See Appendix C: Consulting Parties and Correspondence and Appendix D for the abstract and summary of the Archaeology Report.)

The Peoria Tribe of Indians of Oklahoma responded to the Phase Ia Archaeological Literature Review and Reconnaissance Report on June 20, 2022, stating that “The Peoria Tribe of Indians of Oklahoma is unaware of a direct link to the newly proposed project location. The Peoria Tribe of Indians of Oklahoma is also unaware of items covered under Native American Graves Protection and Repatriation Act (NAGPRA) to be associated with the proposed project site, including funerary or sacred objects; objects of cultural patrimony; or ancestral human remains. The Peoria Tribe has no objection at this time to the proposed project. If, however, at any time items are discovered which fall under the protection of NAGPRA, the Peoria Tribe requests immediate notification and consultation. In addition, state, local and tribal authorities should be advised as to the findings and construction halted until consultation with all concerned parties has occurred.”

The Miami Tribe of Oklahoma responded to the Phase Ia Archaeological Literature Review and Reconnaissance Report on June 21, 2022, stating that “The Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, given the Miami Tribe’s deep and enduring relationship to its historic lands and cultural property within present-day Indiana, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery.”

The Shawnee Tribe responded to the Phase Ia Archaeological Literature Review and Reconnaissance Report on June 23, 2022, stating that “The Shawnee Tribe’s Tribal Historic Preservation Department concurs that no known historic properties will be negatively impacted by this project. However, there is still potential for the discovery of unknown resources. We would like to accept your invitation for consultation. We have no issues or concerns at this time, but in the event that archaeological materials are encountered during construction, use, or maintenance of this location, please re-notify us at that time as we would like to resume immediate consultation under such a circumstance.”

The Forest County Potawatomi County responded to the Phase Ia Archaeological Literature Review and Reconnaissance Report on June 27, 2022, stating that “The Tribal Historic Preservation Office (THPO) staff has reviewed the information you provided for the project. Upon review of site data and supplemental cultural history within our Office, the FCPC THPO is pleased to offer a finding of No Historic Properties affected of significance to the FCPC, however, we do wish to remain as a consulting party for this project. As a standard caveat sent with each proposed project reviewed by the FCPC THPO, the following applies. In the event an Inadvertent Discovery (ID) occurs at any phase of a project or undertaking as defined, and human remains, or archaeological materials are exposed as a result of project activities, work should cease immediately, and the Tribe(s) must be included with the SHPO in any consultation regarding treatment and disposition of the find.”

The SHPO responded to the Phase Ia Archaeological Literature Review and Reconnaissance Report on July 12, 2022, stating that “Thank you for the submission of the archaeological short report detailing the results of the reconnaissance survey of the proposed project area. A review of

the report indicates no archaeological resources were identified as a result of the survey. Therefore, we concur with the recommendation that the project may proceed without further archaeological investigation.”

The Eastern Shawnee Tribe of Oklahoma responded to the Phase Ia Archaeological Literature Review and Reconnaissance Report on July 21, 2022, stating that “As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes NO Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.”

The bridge was marketed via public notice in *The Indianapolis Star* on August 26, 2021 and *The Journal Gazette* on August 25, 2021, by posted sign at the bridge, and INDOT’s Historic Bridges Marketing Program Website (Appendix F). No responses have been received. Per SHPO’s request, the bridge will be photographically documented.

Per Stipulation III of the Historic Bridges PA, the project sponsor (Allen County) will hold a public hearing for the project prior to completion of National Environmental Policy Act (NEPA) studies. All originally invited consulting parties will be notified of the public hearing.

No further efforts to identify cultural resources took place.

Please see Appendix C for Consulting Parties and Correspondence and Appendix D for summaries of the HPSR, HBAA, and Archaeological Report.

A public notice of the “No Historic Properties Affected” finding will be published in the *Journal Gazette* and the public will be afforded thirty (30) days to respond. This document will be revised, if necessary, after the expiration of the public comment period.

3. BASIS FOR FINDING

Based on identification efforts, a finding of “No Historic Properties Affected” is appropriate because there are no historic properties that are recommended eligible for listing in the NRHP within the APE.

Per the terms of the Historic Bridges PA, the FHWA will satisfy its Section 106 responsibilities involving “Select” and “Non-Select” bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III) and, therefore, the finding for this project only applies to other resources located within the APE and not the bridge.

APPENDIX

Appendix A: Maps

Some Maps Removed to Avoid Duplication - See Appendix B

Appendix B: Photographs

Removed to Avoid Duplication - See Appendix B

Appendix C: Consulting Parties and Correspondence

Removed to Avoid Duplication - See Appendix I

Appendix D: Historic Property Short Report, Historic Bridges Alternatives Analysis, and
Archaeology Report Summaries

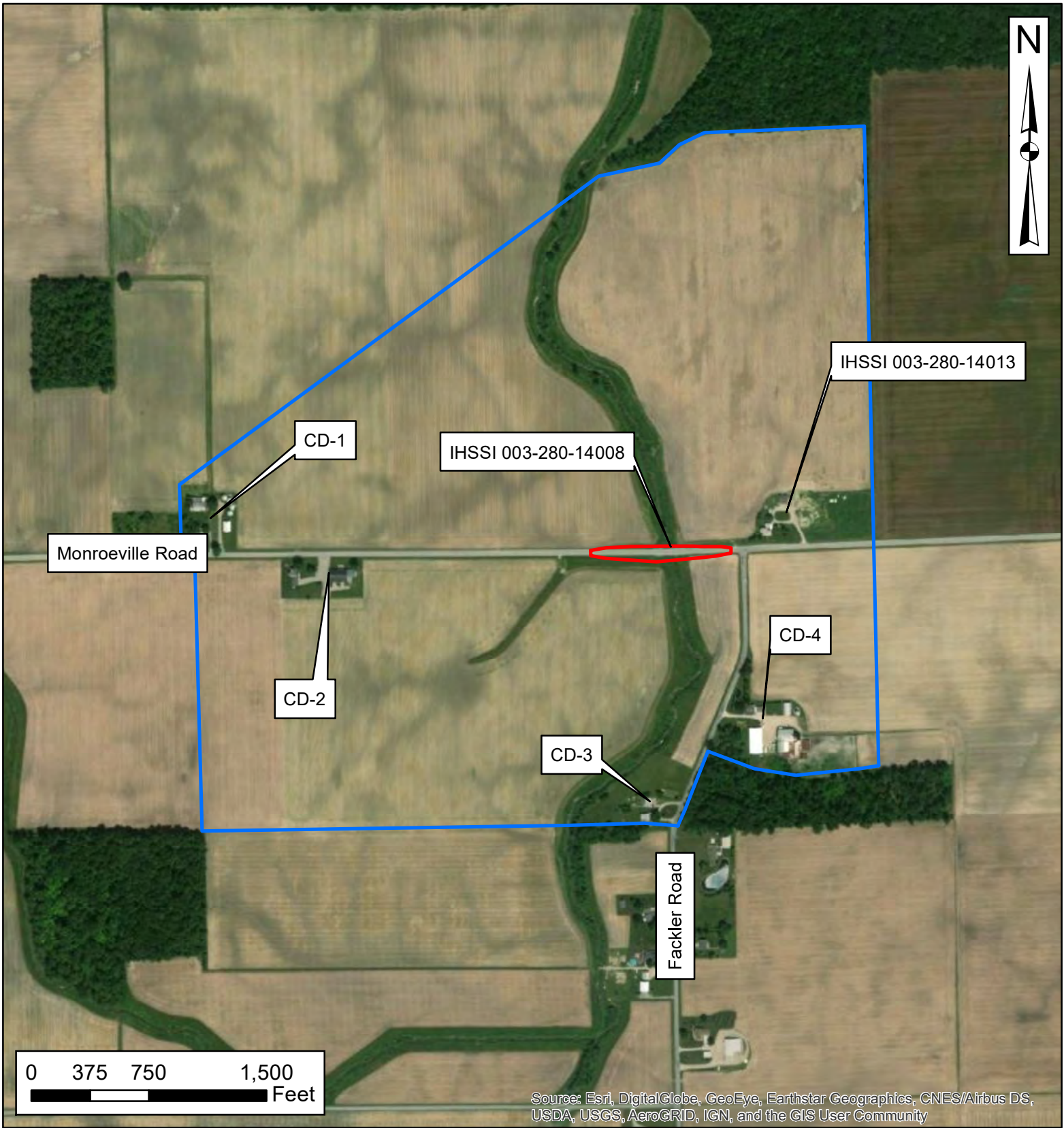
Appendix E: Stage 1 Plans

Removed to Avoid Duplication - See Appendix B

Appendix F: Historic Bridge Marketing

APPENDIX A

Maps



Des. No.1902826

Allen County Bridge No. 277
Over Hoffman Ditch

Legend

- Des. No. 1902826
- Area of Potential Effects

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APPENDIX C
Consulting Parties
and
Correspondence

List of Consulting Parties:

An early coordination letter (ECL) was sent on April 21, 2021, to the following list (accepted in bold):

State Historic Preservation Office (SHPO)

Allen County Commissioners

Allen County Council

Northeastern Indiana Regional Coordinating Council (NIRCC)

Indiana Landmarks – Northeast Regional Office

African/African American Historical Museum

Allen County Historian

Allen County Genealogical Society of Indiana

The History Center (Fort Wayne) / Allen County Historical Society

Monroeville Historical Society

ARCH, Inc.

Historic Spans Task Force (Paul Brandenburg, Chair)

Professor James L. Cooper

Historic Hoosier Bridges

HistoricBridges.org

Historic Bridge Foundation

Eastern Shawnee Tribe of Oklahoma

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Shawnee Tribe

Absentee Shawnee Tribe of Oklahoma

Delaware Tribe of Indians

Forest County Potawatomi County

Wyandotte Nation

From: [Anne M. Shaw](#)
To: nelson.peters@allencounty.us; richard.beck@allencounty.us; therese.brown@co.allen.in.us; Dan.Avery@co.allen.in.us; phayden@indianalandmarks.org; officialyaaahsm@gmail.com; tlcastaldi@yahoo.com; histsociety@fwhistorycenter.com; information@archfw.org; paul@prbrandy.com; jlcooper@ccrtc.com; spansaver@hotmail.com; Nathan@historicbridges.org; kitty@historicbridgefoundation.com
Cc: [Kevin R. Loiselle](mailto:Kevin.R.Loiselle); mkenedy@indot.in.gov; [Miller, Shaun \(INDOT\)](#); sbranigin@indot.in.gov; [Katherine M. Kreienkamp](mailto:Katherine.M.Kreienkamp); jlangmaid@indot.in.gov; Mike.Thornson@co.allen.in.us
Subject: FHWA Project: Des. No. 1902826; ECL, Allen County Bridge 277 Project, Allen County, Indiana
Date: Monday, April 12, 2021 2:10:00 PM
Attachments: [Allen Co Bridge 277 Des 1902826 ECL 2021-04-12.pdf](#)

Des. No.: 1902826

Project Description: Allen County Bridge 277

Location: Allen County, Indiana

Allen County, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a project for Allen County Bridge 277, carrying Monroeville Road over Hoffman Drain (Des No. 1902826).

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

State Historic Preservation Office
Allen County Commissioners
Northeastern Indiana Regional Coordinating Council
Indiana Landmarks – Northeast Regional Office
African/African American Historical Museum
Allen County Historian
Allen County Genealogical Society of Indiana
The History Center (Fort Wayne) / Allen County Historical Society
Monroeville Historical Society
ARCH, Inc.
Historic Spans Task Force (Paul Brandenburg, Chair)
Professor James L. Cooper
Historic Hoosier Bridges
HistoricBridges.org
Historic Bridge Foundation
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
Absentee Shawnee Tribe of Oklahoma
Delaware Tribe of Indians
Forest County Potawatomi County
Wyandotte Nation

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

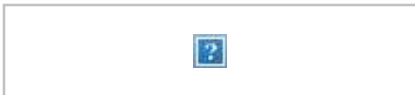
Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental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

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

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

Thank you in advance for your input,

Anne Shaw



Anne M. Shaw

Clark Dietz, Inc. 8900 Keystone Crossing, Suite 475, Indianapolis, IN 46240

p 317.808.3160 / **c** 859.797.0097

anne.shaw@clarkdietz.com / clarkdietz.com

Clark Dietz is working diligently to protect the interests of our employees, clients, and partners during the pandemic. If you want more information, please click this [link](#).

Anne M. Shaw

From: Kennedy, Mary <MKENNEDY@indot.IN.gov>
Sent: Monday, April 12, 2021 4:19 PM
To: 'thpo@estoo.net'; Diane Hunter; 'lpappenfort@peoriatribe.com';
'Matthew.Bussler@pokagonband-nsn.gov'; tonya@shawnee-tribe.com;
snease@astribe.com; lheady@delawaretribe.org; Michael LaRonge;
sclemons@wyandotte-nation.org
Cc: Miller, Shaun (INDOT); Carmany-George, Karstin (FHWA); Anne M. Shaw
Subject: FHWA Project: Des. No. 1902826; ECL, Allen County Bridge 277 Project, Allen County, Indiana
Attachments: Allen Co Bridge 277_Des 1902826_ECL_2021-04-12.pdf

Des. No.: 1902826

Project Description: Allen County Bridge 277

Location: Allen County, Indiana

Allen County, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a project for Allen County Bridge 277, carrying Monroeville Road over Hoffman Drain (Des No. 1902826).

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

State Historic Preservation Office
Allen County Commissioners
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Indiana Landmarks – Northeast Regional Office
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The History Center (Fort Wayne) / Allen County Historical Society
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Absentee Shawnee Tribe of Oklahoma
Delaware Tribe of Indians
Forest County Potawatomi County
Wyandotte Nation

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

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

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

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

Thank you in advance for your input,

Mary E. Kennedy

Historic Bridge Specialist

100 N. Senate Ave., Room N758-ES

Indianapolis, IN 46204

Email: mkennedy@indot.in.gov

Phone: 317-694-3607

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



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

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



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 296-0799

Eric Holcomb, Governor
Joe McGuinness, Commissioner

April 12, 2021

This letter was sent to the listed parties.

RE: Early Coordination Letter, Des. No. 1902826, Allen County Bridge Number 277 over Hoffman Drain carrying Monroeville Road, Allen County, Indiana

Dear Consulting Party (see attached list),

Allen County, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a project for Allen County Bridge 277, carrying Monroeville Road over Hoffman Drain (Des No. 1902826). Clark Dietz is under contract with Allen County to advance the environmental documentation for the referenced project.

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

The proposed undertaking is on Monroeville Road located 0.1 mile west of Fackler Road at Allen County Bridge 277 over Hoffman Drain in Allen County, Indiana. It is within Madison Township, USGS Hoagland Topographic Quadrangle, in Sections 9, 10, 15, and 16, Township 29 N, Range 14 E.

The primary purpose of the project is to retain a safe vehicular crossing on Monroeville Road over Hoffman Drain. The need for the project is due to the deteriorating condition of the existing bridge. Per the May 2019 Inspection report, the deck and superstructure are rated as "poor" (condition rating of 4). The bottom of the adjacent concrete box beam superstructure presents spalling with exposed and rusted strands throughout. The substructure is rated as "satisfactory" (condition rating of 5) with areas of cracking. Since the original construction in 1960, the bridge has not received any documented rehabilitation work.

Right-of-way acquisition has not been determined yet but will likely be more than 0.5 acre of permanent right-of-way. The project will be approximately 540 feet in length. Proposed maintenance of traffic includes a road closure and detour.

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

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

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because Allen County Bridge 277 (NBI 0200207) is a "Non-Select" bridge, the procedures outlined in Stipulation III.B. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: <http://www.in.gov/indot/2530.htm>).

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

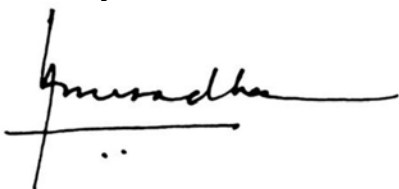
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party, or if you do not respond, you will not be included on the list of consulting parties for this project. If we do not receive your response in the time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

For questions concerning specific project details, you may contact Anne Shaw of Clark Dietz at 859-797-0097 or anne.shaw@clarkdietz.com. All future responses regarding the proposed project should be forwarded to Anne Shaw at the following address:

Anne Shaw
Principal Investigator
Clark Dietz
8900 Keystone Crossing, Suite 475
Indianapolis, IN 46240
anne.shaw@clarkdietz.com

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

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office

www.in.gov/dot/
An Equal Opportunity Employer



Environmental Services

Removed to avoid
redundancy

Enclosures:

Topographic map showing project location

Aerial map showing project location

Distribution List:

State Historic Preservation Office

Allen County Commissioners

Northeastern Indiana Regional Coordinating Council

Indiana Landmarks – Northeast Regional Office

African/African American Historical Museum

Allen County Historian

Allen County Genealogical Society of Indiana

The History Center (Fort Wayne) / Allen County Historical Society

Monroeville Historical Society

ARCH, Inc.

Historic Spans Task Force (Paul Brandenburg, Chair)

Professor James L. Cooper

Historic Hoosier Bridges

HistoricBridges.org

Historic Bridge Foundation

Eastern Shawnee Tribe of Oklahoma

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Shawnee Tribe

Absentee Shawnee Tribe of Oklahoma

Delaware Tribe of Indians

Forest County Potawatomi County

Wyandotte Nation

Northeastern Indiana Regional Coordinating Council



April 19, 2021

Anne Shaw
Principal Investigator
Clark Dietz
8900 Keystone Crossing Suite 475
Indianapolis, IN 46240

Re: Early Coordination
Des 1902826 Allen County Bridge #277 over Hoffman Drain carrying Monroeville Road
Location: Allen County

Dear Ms. Shaw:

Members of our staff reviewed your letter and report, dated April 12, 2021 concerning the Early Coordination of the Allen County Bridge #277 over Hoffman Drain. The NIRCC staff has the following comments relating to the early coordination phase of the environmental review process with this project, see below.

- Allen County Bridge 277 is identified as a Non-Select Bridge. It is also listed in the SHAARD (State Historic Architectural and Archaeological Research Database) with Survey Number 003-280-14008 and is listed with a rating of "Contributing".
- Flaugh-Hoffman Farm located at 15149 Monroeville Road is listed in the SHAARD (State Historic Architectural and Archaeological Research Database) with Survey Number 003-280-14013 and is listed with a rating of "Notable". The property associated with this farm is within the project area.
- The project is within a Floodway associated with Hoffman Drain.

Thank you for the opportunity to comment on this project. If you have any questions, please do not hesitate to contact our office.

Sincerely,

A handwritten signature in cursive script that reads 'Stacey Gorsuch'.

Stacey Gorsuch
Principal Transportation Planner

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



April 26, 2021

Anne Shaw
Clark Dietz
8900 Keystone Crossing, Suite 475
Indianapolis, Indiana 46240

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

Re: Early coordination letter for the Allen County Bridge Number 277 over Hoffman
Drain carrying Monroeville Road, Madison Township, Allen County, Indiana (Des.
No. 1902826; DHPA No. 27348)

Dear Ms. Shaw:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), implementing regulations at 36 C.F.R. Part 800, the “Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Management and Preservation of Indiana’s Historic Bridges” (“Indiana Historic Bridges PA”), and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your April 12, 2021 submission which enclosed INDOT’s early coordination letter, received by our office the same day for this project.

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

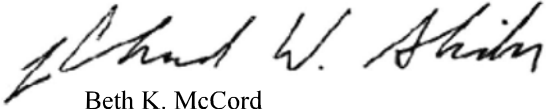
We look forward to reviewing the proposed area of potential effects and the reports on investigations of above-ground cultural resources and archaeological resources that the early coordination letter indicated will be forthcoming. We note that the subject bridge is categorized a “Non-Select” bridge in the *Indiana Historic Bridge Inventory*.

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

The archaeological reviewer for this project on the Indiana SHPO staff is Rachel Sharkey, and the structures reviewer is Danielle Kauffmann. However, if you have questions about our comments or about the review process, please contact initially the INDOT Cultural Resources Office staff members assigned to this project.

In all future correspondence regarding the Allen County Bridge Number 277 in Madison Township, Allen County, Indiana (Des. No. 1902826), please refer to DHPA No. 27348.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Mary Kennedy, INDOT
Danielle Kauffmann, DNR-DHPA
Rachel Sharkey, DNR-DHPA



Pokégnek Bodéwadmik
POKAGON BAND OF POTAWATOMI
LANGUAGE & CULTURE

05/11/2021

Shaun Miller
317-416-0876
Smiller@indot.in.gov

FHWA Project – Des. No. 1902826

Dear Responsible Party:

Migweth for contacting me regarding this project. As THPO, I am responsible for handling Section 106 Consultations on behalf of the tribe. I am writing to inform you that I have reviewed the details for the project referenced above. The proposed work is occurring within a mile of a known historic site or feature that is recorded in the Pokagon Band Historic Inventory Database. I have made the determination that this undertaking will have **No Adverse Effect** on any historic, religious, or culturally significant resources to the Pokagon Band of Potawatomi Indians.

If any cultural or archaeological resources are uncovered during construction, please stop work and contact me immediately. Should you have any other questions, please don't hesitate to contact me at your earliest convenience.

Sincerely,

Matthew J.N. Bussler
Tribal Historic Preservation Officer
Pokagon Band of Potawatomi Indians
Office: (269) 462-4316
Cell: (269) 519-0838
Matthew.Bussler@Pokagonband-nsn.gov

Anne M. Shaw

From: Anne M. Shaw
Sent: Monday, August 2, 2021 2:28 PM
To: Deborah Magsam
Cc: Kennedy, Mary; sbranigin@indot.in.gov; Miller, Shaun (INDOT)
Subject: FHWA Project: Des. No. 1902826, HPR, Allen County Bridge Number 277 over Hoffman Drain carrying Monroeville Road, Allen County, Indiana

Des. No.: 1902826
Project Description: Allen County Bridge 277
Location: Allen County, Indiana

Allen County, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a project for Allen County Bridge 277, carrying Monroeville Road over Hoffman Drain (Des No. 1902826). The Section 106 Early Coordination Letter for this project was originally distributed on April 12, 2021.

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

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

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment.

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

Thank you in advance for your input,

Anne Shaw



Anne M. Shaw
Clark Dietz, Inc. 8900 Keystone Crossing, Suite 475, Indianapolis, IN 46240
p 317.808.3160 / c 859.797.0097
anne.shaw@clarkdietz.com / clarkdietz.com

From: [Kennedy, Mary](#)
To: ["Matthew.Bussler@pokagonband-nsn.gov"](mailto:Matthew.Bussler@pokagonband-nsn.gov)
Cc: [Miller, Shaun \(INDOT\)](#); [Anne M. Shaw](#); [Carmany-George, Karstin \(FHWA\)](#)
Subject: FHWA Project: Des. No. 1902826, HPR, Allen County Bridge Number 277 over Hoffman Drain carrying Monroeville Road, Allen County, Indiana
Date: Monday, August 2, 2021 3:39:24 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image005.png](#)

Des. No.: 1902826

Project Description: Allen County Bridge 277

Location: Allen County, Indiana

Allen County, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a project for Allen County Bridge 277, carrying Monroeville Road over Hoffman Drain (Des No. 1902826). The Section 106 Early Coordination Letter for this project was originally distributed on April 12, 2021.

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

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

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment.

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

Thank you in advance for your input,

Mary E. Kennedy

Historic Bridge Specialist

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

Email: mkennedy@indot.in.gov

Phone: 317-694-3607

Core work hours: 7:00 AM-3:00 PM Mon-Thurs



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



July 26, 2021

This letter was sent to the listed parties.

RE: Des. No. 1902826, HPR, Allen County Bridge Number 277 over Hoffman Drain carrying Monroeville Road, Allen County, Indiana

Dear Consulting Party,

Allen County, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a project for Allen County Bridge 277, carrying Monroeville Road over Hoffman Drain (Des No. 1902826).

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

A Section 106 early coordination letter was distributed on April 12, 2021.

The proposed undertaking is on East Main Street from State Street to East 5th Street in New Albany, Floyd County, Indiana. It is within New Albany Township, New Albany USGS Topographic Quadrangle, in Section 2, Township 3 South, Range 6 East.

The primary purpose of the project is to retain a safe vehicular crossing on Monroeville Road over Hoffman Drain. The need for the project is due to the deteriorating condition of the existing bridge. Per the May 2019 Inspection report, the deck and superstructure are rated as "poor" (condition rating of 4). The bottom of the adjacent concrete box beam superstructure presents spalling with exposed and rusted strands throughout. The substructure is rated as "satisfactory" (condition rating of 5) with areas of cracking. Since the original construction in 1960, the bridge has not received any documented rehabilitation work. Right-of-way acquisition has not been determined yet but will likely be more than 0.5 acre of permanent right-of-way. The project will be approximately 540 feet in length. Proposed maintenance of traffic includes a road closure and detour.

Clark Dietz is under contract with Allen County to advance the environmental documentation for the referenced project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that

have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

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

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because Allen County Bridge 277 (NBI 0200207) is a "Non-Select" bridge, the procedures outlined in Stipulation III.B. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: <http://www.in.gov/indot/2530.htm>).

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE is rural and contains five properties and one structure previously recommended eligible for listing in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts one structure was identified as previously recommended eligible for listing in the NRHP: Allen County Bridge 277 (Non-Select). No new resources were identified as eligible for inclusion in the NRHP.

An archaeologist who meets the Secretary of the Interior's Professional Qualification Standards is conducting a survey of archaeological resources within the APE for potential eligibility for listing in the NRHP. A report of that investigation is forthcoming and will be distributed to the appropriate consulting parties for review at a later date.

The Northeastern Indiana Regional Coordinating Council (NIRCC) responded to the invitation to become a consulting party in a letter dated April 19, 2021. NIRCC noted that Allen County Bridge 277 is identified as a Non-Select Bridge and is listed in SHAARD as "Contributing"; that the Flaugh-Hoffman Farm is listed in SHAARD as "Notable" and is within the project area; the project is within a Floodway associated with Hoffman Drain. The historian thanked NIRCC for their comments.

The staff of the State Historic Preservation Officer (SHPO) responded in a letter dated April 26, 2021, stating that they were not aware of any parties who should be invited to participate in the Section 106 consultation beyond those who were already invited. The SHPO staff asked to be advised as to which of the invited consulting parties accepted the invitation. They also noted that the subject bridge is a "Non-Select" bridge.

The Tribal Historic Preservation Officer (THPO) for the Pokagon Band of Potawatomi Indians (Pokagon Band) responded on May 11, 2021 indicating that the proposed work is occurring within a mile of a known historic site or feature that is recorded in the Pokagon Band Historic Inventory Database. However, the THPO made the determination that this undertaking will have No Adverse Effect on any historic, religious, or culturally

significant resources to the Pokagon Band. The THPO requested that if any cultural or archaeological resources are uncovered during construction, to please stop work and contact him immediately.

No other entities responded to the consulting party invitation.

The Historic Property Report is available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard-copy of this material, please respond to this email with your request within seven (7) days.

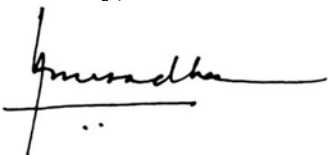
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting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

For questions concerning specific project details, you may contact Anne Shaw of Clark Dietz at 859-797-0097 or anne.shaw@clarkdietz.com. All future responses regarding the proposed project should be forwarded to Clark Dietz at the following address:

Anne Shaw
Principal Investigator
Clark Dietz
8900 Keystone Crossing, Suite 475
Indianapolis, IN 46240
anne.shaw@clarkdietz.com

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

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Removed to avoid redundancy

Enclosures:
Aerial Map with APE for above-ground resources

Distribution List:
State Historic Preservation Office
Northeastern Indiana Regional Coordinating Council
Pokagon Band of Potawatomi Indians

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



August 17, 2021

Anne Shaw
Principal Investigator
Clark Dietz
8900 Keystone Crossing, Suite 475
Indianapolis, Indiana 46240

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

Re: Historic property report (Shaw, 8/2/2021) for the Allen County Bridge Number 277 over Hoffmann
Drain carrying Monroeville Road (Des. No. 1902826; DHPA No. 27348)

Dear Ms. Shaw:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), implementing regulations at 36 C.F.R. Part 800; the “Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana’s Historic Bridges” (“Indiana Historic Bridges PA”), and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana”, the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your August 2, 2021 submission which included the historic property report (“HPR”; Shaw, 8/2/2021) received by our office the same day for this project in Madison Township, Allen County, Indiana.

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

We agree with the conclusions of the HPR that the subject bridge carrying Monroeville Road over Hoffmann Ditch was previously determined eligible for inclusion in the National Register of Historic Places (“NRHP”) as part of the *Indiana Historic Bridges Inventory*. The c. 1960 prestressed concrete box beam displays the use of non-standard decorative railing combined with other aesthetic treatments to provide notable ornamentation. We agree that this “Non-Select” bridge is the only historic property located within the project’s APE. Thank you for informing us that the Flaugh-Hoffman Farm (Indiana Historic Sites and Structures Inventory #003-280-14013) no longer includes the English Barn and c. 1920 garage which contributed to the property as both were demolished sometime after 2018.

As INDOT’s August 2, 2021, letter indicates, the report on investigations of archaeological resources is forthcoming. We look forward to reviewing and commenting on that report.

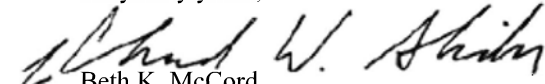
If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Indiana SHPO within two (2) business days. In that event, please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

Anne Shaw
August 17, 2021
Page 2

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

In all future correspondence regarding the Allen County Bridge Number 277 over Hoffmann Drain in Allen County (Des. No. 1902826), please refer to DHPA No. 27348.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Mary Kennedy, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Northeastern Indiana Regional Coordinating Council
Pokagon Band of Potawatomi Indians
Danielle Kauffmann, DNR-DHPA
Rachel Sharkey, DNR-DHPA



Pokégnek Bodéwadmik
POKAGON BAND OF POTAWATOMI
LANGUAGE & CULTURE

09/17/2021

Beth McCord
Deputy State Historic Preservation Officer

DHPA No. 27348

Dear Responsible Party:

Migweth for contacting me regarding this project. As THPO, I am responsible for handling Section 106 Consultations on behalf of the tribe. I am writing to inform you that I have reviewed the details for the project referenced above. The proposed work is occurring within a mile of a known historic site or feature that is considered sensitive or recorded in the Pokagon Band Historic Inventory Database. I have made the determination that this undertaking will have **No Adverse Effect** on any historic, religious, or culturally significant resources to the Pokagon Band of Potawatomi Indians.

If any cultural or archaeological resources are uncovered during construction, please stop work and contact me immediately. Should you have any other questions, please don't hesitate to contact me at your earliest convenience.

Sincerely,

Matthew J.N. Bussler
Tribal Historic Preservation Officer
Pokagon Band of Potawatomi Indians
Office: (269) 462-4316
Cell: (269) 519-0838
Matthew.Bussler@Pokagonband-nsn.gov

Anne M. Shaw

From: Anne M. Shaw
Sent: Monday, February 21, 2022 10:44 AM
To: dhpareview@dnr.IN.gov
Cc: mkennedy@indot.in.gov; sbranigin@indot.in.gov; Coon, Matthew; Langmaid, John
Subject: FHWA Project: Des. No. 1902826, HBAA, Allen County Bridge Number 277 over Hoffman Drain carrying Monroeville Road, Allen County, Indiana; DHPA No. 27348
Attachments: Allen Co Bridge 277_Des1902726_HBAA_DHPA Submittal_2022-02-21.pdf; Allen Co Bridge 277_Des 1902826_HBAA_2022-02-21.pdf

Des. No.: 1902826

Project Description: Allen County Bridge 277

Location: Allen County, Indiana

Allen County, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a project for Allen County Bridge 277, carrying Monroeville Road over Hoffman Drain (Des No. 1902826). The Section 106 Early Coordination Letter for this project was originally distributed on April 12, 2021.

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

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

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Patty Jo Korzeniewski, pkorzeniewski@indot.in.gov or 317-416-4377 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

Anne Shaw



Anne M. Shaw

Clark Dietz, Inc. 8900 Keystone Crossing, Suite 475, Indianapolis, IN 46240
p 317.808.3160 / c 859.797.0097
anne.shaw@clarkdietz.com / clarkdietz.com

Anne M. Shaw

From: Kennedy, Mary <MKENNEDY@indot.IN.gov>
Sent: Monday, February 21, 2022 12:40 PM
To: 'Matthew.Bussler@pokagonband-nsn.gov'
Cc: Korzeniewski, Patricia J; Carmany-George, Karstin (FHWA); Anne M. Shaw
Subject: FHWA Project: Des. No. 1902826, HBAA, Bridge Number 277, Allen County, Indiana

Des. No.: 1902826

Project Description: Allen County Bridge 277, Monroeville Road over Hoffman Drain

Location: Allen County, Indiana

Allen County, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a project for Allen County Bridge 277, carrying Monroeville Road over Hoffman Drain (Des No. 1902826). The Section 106 Early Coordination Letter for this project was originally distributed on April 12, 2021.

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

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

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Patty Jo Korzeniewski, pkorzeniewski@indot.in.gov or 317-416-4377 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Regards,

Mary E. Kennedy

Historic Bridge Specialist

100 N. Senate Ave., Room N758-ES

Indianapolis, IN 46204

Email: mkennedy@indot.in.gov

Phone: 317-694-3607

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

Typically on site Tues; Remote Mon, Weds, Thurs



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

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



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

February 21, 2022

This letter was sent to the listed parties.

RE: Des. No. 1902826, HBAA, Allen County Bridge Number 277 over Hoffman Drain carrying Monroeville Road, Allen County, Indiana; DHPA No. 27348

Dear Consulting Party,

Allen County, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a project for Allen County Bridge 277, carrying Monroeville Road over Hoffman Drain (Des No. 1902826).

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

A Section 106 early coordination letter was distributed on April 12, 2021. In addition, a letter distributed on August 2, 2021 notified consulting parties that a historic property report was available for review and comment.

The proposed undertaking is on Monroeville Road located 0.1 mile west of Fackler Road at Allen County Bridge 277 over Hoffman Drain in Allen County, Indiana. It is within Madison Township, USGS Hoagland Topographic Quadrangle, in Sections 9, 10, 15, and 16, Township 29 N, Range 14 E.

The primary purpose of the project is to retain a safe vehicular crossing on Monroeville Road over Hoffman Drain. The need for the project is due to the deteriorating condition of the existing bridge. Per the May 2019 Inspection report, the deck and superstructure are rated as "poor" (condition rating of 4). The bottom of the adjacent concrete box beam superstructure presents spalling with exposed and rusted strands throughout. The substructure is rated as "satisfactory" (condition rating of 5) with areas of cracking. Since the original construction in 1960, the bridge has not received any documented rehabilitation work. Right-of-way acquisition has not been determined yet but will likely be more than 0.5 acre of permanent right-of-way. The project will be approximately 540 feet in length. Proposed maintenance of traffic includes a road closure and detour.

Clark Dietz is under contract with Allen County to advance the environmental documentation for the referenced project.

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

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

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because [insert bridge number] is a "Select"/"Non-Select" [choose appropriate designation] bridge, the procedures outlined in Stipulation III.A./III.B. [choose appropriate stipulation] of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: <http://www.in.gov/indot/2530.htm>).

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains [no resources *or* insert # of resources (list names and addresses)] listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts one structure was identified as previously recommended eligible for listing in the NRHP: Allen County Bridge 277 (Non-Select). No new resources were identified as eligible for inclusion in the NRHP.

An archaeologist who meets the Secretary of the Interior's Professional Qualification Standards is conducting a survey of archaeological resources within the APE for potential eligibility for listing in the NRHP. A report of that investigation is forthcoming and will be distributed to the appropriate consulting parties for review at a later date.

The SHPO responded to the HPR on August 17, 2021 stating that the APE "appears to be of adequate size to encompass the geographic area in which direct and indirect effects of the project of this nature could occur." The SHPO agreed with the conclusions of the HPR that the bridge is the only historic property located within the project's APE.

The Tribal Historic Preservation Officer (THPO) of the Pokagon Band of Potawatomi Indians responded to the HPR on September 17, 2021 stating that they had determined that the "undertaking would have No Adverse Effect on any historic, religious, or culturally significant resources" to the Tribe. The THPO requested that "if any cultural or archaeological resources are uncovered during construction" to please stop work and contact immediately.

The Historic Bridge Alternatives Analysis is available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource

impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard-copy of this material, please respond to this email with your request as soon as you can.

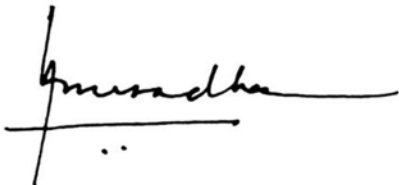
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting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

For questions concerning specific project details, you may contact Anne Shaw of Clark Dietz at 859-797-0097 or anne.shaw@clarkdietz.com. All future responses regarding the proposed project should be forwarded to Clark Dietz at the following address:

Anne Shaw
Principal Investigator
Clark Dietz
8900 Keystone Crossing, Suite 475
Indianapolis, IN 46240
anne.shaw@clarkdietz.com

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

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Distribution List:
State Historic Preservation Office
Northeastern Indiana Regional Coordinating Council
Pokagon Band of Potawatomi Indians



March 18, 2022

Anne Shaw
Principal Investigator
Clark Dietz
8900 Keystone Crossing, Suite 475
Indianapolis, Indiana 46240

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

Re: Historic bridge alternatives analysis for the Allen County Bridge Number 277 over Hoffman
Drain carrying Monroeville Road (Des. No. 1902826; DHPA No. 27348)

Dear Ms. Shaw:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), implementing regulations at 36 C.F.R. Part 800, the “Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Management and Preservation of Indiana’s Historic Bridges” (“Indiana Historic Bridges PA”), and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your February 21, 2022, submission, which included the aforementioned historic bridge alternatives analysis (“HBAA”), received by our office the same day for this project in Madison Township, Allen County, Indiana.

The distribution letter was not modified for this project regarding the specifics of the Indiana Historic Bridges PA (refer to page two of INDOT’s February 21, 2022, distribution letter). The Allen County Bridge Number 277 is a c. 1960 prestressed concrete box beam and is categorized as a “Non-Select” bridge within the *Indiana Historic Bridge Inventory*. The bridge was previously determined eligible for inclusion in the National Register of Historic Places (“NRHP”). Per the Indiana Historic Bridges PA, the procedures outlined in Stipulation III.B will be followed to fulfill FHWA’s Section 106 responsibilities.

Given the results of the calculations made for the alternatives and the standards pursuant to the Indiana Design Manual, it is clear why Alternative F: Replacement and Demolition of Historic Bridge is the preliminary preferred alternative. Due to the purpose and need to elevate the superstructure and substructure ratings, and to potentially provide a wider access for farm equipment, we understand that the other alternatives are not prudent. We recognize that Alternative E: Relocation of Historic Bridge and New Construction requires a responsible party to take ownership of the bridge and at this time, no one has utilized the marketing program to inquire about the bridge. Furthermore, while the bridge railing is a unique design, we note that it does not meet safety requirements and would require a design exception for most of the

rehabilitation alternatives. In this instance, we have no concerns regarding the proposed treatment presented in the HBAA to highlight the unique architectural feature of the existing bridge rail on the new, replacement bridge's railings.

Furthermore, regarding minimization and mitigation efforts, in addition to the bridge marketing that is already in-place, we request that Allen County Bridge Number 277 be photographically documented prior to removal. We request color, digital images that provide overviews of the resource, along with detailed shots of character-defining features such as the existing bridge railing. In addition to the photographs, please provide a photo log that corresponds to the photographs, a photo key, and an overview thumbnail sheet. Please submit a draft copy of this documentation on CD, flash drive, or any other previously approved storage device or transfer method for our review and approval. Upon approval, this documentation should be provided to a public or not-for-profit organization that is willing to accept a copy of this documentation and make it available to the public. Please inform us which local or not-for-profit organization is willing to accept this documentation.

As previously indicated, the subject bridge is the only historic property located within the project's area of potential effects. Also, as indicated in INDOT's February 21, 2022, distribution letter, the report on investigations of archaeological resources is forthcoming. We look forward to reviewing and commenting on that report.

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

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

In all future correspondence about the Allen County Bridge Number 277 project in Allen County (Des. No. 1902826), please refer to DHPA No. 27348.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Steven Minor, FHWA
Anuradha Kumar, INDOT
Matt Coon, INDOT
Susan Branigin, INDOT
Mary Kennedy, INDOT
Anne Shaw, Clark Dietz
Northeastern Indiana Regional Coordinating Council
Pokagon Band of Potawatomi Indians
Danielle Kauffmann, DNR-DHPA
Rachel Sharkey, DNR-DHPA



Pokégnek Bodéwadmik

POKAGON BAND OF POTAWATOMI
HISTORY & CULTURE CENTER

03/21/2022

Patty Jo Korzeniewski
INDOT
Pkorzeniewski@indot.in.gov
317-416-4377

FHWA Project Des. No. 1902826

Dear Responsible Party:

Migwéth for contacting me regarding this project. As THPO, I am responsible for handling Section 106 Consultations on behalf of the tribe. I am writing to inform you that I have reviewed the details for the project referenced above. The proposed work is occurring within a mile of known archaeological sites, historic sites or features that are considered sensitive or recorded in the Pokagon Band Historic Inventory Database. I have made the determination that the project will have **No Adverse Effect** on any historic, religious, or culturally significant resources to the Pokagon Band of Potawatomi Indians.

If any cultural or archaeological resources are uncovered during construction, please stop work, and contact me immediately. Should you have any other questions, please don't hesitate to contact me at your earliest convenience.

Sincerely,

Matthew J.N. Bussler
Tribal Historic Preservation Officer
Pokagon Band of Potawatomi Indians
Office: (269) 462-4316
Cell: (269) 519-0838
Matthew.Bussler@Pokagonband-nsn.gov

Anne M. Shaw

From: Anne M. Shaw
Sent: Thursday, June 16, 2022 12:31 PM
To: dhpareview@dnr.IN.gov
Cc: Baeten, John; mkennedy@indot.in.gov; Korzeniewski, Patricia J
Subject: FHWA Project: Des. No. 1902826, Archaeology Report, Allen County Bridge Number 277 over Hoffman Drain carrying Monroeville Road, Allen County, Indiana
Attachments: Allen Co Bridge 277_Des. No. 1902826_ASR_2022-06-16.pdf; Allen Co Bridge 277_Des1902826_ASR DHPA Submit_2022-06-16.pdf

Des. No.: 1902826
Project Description: Allen County Bridge 277
Location: Allen County, Indiana

Allen County, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a project for Allen County Bridge 277, carrying Monroeville Road over Hoffman Drain (Des No. 1902826). The Section 106 Early Coordination Letter for this project was originally distributed on April 12, 2021.

As part of Section 106 of the National Historic Preservation Act, an archaeology report (Tribes only) has been prepared and is ready for review and comment by consulting parties.

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

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

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

Thank you in advance for your input,

Anne Shaw



Anne M. Shaw
Clark Dietz, Inc. 8900 Keystone Crossing, Suite 475, Indianapolis, IN 46240
p 317.808.3160 / c 859.797.0097
anne.shaw@clarkdietz.com / clarkdietz.com

Anne M. Shaw

From: Korzeniewski, Patricia J <PKorzeniewski@indot.IN.gov>
Sent: Friday, June 17, 2022 10:24 AM
To: Anne M. Shaw
Cc: Baeten, John
Subject: FW: FHWA Project: Des. No. 1902826, Archaeology Report, Allen County Bridge Number 277 over Hoffman Drain carrying Monroeville Road, Allen County, Indiana

FYI,

John just sent this tribal email out to the tribes.

Patricia Jo Korzeniewski
Archaeologist and Tribal Liaison
INDOT, Cultural Resources Office
100 North Senate Avenue, N758-ES
Indianapolis, Indiana 46204
PKorzeniewski@indot.in.gov
1-317-416-4377
M-F 7:30 - 3:30

From: Baeten, John <JBaeten@indot.IN.gov>
Sent: Friday, June 17, 2022 9:27 AM
To: thpo@estoo.net; THPO@MiamiNation.com; cechohawk@peoriatribes.com; matthew.bussler@pokagonband-nsn.gov; Section106@shawnee-tribe.com; snease@astribes.com; lheady@delawaretribe.org; benjamin.rhodd@fcp-nsn.gov; sclemmons@wyandotte-nation.org
Cc: Korzeniewski, Patricia J <PKorzeniewski@indot.IN.gov>; Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>; Kennedy, Mary <MKENNEDY@indot.IN.gov>; Baeten, John <JBaeten@indot.IN.gov>
Subject: FHWA Project: Des. No. 1902826, Archaeology Report, Allen County Bridge Number 277 over Hoffman Drain carrying Monroeville Road, Allen County, Indiana

Des. No.: 1902826
Project Description: Allen County Bridge 277
Location: Allen County, Indiana

Allen County, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a project for Allen County Bridge 277, carrying Monroeville Road over Hoffman Drain (Des No. 1902826). The Section 106 Early Coordination Letter for this project was originally distributed on April 12, 2021.

As part of Section 106 of the National Historic Preservation Act, an archaeology report (Tribes only) has been prepared and is ready for review and comment by consulting parties.

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

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

Tribal contacts may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal Contacts please respond to INDOT's Tribal Liaison, Patty Jo Korzeniewski at pkorzeniewski@indot.in.gov or 317-416-4377 with any responses pertaining to this project or if you have any questions regarding the results of the archaeology report or if you have additional information to share. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

John

John Baeten, PhD
Archaeologist – Cultural Resources Office
Environmental Services
Indiana Department of Transportation
100 North Senate Ave, N758-ES
Indianapolis, IN 46204
Phone: 317-416-0876



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

June 13, 2022

This letter was sent to the listed parties.

RE: Des. No. 1902826, Archaeology Short Report, Allen County Bridge Number 277 over Hoffman Drain carrying Monroeville Road, Allen County, Indiana

Dear Consulting Party,

Allen County, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a project for Allen County Bridge 277, carrying Monroeville Road over Hoffman Drain (Des No. 1902826).

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

A Section 106 early coordination letter was distributed on April 12, 2021. In addition, a letter distributed on August 8, 2021 notified consulting parties that a historic property report was available for review and comment.

The proposed undertaking is on Monroeville Road located 0.1 mile west of Fackler Road at Allen County Bridge 277 over Hoffman Drain in Allen County, Indiana. It is within Madison Township, USGS Hoagland Topographic Quadrangle, in Sections 9, 10, 15, and 16, Township 29 N, Range 14 E.

The primary purpose of the project is to retain a safe vehicular crossing on Monroeville Road over Hoffman Drain. The need for the project is due to the deteriorating condition of the existing bridge. Per the May 2019 Inspection report, the deck and superstructure are rated as "poor" (condition rating of 4). The bottom of the adjacent concrete box beam superstructure presents spalling with exposed and rusted strands throughout. The substructure is rated as "satisfactory" (condition rating of 5) with areas of cracking. Since the original construction in 1960, the bridge has not received any documented rehabilitation work. Right-of-way acquisition has not been determined yet but will likely be more than 0.5 acre of permanent right-of-way. The project will be approximately 540 feet in length. Proposed maintenance of traffic includes a road closure and detour.

Clark Dietz is under contract with Allen County to advance the environmental documentation for the referenced project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that

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have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

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

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because Allen County Bridge 277 (NBI 0200207) is a "Non-Select" bridge, the procedures outlined in Stipulation III.B. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: <http://www.in.gov/indot/2530.htm>).

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE is rural and contains five properties and one structure previously recommended eligible for listing in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts one structure was identified as previously recommended eligible for listing in the NRHP: Allen County Bridge 277 (Non-Select). No new resources were identified as eligible for inclusion in the NRHP. The staff of the State Historic Preservation Officer (SHPO) responded in a letter dated August 17, 2021 stating that the APE appeared to be of adequate size and that they agreed with the conclusions of the HPR. The Pokagon Band of Potawatomi Indians responded in a letter dated September 17, 2021 stating that while the project is occurring within a mile of a known historic site or feature that is considered sensitive, it was their determination that the undertaking will have No Adverse Effect on any historic, religious, or culturally significant resources of the Pokagon Band of Potawatomi Indians.

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

The Northeastern Indiana Regional Coordinating Council (NIRCC) responded to the invitation to become a consulting party in a letter dated April 19, 2021. NIRCC noted that Allen County Bridge 277 is identified as a Non-Select Bridge and is listed in SHAARD as "Contributing"; that the Flaugh-Hoffman Farm is listed in SHAARD as "Notable" and is within the project area; the project is within a Floodway associated with Hoffman Drain. The historian thanked NIRCC for their comments.

The staff of the SHPO responded in a letter dated April 26, 2021, stating that they were not aware of any parties who should be invited to participate in the Section 106 consultation beyond those who were already invited. The SHPO staff asked to be advised as to which of the invited consulting parties accepted the invitation. They also noted that the subject bridge is a "Non-Select" bridge.

The Tribal Historic Preservation Officer (THPO) for the Pokagon Band of Potawatomi Indians (Pokagon Band) responded on May 11, 2021 indicating that the proposed work is occurring within a mile of a known historic

site or feature that is recorded in the Pokagon Band Historic Inventory Database. However, the THPO made the determination that this undertaking will have No Adverse Effect on any historic, religious, or culturally significant resources to the Pokagon Band. The THPO requested that if any cultural or archaeological resources are uncovered during construction, to please stop work and contact them immediately.

No other entities responded to the consulting party invitation.

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

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

For questions concerning specific project details, you may contact Anne Shaw of Clark Dietz at 859-797-0097 or anne.shaw@clarkdietz.com. All future responses regarding the proposed project should be forwarded to Clark Dietz at the following address:

Anne Shaw
Principal Investigator
Clark Dietz
8900 Keystone Crossing, Suite 475
Indianapolis, IN 46240
anne.shaw@clarkdietz.com

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

Sincerely,

Matt Coon, Acting Manager
Cultural Resources Office
Environmental Services

Enclosures:
Consulting Party responses

Distribution List:
State Historic Preservation Office
Northeastern Indiana Regional Coordinating Council

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Pokagon Band of Potawatomi Indians

Eastern Shawnee Tribe of Oklahoma

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma

Shawnee Tribe

Absentee Shawnee Tribe of Oklahoma

Delaware Tribe of Indians

Forest County Potawatomi County

Wyandotte Nation



PEORIA TRIBE OF INDIANS OF OKLAHOMA

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538

P.O. Box 1527

MIAMI, OKLAHOMA 74355

CHIEF
Craig Harper

SECOND CHIEF
Rosanna Dobbs

June 20, 2022

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

Re: Des#1902826; Allen County Bridge 277 over Hoffman Drain

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

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

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

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

Sincerely,

Charla K. EchoHawk
Director of Cultural Preservation

TREASURER
Hank Downum

SECRETARY
Tonya Mathews

FIRST COUNCILMAN
Carolyn Ritchey

SECOND COUNCILMAN
Kara North

THIRD COUNCILMAN
Isabella Clifford



Miami Tribe of Oklahoma

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



Via email: PKorzeniewski@indot.in.gov

June 21, 2022

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

Re: Des. No. 1902826, Allen County Bridge 277, Allen County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Ms. Korzeniewski:

Aya, kikwehsitoole – I show you respect. The Miami Tribe of Oklahoma, a federally recognized Indian tribe with a Constitution ratified in 1939 under the Oklahoma Indian Welfare Act of 1936, respectfully submits the following comments regarding Des. No. 1902826, Allen County Bridge 277 in Allen County, Indiana.

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

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

Respectfully,

Diane Hunter
Tribal Historic Preservation Officer

Anne M. Shaw

From: Korzeniewski, Patricia J <PKorzeniewski@indot.IN.gov>
Sent: Thursday, June 23, 2022 11:20 AM
To: Anne M. Shaw
Cc: Coon, Matthew; Baeten, John; mkennedy@indot.in.gov; Korzeniewski, Patricia J
Subject: FW: FHWA Project: Des. No. 1902826, Archaeology Report, Allen County Bridge Number 277 over Hoffman Drain carrying Monroeville Road, Allen County, Indiana

Anne,

Please find attached a response to the Archaeology report from the Shawnee Tribe expressing no objections to the proposed project, but wanting to be a consulting party.

Patricia Jo Korzeniewski
Archaeologist and Tribal Liaison
INDOT, Cultural Resources Office
100 North Senate Avenue, N758-ES
Indianapolis, Indiana 46204
PKorzeniewski@indot.in.gov
[1-317-416-4377](tel:1-317-416-4377)
[M-F 7:30 - 3:30](tel:1-317-416-4377)

From: Section106 <section106@shawnee-tribe.com>
Sent: Monday, June 20, 2022 1:48 PM
To: Baeten, John <JBaeten@indot.IN.gov>
Subject: RE: FHWA Project: Des. No. 1902826, Archaeology Report, Allen County Bridge Number 277 over Hoffman Drain carrying Monroeville Road, Allen County, Indiana

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

This letter is in response to the above referenced project.

The Shawnee Tribe's Tribal Historic Preservation Department concurs that no known historic properties will be negatively impacted by this project. However, there is still potential for the discovery of unknown resources. We would like to accept your invitation for consultation.

We have no issues or concerns at this time, but in the event that archaeological materials are encountered during construction, use, or maintenance of this location, please re-notify us at that time as we would like to resume immediate consultation under such a circumstance.

If you have any questions, you may contact me via email at Section106@shawnee-tribe.com

Thank you for giving us the opportunity to comment on this project.

Sincerely,



Erin Paden

TRIBAL HISTORIC PRESERVATION
SPECIALIST

Office: (918) 542-2441, x140

Email: epaden@shawnee-tribe.com

29 S Hwy 69A
Miami, OK 74354

shawnee-tribe.com

From: Baeten, John <JBaeten@indot.IN.gov>

Sent: Friday, June 17, 2022 8:27 AM

To: thpo@estoo.net; THPO@MiamiNation.com; cechohawk@peoriatribe.com; matthew.bussler@pokagonband-nsn.gov; Section106 <section106@shawnee-tribe.com>; snease@astribe.com; lheady@delawaretribe.org; benjamin.rhodd@fcp-nsn.gov; sclemons@wyandotte-nation.org

Cc: Korzeniewski, Patricia J <PKorzeniewski@indot.IN.gov>; Carmany-George, Karstin (FHWA)

<k.carmanygeorge@dot.gov>; Kennedy, Mary <MKENNEDY@indot.IN.gov>; Baeten, John <JBaeten@indot.IN.gov>

Subject: FHWA Project: Des. No. 1902826, Archaeology Report, Allen County Bridge Number 277 over Hoffman Drain carrying Monroeville Road, Allen County, Indiana

CAUTION: External email. Do not click links or open attachments unless you are confident the content is safe.

Des. No.: 1902826

Project Description: Allen County Bridge 277

Location: Allen County, Indiana

Allen County, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a project for Allen County Bridge 277, carrying Monroeville Road over Hoffman Drain (Des No. 1902826). The Section 106 Early Coordination Letter for this project was originally distributed on April 12, 2021.

As part of Section 106 of the National Historic Preservation Act, an archaeology report (Tribes only) has been prepared and is ready for review and comment by consulting parties.

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

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

Tribal contacts may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal Contacts please respond to INDOT's Tribal Liaison, Patty Jo Korzeniewski at pkorzeniewski@indot.in.gov or 317-416-4377 with any responses pertaining to this project or if you have any questions regarding the results of the archaeology report or if you have additional information to share. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov or 317-226-5629.

Anne M. Shaw

From: Korzeniewski, Patricia J <PKorzeniewski@indot.IN.gov>
Sent: Tuesday, June 28, 2022 8:20 AM
To: Anne M. Shaw
Cc: Korzeniewski, Patricia J; mkennedy@indot.in.gov; Baeten, John
Subject: FCP: FHWA Project: Des. No. 1902826, Archaeology Report, Allen County Bridge Number 277 over Hoffman Drain carrying Monroeville Road, Allen County, Indiana

Good morning,

Please find attached a response to the archaeology report from the Forest County Potawatomi expressing no objections to the proposed project, but wanting to be a consulting party.

Patricia Jo Korzeniewski
Archaeologist and Tribal Liaison
INDOT, Cultural Resources Office
100 North Senate Avenue, N758-ES
Indianapolis, Indiana 46204
PKorzeniewski@indot.in.gov
[1-317-416-4377](tel:1-317-416-4377)
[M-F 7:30 - 3:30](tel:1-317-416-4377)

From: Benjamin Rhodd <Benjamin.Rhodd@fcp-nsn.gov>
Sent: Monday, June 27, 2022 1:59 PM
To: Baeten, John <JBaeten@indot.IN.gov>
Subject: RE: FHWA Project: Des. No. 1902826, Archaeology Report, Allen County Bridge Number 277 over Hoffman Drain carrying Monroeville Road, Allen County, Indiana

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Mr. Baeten,

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi Community (FCPC), a Federally Recognized Native American Tribe, reserves the right to comment on Federal undertakings, as defined under the act.

The Tribal Historic Preservation Office (THPO) staff has reviewed the information you provided for the project. Upon review of site data and supplemental cultural history within our Office, the FCPC THPO is pleased to offer a finding of No Historic Properties affected of significance to the FCPC, however, we do wish to remain as a consulting party for this project.

As a standard caveat sent with each proposed project reviewed by the FCPC THPO, the following applies. In the event an Inadvertent Discovery (ID) occurs at any phase of a project or undertaking as defined, and human remains or archaeological materials are exposed as a result of project activities, work should cease immediately, and the Tribe(s) must be included with the SHPO in any consultation regarding treatment and disposition of the find.

Thank you for protecting cultural and historic properties and if you have any questions or concerns, please contact me at the email or number listed below.

Respectfully,

Ben Rhodd, MS, RPA Tribal Historic Preservation Officer
Forest County Potawatomi
Historic Preservation Office
8130 Mish ko Swen Drive, P.O. Box 340, Crandon, Wisconsin 54520
P: 715-478-7354 C: 715-889-0202 Main: 715-478-7474
Email: Benjamin.Rhodd@fcp-nsn.gov
www.fcpotawatomi.com

From: Baeten, John <JBaeten@indot.IN.gov>
Sent: Friday, June 17, 2022 8:27 AM
To: thpo@estoo.net; THPO@MiamiNation.com; cechohawk@peoriatribe.com; matthew.bussler@pokagonband-nsn.gov; Section106@shawnee-tribe.com; snease@astribe.com; lheady@delawaretribe.org; Benjamin Rhodd <Benjamin.Rhodd@fcp-nsn.gov>; sclemons@wyandotte-nation.org
Cc: Korzeniewski, Patricia J <PKorzeniewski@indot.IN.gov>; Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>; Kennedy, Mary <MKENNEDY@indot.IN.gov>; Baeten, John <JBaeten@indot.IN.gov>
Subject: FHWA Project: Des. No. 1902826, Archaeology Report, Allen County Bridge Number 277 over Hoffman Drain carrying Monroeville Road, Allen County, Indiana

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Des. No.: 1902826
Project Description: Allen County Bridge 277
Location: Allen County, Indiana

Allen County, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a project for Allen County Bridge 277, carrying Monroeville Road over Hoffman Drain (Des No. 1902826). The Section 106 Early Coordination Letter for this project was originally distributed on April 12, 2021.

As part of Section 106 of the National Historic Preservation Act, an archaeology report (Tribes only) has been prepared and is ready for review and comment by consulting parties.

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

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

Tribal contacts may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal Contacts please respond to INDOT's Tribal Liaison, Patty Jo Korzeniewski at pkorzeniewski@indot.in.gov or 317-416-4377 with any responses pertaining to this project or if you have any questions regarding the results of the



July 12, 2022

Anne Shaw
Principal Investigator
Clark Dietz
8900 Keystone Crossing, Suite 475
Indianapolis, Indiana 46240

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

Re: Archaeological short report (Shaw, 5/17/2022) for the Allen County Bridge Number 277 over
Hoffman Drain carrying Monroeville Road (Des. No. 1902826; DHPA No. 27348)

Dear Ms. Shaw:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), implementing regulations at 36 C.F.R. Part 800, the “Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Management and Preservation of Indiana’s Historic Bridges” (“Indiana Historic Bridges PA”), and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your June 16, 2022, submission, which included the aforementioned archaeological short report, received by our office the same day for this project in Madison Township, Allen County, Indiana.

Thank you for the submission of the archaeological short report detailing the results of the reconnaissance survey of the proposed project area. A review of the report indicates no archaeological resources were identified as a result of the survey. Therefore, we concur with the recommendation that the project may proceed without further archaeological investigation.

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

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

Anne Shaw
July 12, 2022
Page 2

In all future correspondence about the Allen County Bridge Number 277 project in Allen County (Des. No. 1902826), please refer to DHPA No. 27348.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:RAS:ras

emc: Steven Minor, FHWA
Matt Coon, INDOT
Susan Branigin, INDOT
Mary Kennedy, INDOT
Anne Shaw, Clark Dietz
Northeastern Indiana Regional Coordinating Council
Danielle Kauffmann, DNR-DHPA
Rachel Sharkey, DNR-DHPA



**EASTERN SHAWNEE
CULTURAL PRESERVATION DEPARTMENT**

70500 East 128 Road, Wyandotte, OK 74370

July 21, 2022

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

RE: Des No. 1902826, Allen County, Indiana

Dear Ms. Korzeniewski,

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

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

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

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

Sincerely,

A handwritten signature in blue ink that reads "Paul Barton".

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

APPENDIX D
Report Summaries

Historic Property Report
Allen County Bridge 277 over Hoffman Ditch
Madison Township, Allen County, Indiana
Des. No. 1902826



Prepared by:
Anne M. Shaw, M.H.P.
Principal Investigator

ClarkDietz

8900 Keystone Crossing, Suite 475
Indianapolis, IN 46240
anne.shaw@clarkdietz.com
(317) 808-3160

Prepared for:
Allen County
Citizens Square, Suite 410
200 East Berry Street
Fort Wayne, IN 46802

May 18, 2021

Lead Federal Agency:
Federal Highway Administration

MANAGEMENT SUMMARY

This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for the project involving Allen County Bridge 277, Allen County, Indiana. Above-ground resources located within the project APE were identified and evaluated in accordance with Section 106, National Historic Preservation Act (NHPA) of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

As a result of the NHPA, as amended, and CFR Part 800, federal agencies are required to take into account the impact of federal undertakings upon historic properties in the area of the undertaking. Historic properties include buildings, structures, sites, objects, and/or districts that are eligible for or listed in the National Register of Historic Places (NRHP). As this project is receiving funding from the Federal Highway Administration (FHWA), it is subject to a Section 106 review.

The APE contains no properties listed in the NRHP.

Of the six properties identified in the APE, two previously surveyed properties were recorded within the Indiana Historic Sites and Structures Inventory (IHSSI), one of which is a bridge that was previously determined eligible for listing in the NRHP:

- IHSSI #003-280-14013/15149 Monroeville Road (Flaugh-Hoffman Farm), c. 1890 Italianate; rated "Notable."
- IHSSI #003-280-14008 / Allen County Bridge 277 (National Bridge Inventory [NBI] No. 0200207): 1960, Prestressed Concrete Box Beam, determined eligible for the NRHP in the Indiana Historic Bridge Inventory (IHBI) and designated "Non-Select."

The APE contains one structure previously determined eligible (Allen County Bridge 277) and no properties recommended eligible for listing in the NRHP.

SUMMARY/RECOMMENDATIONS

The APE contains two previously surveyed properties, IHSSI #003-280-14013 (the Flaugh-Hoffman Farm), previously rated “Notable,” IHSSI #003-280-14008/Allen County Bridge 277, rated “Contributing,” and four previously unsurveyed properties. It is recommended that the “Notable” rating change to a “Contributing” rating for the Flaugh-Hoffman Farm.

The APE contains no properties listed in the NRHP. As a result of the identification and evaluations efforts of this project, one structure, Allen County Bridge 277, was previously determined eligible for listing in the NRHP and remains eligible for the NRHP.

The APE contains no additional properties that are recommended eligible for listing in the NRHP.



**INDIANA ARCHAEOLOGICAL
SHORT REPORT**

State Form 54566 (R2 / 11-20)

**INDIANA DEPARTMENT OF NATURAL RESOURCES
DIVISION OF HISTORIC PRESERVATION AND ARCHAEOLOGY**

402 West Washington Street, Room W274
Indianapolis, Indiana 46204-2739
Telephone Number: (317) 232-1646
Fax Number: (317) 232-0693
E-mail: dhpa@dnr.IN.gov

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

Name(s) of author(s) Anne M. Shaw		Date (month, day, year) May 17, 2022
Title of project A Phase Ia Archaeological Reconnaissance Survey of the Proposed Allen County Bridge 277 Project, Monroeville Road over Hoffman Ditch, Madison Township, Allen Coutny, Indiana (Des. No. 1902826).		
This document is being used to report on the results of: <input type="checkbox"/> Records check only <input checked="" type="checkbox"/> Records check and Phase Ia archaeological reconnaissance <input type="checkbox"/> An addendum to a previous archaeological report. <i>For an addendum, provide the following information.</i>		
Name(s) of author(s) of previous report		
Title of previous report		
Date of previous report (month, day, year)	DHPA number	

PROJECT OVERVIEW

Description of project
The primary purpose of the project is to retain a safe vehicular crossing on Monroeville Road over Hoffman Drain. The need for the project is due to the deteriorating condition of the existing bridge. The bottom of the concrete box beam superstructure presents spalling with exposed and rusted strands throughout. The substructure is rated "satisfactory" (condition rating of 5) with areas of cracking. Since the original construction in 1960, the bridge has not received any documented rehabilitation work. Approaches to the bridge are 24 feet wide, the same width of the bridge.

There will be approximately 1.67 acre of permanent right-of-way acquisition, which includes disturbed ditch, pavement, crop fields, and grassy areas. The project will be approximately 540 feet in length. Proposed maintenance of traffic includes a road closure and detour.

INDOT designation number(s) 1902826	Project number	DHPA number 27348	DHPA plan number
--	----------------	----------------------	------------------

Prepared for: (Company / Institution / Agency)
Allen County

Name of contact
Mike Thornson

Address (number and street, city, state, and ZIP code)
Citizens Square, Suite 280, 200 East Berry Street, Fort Wayne, IN 46802

Telephone number (260)449-3638	E-mail address Mike.Thornson@co.allen.in.us
-----------------------------------	--

Name of principal investigator
Anne M. Shaw

Name of company / institution
Clark Dietz Inc.

Address (number and street, city, state, and ZIP code)
8900 Keystone Crossing, Suite 475

Telephone number (859)797-0097	E-mail address anne.shaw@clarkdietz.com
-----------------------------------	--

Signature of principal investigator (Required) <i>Anne M. Shaw</i>	Date (month, day, year) May 17, 2022
---	---

PROJECT LOCATION

County Allen	USGS 7.5' series topographic quadrangle Hoagland	Civil township Madison
-----------------	---	---------------------------

Legal Location

Grid alignment SW						
1/4	1/4	1/4	1/4	Section	Township	Range
SE	SE	SE	SE	9	29 N	14 E

Actual area surveyed (hectares) 0.68	Actual area surveyed (acres) 1.67
<p><i>Explain results of fieldwork.</i></p> <p>The survey area was surveyed through visual inspection of disturbed areas, pedestrian survey of recently tilled rain washed agriculture fields, and shovel probing of potential undisturbed areas.</p> <p>No archaeological deposits were identified during the course of the field reconnaissance, and the project should proceed as planned.</p>	

RECOMMENDATIONS	
<p>Records check (<i>Check all that apply.</i>)</p> <p><input type="checkbox"/> No archaeological investigation is recommended before the project is allowed to proceed because the records check has determined that the project area does not have the potential to contain archaeological resources.</p> <p><input type="checkbox"/> A Phase Ia archaeological reconnaissance is recommended.</p> <p><input type="checkbox"/> A cemetery development plan may be required under Indiana Code 14-21-1-26.5 because project ground disturbance will be within 100 feet of a cemetery.</p>	
<p>Phase Ia archaeological reconnaissance (<i>Check all that apply.</i>)</p> <p><input checked="" type="checkbox"/> It is recommended that the project be allowed to proceed as planned because the Phase Ia archaeological reconnaissance has located no archaeological sites within the project area and/or previously recorded sites that were investigated warrant no additional investigation.</p> <p><input type="checkbox"/> It is recommended that Phase Ic archaeological subsurface reconnaissance be conducted before the project is allowed to proceed. The Phase Ia archaeological reconnaissance has determined that the project area includes landforms which have the potential to contain buried archaeological deposits.</p>	
<p>Other recommendations / commitments</p>	

Pursuant to IC-14-21-1, if any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646.

REQUIRED ATTACHMENTS	
<p><input checked="" type="checkbox"/> Figure showing project location within Indiana</p> <p><input checked="" type="checkbox"/> USGS topographic map showing the project area (1:24,000 scale)</p> <p><input checked="" type="checkbox"/> Aerial photograph showing the project area, land use and survey methods</p> <p><input checked="" type="checkbox"/> Photographs of the project area, including, if applicable, photographs documenting disturbances</p> <p><input checked="" type="checkbox"/> Project plans (<i>if available</i>)</p>	
<p>Other attachments</p>	
<p>References cited (<i>See short report instructions for required references to be consulted.</i>)</p> <p>Allen County Map Co. 1907 Plat Book of Allen County Indiana. Published by The Allen County Map Co. Fort Wayne, Indiana. Electronic document. http://www.historicmapworks.com/Map/US/1593275/Title+Page++Index/Allen+County+1907/Indiana/, accessed March 20, 2022.</p> <p>Baskin, Forster & Co. 1876 Illustrated Historical Atlas. Published by Baskin, Forster & Co. Chicago, Illinois. Electronic document. http://www.historicmapworks.com/Map/US/43342/Title+Page/Indiana+State+Atlas+1876/Indiana/, accessed March 20, 2022.</p> <p>historicaerials.com 1951 Historic Aerial. Electronic document. http://www.historicaerials.com. Accessed March 20, 2022. 1957 Historic Aerial. Electronic document. http://www.historicaerials.com. Accessed March 20, 2022. 1980 Historic Aerial. Electronic document. http://www.historicaerials.com. Accessed March 20, 2022. 1983 Historic Aerial. Electronic document. http://www.historicaerials.com. Accessed March 20, 2022.</p> <p>Hixson, W.W. & Co. 1934 Atlas of Indiana. Published by W.W. Hixson & Company. Rockford, Illinois. Electronic document. http://www.historicmapworks.com/Map/US/51654/Title+Page/Indiana+State+Atlas+1934/Indiana/, accessed March 20, 2022.</p> <p>Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (IDNR/DHPA)</p>	

APPENDIX F
Historic Bridge Marketing

The Indianapolis Star

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

Federal Id: 06-1032273

CLARK DIETZ INC

Account #:INI-11386
Order #:0004880810
of Affidavits: 2
Total Amount of Claim:\$44,40
This is not an invoice

CLARK DIETZ INC
ATTN anne shaw
8900 KEYSTONE XING STE 475
INDIANAPOLIS, IN 46240

PUBLISHER'S AFFIDAVIT

**STATE OF WISCONSIN,
County Of Brown**

} **SS:**

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

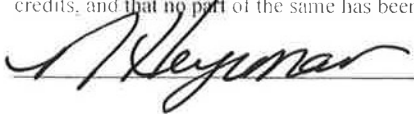
I, being duly sworn, say that I am a clerk for THE INDIANAPOLIS NEWSPAPERS a DAILY STAR newspaper of general circulation printed and published in the English language in the city of INDIANAPOLIS in the state of INDIANA and county of MARION, and that the printed matter attached hereto is a true copy,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

The insertion being on the 08/26/2021

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


Pursuant to the provisions and penalties of Ch. 155, Acts 1953,

I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.



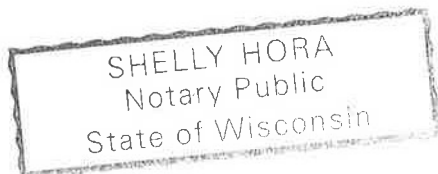
Date: 8-26, 2021 Title: Clerk

Subscribed and sworn to before me this 26 day of August, 2021



Notary Public

Notary Expires: 8-25-23



CONFIRMATION



Star Media
 130 S. Meridian Street
 Indianapolis, In 46225

CLARK DIETZ INC
 8900 KEYSTONE XING STE 475
 INDIANAPOLIS IN 46240-

<u>Account</u>	<u>AD#</u>	<u>Net Amount</u>	<u>Tax Amount</u>	<u>Total Amount</u>	<u>Payment Method</u>	<u>Payment Amount</u>	<u>Amount Due</u>
INI-11386	0004880810	\$44.40	\$0.00	\$44.40	Invoice	\$0.00	\$44.40

Sales Rep: FGrade

Order Taker: FGrade

Order Created 08/23/2021

<u>Product</u>	<u>Placement</u>	<u>Classification</u>	<u># Ins</u>	<u>Start Date</u>	<u>End Date</u>
INI-Indianapolis Star	INI-Public Notices	Legal Notices	1	08/26/2021	08/26/2021
INI-indystar.com	INIW-Public Notices	Legal Notices	1	08/26/2021	08/26/2021

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

Text of Ad: 08/23/2021

Public Notice
 Designation No. 1902826

Allen County is announcing the potential availability of Allen County Bridge 277 carrying Monroeville Road over Hoffman Ditch in Allen County to interested responsible parties. The bridge is eligible for the National Register of Historic Places and has been determined "Non-Select" per the Programmatic Agreement Regarding the Management and Preservation of Indiana's Historic Bridges (https://www.in.gov/indot/files/Historic_Bridge_ProgrammaticAgreement.pdf). The status of this bridge is currently "pending," which means that its future is currently unknown as the Section 106 historic review process is on-going. Depending on the outcome of Section 106 consultation, interested parties may be able to acquire the bridge.

The bridge is 52.5 feet in length, 30.0 feet in width, has a total horizontal clearance of 24.0 feet, and is in generally poor condition. A photo and general information about the bridge can be viewed at the following website: <http://www.in.gov/indot/2532.htm>. Additional information about the bridge is available for review by contacting the person listed below.

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

Anne Shaw
 8900 Keystone Crossing, Suite 475
 Indianapolis, IN 46240
 859-797-0097
 anne.shaw@clarkdietz.com

(INI - 8/26/21 - 0004880810) hspaxlp

The Journal Gazette

Allen County, Indiana

Account Name

Clark Dietz

Notice ID: IyLmLhdkBI9ERIFuPLQF

PUBLISHER'S CLAIM

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Display Master (Must not exceed two actual lines, neither of which shall total more than four solid lines of the type in which the body of the advertisement is set) -- number of equivalent lines _____

Head -- number of lines _____

Body -- number of lines _____

Tail -- number of lines _____

Total number of lines in notice

62

COMPUTATION OF CHARGES

62 lines, 1 column(s) wide equal:

62 equivalent lines at \$ 3.1800 cents per line

\$ 197.16

Additional charges for notices containing rule or tabular work (50 percent of above amount)

\$ _____

Electronic processing fee

\$ 19.72

TOTAL AMOUNT OF CLAIM

\$ 216.88

DATA FOR COMPUTING COST

Width of single column in picas 9.8 Size of type 7point.

Number of Insertions 1

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

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper 1 times.

The dates of publication being as follows:

8/25/21 _____ _____

_____ _____ _____

Additionally, Newspaper has a Web site and this public notice was posted on the same day as it was published in The Journal Gazette.

Date: 8/25/2021

Karisa Harris
Legal Clerk

Public Notice

Designation No. 1902826

Allen County is announcing the potential availability of Allen County Bridge 277 carrying Monroeville Road over Hoffman Ditch in Allen County to interested responsible parties. The bridge is eligible for the National Register of Historic Places and has been determined "Non-Select" per the Programmatic Agreement Regarding the Management and Preservation of Indiana's Historic Bridges (https://www.in.gov/indot/files/Historic_Bridge_ProgrammaticAgreement.pdf). The status of this bridge is currently "pending," which means that its future is currently unknown as the Section 106 historic review process is on-going. Depending on the outcome of Section 106 consultation, interested parties may be able to acquire the bridge.

The bridge is 52.5 feet in length, 30.0 feet in width, has a total horizontal clearance of 24.0 feet, and is in generally poor condition. A photo and general information about the bridge can be viewed at the following website: http://www.in.gov/in_dot/2532.htm. Additional information about the bridge is available for review by contacting the person listed below.

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

Anne Shaw
8900 Keystone Crossing, Suite 475
Indianapolis, IN 46240
859-797-0097
anne.shaw@clarkdietz.com



Location:	County	Road	Over	Number	Other Location Information
	Allen	Monroeville Road	Hoffman Ditch	277	0.10 mile West of Fackler Road

Statistics:	Owner	Length	Width	Year Built	Type
	Allen County	52.5 feet	30 feet	1960	single-span prestressed concrete box beam
	Bullder:	unknown		Status:	Pending
Comments:	29 tons inventory, 50 tons operating load rating. It is the last remaining example of this type of railing in the county, but is one of two in northeast Indiana. The bridge is eligible for listing in the National Register of Historic Places, but is rated "Non-Select" per the Programmatic Agreement regarding Management and Preservation of Indiana's Historic Bridges (Historic Bridge PA). The status of this bridge is currently "pending," meaning its future is undetermined as the Section 106 historic review process is on-going. Depending on the outcome of the Section 106 consultation, interested parties may be able to acquire the bridge. Allen County is now accepting proposals for the rehabilitation and reuse, or the storage and future reuse of the bridge. Proposals will also be accepted for the salvage of elements that may be stored for future repair of similar historic bridges.				

Contact:	Name	E-mail	Address	Phone
	Anne Shaw	anne.shaw@clarkdietz.com	8900 Keystone Crossing, Indianapolis, IN 46240	859-797-0097



The Journal Gazette

Allen County, Indiana Account Name
Clark Dietz
Notice ID: VZRdNLCNPTB91OWQDEJG

PUBLISHER'S CLAIM

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107 lines, 1 column(s) wide equal:
107 equivalent lines at \$ 0.4990 cents per line \$53.39
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 (50 percent of above amount) \$ _____
 Electronic processing fee \$0.00
 TOTAL AMOUNT OF CLAIM \$53.39

DATA FOR COMPUTING COST
 Width of single column in picas 9.8 Size of type 7point.
 Number of insertions 1

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

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper.

The dates of publication being as follows:

12/13/22 _____

Additionally, Newspaper has a Web site and this public notice was posted on the same day as it was published in The Journal Gazette.

Date: 12/13/2022


 Legal Clerk

Allen County, with funding from the Federal Highway Administration (FHWA) and administrative oversight from the Indiana Department of Transportation (INDOT) intends to proceed with a project regarding Allen County Bridge 277, carrying Monroeville Road over Hoffman Drain. This project is located on Monroeville Road located 0.1 mile west of Fackler Road at Allen County Bridge 277 over Hoffman Drain in Allen County, Indiana.

This project proposes to remove the existing bridge and construct a new bridge in the current location which would meet the project's purpose and need. The new bridge would meet all minimum INDOT requirements for reconstruction regarding vertical and horizontal alignment, stopping sight distance, bridge width for two lanes, and structural capacity. The bridge would consist of (2) 11-ft. lanes and (2) 6-ft. shoulders, which meet the desired geometric width for a travel-way of this type. The structure would have standard bridge rail and guardrail. The new structure would be a single-span concrete beam bridge located along the same alignment as the existing. The structure would be lengthened, and the profile raised to accommodate the hydraulic needs of the site for a Q100 flow event.

The bridge, which is eligible for the National Register of Historic Places (NRHP), is classified as a "Non-Select" bridge by the INDOT Historic Bridge Inventory and, thus, the procedures outlined in Stipulation III.B. of the Historic Bridges Programmatic Agreement (HBPA) will be followed to fulfill FHWA's Section 106 responsibilities for the bridge. Per Stipulation III.B. of the HBPA, Allen County will hold a public hearing for the project prior to completion of National Environmental Policy Act (NEPA) studies. The hearing will be advertised at a later date.

To satisfy FHWA's Section 106 responsibilities for other historic resources that may be in the Area of Potential Effects (APE), FHWA will comply with the requirements of 36 CFR Parts 800.3-800.6. The proposed action does not impact properties listed in or eligible for the NRHP. INDOT, on behalf of the FHWA, has issued a "No Historic Properties Affected" finding for the project due to the fact that the only historic property present within the Area of Potential Effects (APE) is the historic bridge.

In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(1), the documentation specified in 36 CFR 800.11(d) is available for inspection in Clark Dietz's office. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents>. This documentation serves as the basis for the "No Historic Properties Affected" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Clark Dietz, Inc.; 8900 Keystone Crossing, Suite 475, Indianapolis, IN; 46240; (317) 808-3160; anne.shaw@clarkdietz.com no later than January 13, 2023.

In accordance with the "Americans with Disabilities Act", if you have a disability for which Allen County needs to provide accessibility to the document(s) such as interpreters or readers, please contact Mike Thornson, (260) 449-3638, Mike.Thornson@co.allen.in.us.

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



January 11, 2023

Anne M. Shaw
Clark Dietz
8900 Keystone Crossing, Suite 475
Indianapolis, Indiana 46240

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

Re: Indiana Department of Transportation’s finding of “no historic properties affected,” on behalf of
the Federal Highway Administration, for the Allen County Bridge Number 277 over Hoffman
Drain carrying Monroeville Road (Des. No. 1902826; DHPA No. 27348)

Dear Ms. Shaw:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), implementing regulations at 36 C.F.R. Part 800, the “Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Management and Preservation of Indiana’s Historic Bridges” (“Indiana Historic Bridges PA”), and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your December 8, 2022 submission, which enclosed INDOT’s finding and supporting documentation, received by our office December 12, 2022.

As previously stated, the Allen County Bridge Number 277 is a c. 1960 prestressed concrete box beam and is categorized as a “Non-Select” bridge within the *Indiana Historic Bridge Inventory*. The bridge was previously determined eligible for inclusion in the National Register of Historic Places (“NRHP”). Per the Indiana Historic Bridges PA, the procedures outlined in Stipulation III.B will be followed to fulfill FHWA’s Section 106 responsibilities.

Given the results of the calculations made for the alternatives and the standards pursuant to the Indiana Design Manual, it is clear why Alternative F: Replacement and Demolition of Historic Bridge is the preliminary preferred alternative. Due to the purpose and need to elevate the superstructure and substructure ratings, and to potentially provide a wider access for farm equipment, we understand that the other alternatives are not prudent. We recognize that Alternative E: Relocation of Historic Bridge and New Construction requires a responsible party to take ownership of the bridge and at this time, no one has utilized the marketing program to inquire about the bridge. Furthermore, while the bridge railing is a unique design, we note that it does not meet safety requirements and would require a design exception for most of the rehabilitation alternatives. In this instance, we have no concerns regarding the proposed treatment presented in the HBAA to highlight the unique architectural feature of the existing bridge rail on the new, replacement bridge’s railings.

Furthermore, as previously requested, regarding minimization and mitigation efforts, in addition to the bridge marketing that is already in-place, we request that Allen County Bridge Number 277 be photographically documented prior to removal. We request color, digital images that provide overviews of the resource, along with detailed shots of character-defining features such as the existing bridge railing. In addition to the photographs, please provide a photo log that corresponds to the photographs, a photo key, and an overview thumbnail sheet. Please submit a draft copy of this documentation on CD, flash

drive, or any other previously approved storage device or transfer method for our review and approval. Upon approval, this documentation should be provided to a public or not-for-profit organization that is willing to accept a copy of this documentation and make it available to the public. Please inform us which local or not-for-profit organization is willing to accept this documentation.

As previously indicated, in terms of archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have no identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in the Archaeological short report (Shaw, 05/17/2022), that no further archaeological investigations appear necessary at the proposed project area.

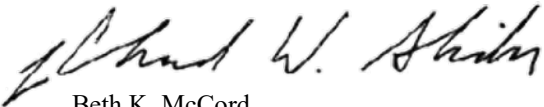
If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division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

Because the Indiana Historic Bridges PA takes into account the effects of projects on all historic, "Select" and "Non-Select" bridges in Indiana, a Section 106 finding in a bridge project applies only to historic properties within the APE, *other than the bridge*. Accordingly, we concur with INDOT's December 2, 2022, Section 106 finding of "No Historic Properties Affected" on behalf of FHWA for this federal undertaking.

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

In all future correspondence about the INDOT's finding of "no historic properties affected" on behalf of the FHWA for the Allen County Bridge Number 277 over Hoffman Drain carrying Monroeville Road project in Allen County, Indiana (Des. No. 1902826), please refer to DHPA No. 27348.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:WTT:wtt

emc: Kari Carmany-George, FHWA
Matt Coon, INDOT
Mary Kennedy, INDOT
Susan Branigin, INDOT
Anne Shaw, Clark Dietz
Lillian Hutzell, Clark Dietz
Kevin Loiselle, PE, Clark Dietz
Beth McCord, Indiana DNR-DHPA
Toni Lynn Giffin, Indiana DNR-DHPA
Wade Tharp, Indiana DNR-DHPA

Categorical Exclusion

Appendix E

Red Flag and Hazardous Materials



Date: September 17, 2021

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

From: Anne Shaw
Clark Dietz
8900 Keystone Crossing, Suite 475
Indianapolis, IN 46240
anne.shaw@clarkdietz.com

Re: RED FLAG INVESTIGATION
DES #1902826, Local Project
Bridge Replacement
Monroeville Road over Hoffman Ditch
Allen County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: Allen County, with funding from the Federal Highway Administration (FHWA) and administrative oversight from the Indiana Department of Transportation (INDOT), intends to replace Allen County Bridge 277, carrying Monroeville Road over Hoffman Drain.

The proposed work will include removal and replacement of Allen County Bridge 277. The replacement is estimated to measure 70.5 feet in length and 39 feet in width. The anticipated superstructure type is spread concrete box beams, which will be placed to meet appropriate geometric and hydraulic requirements as specified by the Indiana Design Manual. To meet these requirements, the roadway profile at the site will most likely have to increase by a maximum of 2 feet. The project length is estimated to measure 540 feet long to allow adequate distance for the profile to tie back into the existing grade. Other items addressed during the replacement include upgrading the bridge rail and approach guardrail to meet current standards. Utility relocation may be required due to the presence of overhead utility poles, located approximately 30-feet off the centerline of the roadway both north and south of the bridge. No trees will be cleared as part of this project.

Bridge and/or Culvert Project: Yes No Structure # Allen County Bridge 277 (NBI 0200207)

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

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

Proposed right of way: Temporary # Acres _____ Permanent # Acres 0.64, Not Applicable

Type and proposed depth of excavation: 10 feet max outside of channel; 2 feet for riprap; and depth for bridge pilling unknown

Maintenance of traffic (MOT): The MOT for this project will require the closure of Monroeville Road during construction of Allen County Bridge 277.

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

State Project: LPA:

Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

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

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

Explanation: No infrastructure resources were identified within the 0.5 mile search radius.

WATER RESOURCES TABLE AND SUMMARY

Water Resources			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	N/A	Canal Routes - Historic	N/A
Karst Springs	N/A	NWI - Wetlands	2
Canal Structures – Historic	N/A	Lakes	1
NPS NRI Listed	N/A	Floodplain - DFIRM	4
NWI-Lines	N/A	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	N/A	Sinkhole Areas	N/A
Rivers and Streams	3	Sinking-Stream Basins	N/A

Explanation:

Rivers and Streams: Three (3) river and stream segments are located within the 0.5 mile search radius. One (1) stream segment, Hoffman Ditch, is located within the project area. A Waters of the US Report is recommended and coordination with the appropriate agency, if applicable, will occur.

NWI – Wetlands: Two (2) NWI wetland polygons are located within the 0.5 mile search radius. The nearest NWI wetland is located 0.27 mile south of the project area. No impact is expected.

Lakes: One (1) lake is located within the 0.5 mile search radius. The lake is located 0.49 mile northeast of the project area. No impact is expected.

Floodplains: Four (4) floodplain polygons are located within the 0.5 mile search radius. The project area is within three (3) floodplain polygons. Coordination with the appropriate agency, if applicable, will occur.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

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

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

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

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

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

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

ECOLOGICAL INFORMATION SUMMARY

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

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The May 18, 2021, inspection report for Bridge #02-00277 states that no evidence of bats was seen or heard under the bridge. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

RECOMMENDATIONS SECTION

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

HISTORIC BRIDGE: Allen County Bridge 277 (NBI # 0200207) is listed on the Indiana Historic Bridge Inventory as a Non-Select Bridge. Allen County Bridge 277 is a historic prestressed concrete box beam bridge. A full Section 106 review by a DHPA Qualified Professional is recommended to determine the presence of any historic properties within the area of potential effects (APE), and the effect that the project will have on those properties.

INFRASTRUCTURE: N/A

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

- One (1) stream segment, Hoffman Ditch, is located within project area.
- The project area is located within a floodplain (coordination only)

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

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

INDOT ESD concurrence: Nicole Fohey Breting Digitally signed by Nicole Fohey-Breting
Date: 2021.09.17 16:23:43 -04'00' (Signature)

Prepared by:
Anne Shaw
Environmental Specialist
Clark Dietz

Graphics:

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

SITE LOCATION: YES

Removed to Avoid Duplication

INFRASTRUCTURE: N/A

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: N/A

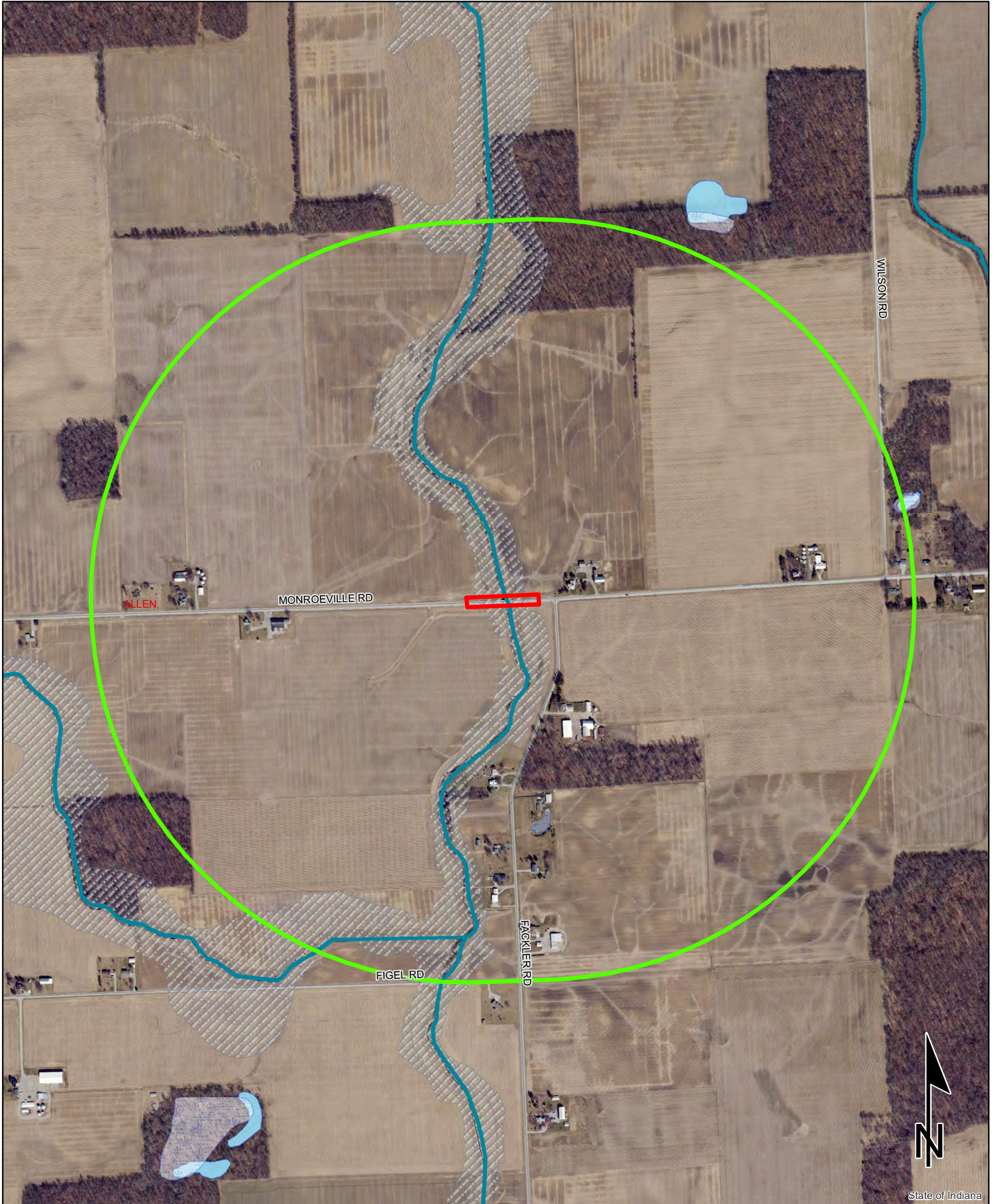
HAZARDOUS MATERIAL CONCERNS: N/A

Red Flag Investigation - Water Resources

Monroeville Road over Hoffman Ditch

Des. No. 1902826, Bridge 277 Replacement

Allen County, Indiana

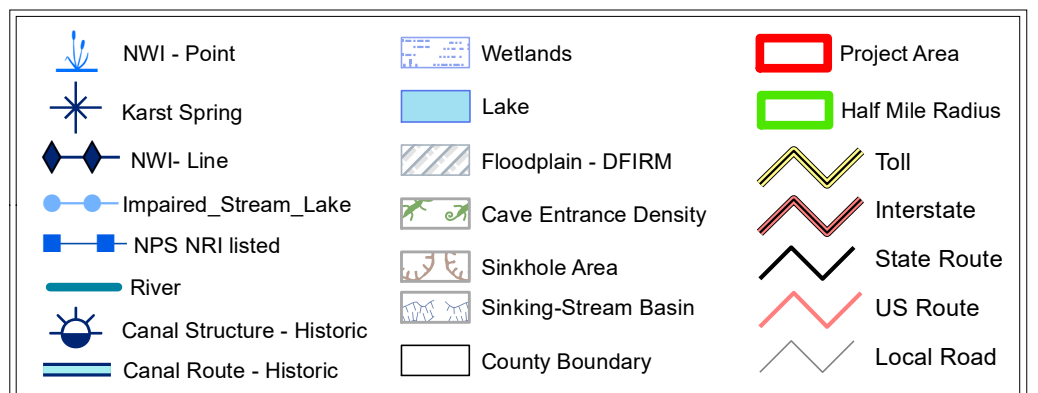


Sources: 0.15 0.075 0 0.15 Miles
Non Orthophotography

Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

Map Projection: UTM Zone 16 N **Map Datum:** NAD83

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



Categorical Exclusion
Appendix F
Water Resources

EXPERIENCED | RELIABLE | CREATIVE

- LITTLE RIVER CONSULTANTS -

PROJECT 20-030

R. Baker

9675 SOUTH CR 100 EAST, CLAYTON, IN



LITTLE
RIVER
CONSULTANTS

WETLAND AND WATERBODY DELINEATION

Allen County Bridge 277
Monroeville Rd & Fackler Rd
Monroeville, Indiana

INDOT Des. No. 1902826

Field Work Completed: May 11, 2021
Report Date: July 26, 2021

PREPARED FOR PRIME CONSULTANT:

Clark Dietz, Inc.
8900 Keystone Crossing, Suite 475
Indianapolis, Indiana 46240

PREPARED BY:

Courtney Haverbusch
courtney@littleriverconsultants.com
Office Phone: 317-702-7291
Little River Consultants, LLC
Clayton, Indiana

1.0 INTRODUCTION

1.1 Project Information

Dates of Field Reconnaissance: May 11, 2021

Location: Sections 9, 10, 15 & 16; Township: 29N; Range: 14E
Hoagland Quadrangle (1994)
Allen County, IN
4.0 miles west of Monroeville
40.97832, -84.94028

1.2 Project Description

The proposed project is located in southeast Allen County, Indiana, approximately 8.0 miles east of the I-469 and SR 27 junction. Bridge 277 carries Monroeville Road over Hoffman Ditch just west of Fackler Road and approximately 4 miles west of Monroeville. Bridge 277 over Hoffman Ditch is a 52.5' x 30' concrete structure scheduled for replacement due to its poor condition. The project will involve the removal of the existing bridge and the construction of a new 70.5' x 39' concrete box beam bridge, with upgrades to the bridge rail and approaching guardrails.

In preparation for the structure removal and replacement, a wetland and waterways delineation was conducted within the project area surrounding the structure. The project vicinity is shown on Exhibit 1, and the location and study limits are shown on Exhibits 2-6. The project is located in Secs 9, 10, 15, & 16, T29N, R14E.

Land use within the project boundary includes Monroeville Rd, Hoffman Ditch, and the edges of adjacent agricultural fields. Beyond the project limits, land use is primarily low density residential and agricultural land. The beginning of the project is approximately 7.4 miles east of where Monroeville Road meets SR 27, which is 0.5 miles south of the I-469 and SR 27 junction. The end of the project is just east of the intersection of Fackler Road and Monroeville Road, approximately 3.8 miles west of downtown Monroeville. An aerial photograph showing land use in the immediate vicinity can be found on Exhibit 5.

2.0 DESKTOP RECONNAISSANCE

Prior to conducting field work, Little River staff reviewed the U.S. Geological Survey (USGS) topographic mapping (Exhibit 2), U.S. Fish & Wildlife Service (USFWS) National Wetlands Inventory (NWI) Map (Exhibit 3), Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) (Exhibit 3), USGS National Hydrography Dataset (NHD) (Exhibit 3), U.S. Department of Agriculture (USDA) Web Soil Survey (Exhibit 4), and current aerial photography (Exhibits 5). These resources were used to identify potential wetlands and waterways within the project limits and establish historic conditions.

2.1 Soils

According to the Natural Resources Conservation Service (NRCS) Soil Survey Geographic (SSURGO) Database for Allen County, Indiana, two soil types are present within the project area: Blount silt loam (BgmA), and Pewamo silty clay loam (Pe). Blount silt loam has a hydric rating of 9%, with no ponding or flooding frequency. The depth to water table of Blount silt loam is 9.05 inches and it is somewhat poorly drained. Pewamo silty clay loam is a hydric soil with a hydric rating of 91% and it ponds frequently. The depth to water table of Pewamo silty clay loam is 5.9 inches and it is very poorly drained.

2.2 National Wetland Inventory (NWI) Information

The NWI Map shows no wetlands in or adjacent to the project limits. The closest mapped wetland is approximately 0.3 miles south of the study area, on the east side of Fackler Road. The wetland is a small freshwater pond (PUBGx) approximately 0.275 acres in size.

2.3 HUC

12 Digit Hydrologic Unit Code: 041000071202

12-Digit Hydrologic Unit Name: Headwaters Hoffman Creek

2.4 Additional Information

A review of the USGS topo map (Exhibit 2) shows one stream crossing Monroeville Road through the project area—Hoffman Ditch—which runs under the bridge. The NHD map (Exhibit 3) shows 3 possible waterways within the project area—one of which corresponds to Hoffman Ditch and the stream identified on the USGS topo map, a ditch identified on the north side of Monroeville Road and appearing to connect to Hoffman Ditch from the west, and another possible channel identified south of Monroeville Road running through the agricultural field which also appears to connect to Hoffman Ditch from the west. The FEMA map (Exhibit 3) shows that portions of the project area on either side of Hoffman Ditch are within the floodway, as well as the 100-year floodplain and 500-year floodplain. Hoffman Ditch, the ditch, and the other possible channel identified on the USGS topo map and NHD map can also be seen on the aerial photography (Exhibit 5). Other roadside ditches also appear to be likely based on the aerial photography. No enclosed depressions were visible on the USGS topo map (Exhibit 2), however a potential wet spot can be seen on aerial photography in the northeast quadrant of the project.

2.5 Attached Documents

Maps reviewed as part of the desktop reconnaissance are attached to this report as follows:

Exhibit 1 – Project Vicinity

Exhibit 2 – USGS Quadrangle Map

Exhibit 3 – Wetland, Floodplain and Flowline Map

Exhibit 4 – Soil Survey

Exhibit 5 – Aerial Photograph

Exhibit 6 – Feature Locations

Removed to Avoid Duplication

Photographs of the project can be found in Appendix A. Wetland Data Sheets are included in Appendix B. The Pre-JD form is located in Appendix C. The locations of all photos, data points, and mapped features are shown on Exhibit 6.

3.0 FIELD RECONNAISSANCE

Onsite data collection was conducted on May 11, 2021, by Rachele Baker and Courtney Haverbusch. Local precipitation data was reviewed for the two weeks prior to the field visits to provide context for observations of hydrology. Precipitation data on the Community Collaborative Rain, Hail, and Snow Network website (Cocorahs.org) showed three large rain events on April 29, May 9, and May 10, 2021, resulting in 1.41, 1.10, and 0.88 inches of precipitation, respectively. In addition, 0.16 inches of rain fell on May 3, 0.24 inches fell on May 4, 0.13 inches fell on May 7, and 0.15 inches fell on May 8, 2021. In the two weeks preceding the site visit, the area received approximately 4.15 inches of precipitation. Field data collection was based on the technical criteria presented in the 1987 U.S. Army Corps of Engineers Wetlands Delineation Manual (1987 Corps Manual) and 2010 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region Version 2.0 (Regional Supplement). Field methods did not deviate from standard methods found in the 1987 Corps Manual or the Regional Supplement. The locations of identified streams, wetlands, and data points were mapped using sub-meter accurate GPS.

Stream conditions such as morphology, substrate, and riparian habitat were recorded, along with measurements of width and depth at the ordinary high water mark (OHWM). Jurisdictional wetland and stream determinations were based on the Navigable Waters Protection Rule that went into effect on June 22, 2020.

3.1 Waterways

All runoff in the project area drains into Hoffman Ditch, which runs north to south through the project area and flows under Bridge 277. Hoffman Ditch becomes Hoffman Creek, approximately 5.8 miles downstream of the structure. Hoffman Creek then drains to Flatrock Creek, in Ohio, which then drains to the Maumee

River in Ohio which is a traditional navigable water (TNW). Portions of the project area are located within the floodway, 100-year floodplain, and 500-year floodplain of Hoffman Ditch (Figure 3). The possible channel identified on the NHD map in the southwest quadrant of the project was found to be an agricultural ditch (Channel 1) that connects to Hoffman Ditch via a pipe in the levy. The ditch identified on the NHD map in the northwest quadrant of the project was not found. Two additional roadside ditches were found during the site investigation, one of which was found in the southwest quadrant, situated between Channel 1 and the road. The other was found in the northeast quadrant of the project.

All waterways are shown on Exhibit 6, and photos are included in Appendix A.

3.1.1 Hoffman Ditch

Hoffman Ditch is located at the center of the project area and flows north under Monroeville Road. It is a solid blue-line (perennial) USGS stream symbol shown on the 1994 Hoagland Quadrangle (Exhibit 2). The area surrounding it is primarily agricultural fields. Hoffman Ditch ultimately drains to the Maumee River, a TNW. It is anticipated that Hoffman Ditch would be considered a Jurisdictional Water of the U.S. Hoffman Ditch is a regulated drain, continuously maintained by Allen County.

Hoffman Ditch is shown in photos 14, 15, 18, 19, 20, and 21. Hoffman Ditch has silt/mud substrate, no riffle/pool complexes and lacks riparian cover, however a 60-75 foot grass buffer is present on either side of Hoffman Ditch. There is approximately 110 linear feet of stream within the project area. The creek is channelized with little sinuosity. Hoffman Ditch has an ordinary high-water mark (OHWM) of 13' wide and 2 '1" deep. The Cowardin classification is R3UB3 (riverine, upper perennial, unconsolidated bottom, mud). Quality of Hoffman Ditch is poor.

3.1.2 Channels

An agricultural ditch (Channel 1) was identified during the site visit, corresponding to the possible channel identified on the NHD map. Channel 1 starts in the field southwest of the structure and runs east along the south side of Monroeville Road, and is connected to Hoffman Ditch via a corrugated metal pipe. Channel 1 can be seen in photos 7, 8, and 9. Channel 1 was fully vegetated with no defined bed and banks. Standing water found in Channel 1 is due to the large rain events experienced by the site on May 9 and 10, 2021.

3.1.3 Roadside Ditches

Two roadside ditches were also identified during the site visit. Roadside ditch 1 (RD1) runs along the south side of Monroeville Road, west of Hoffman Ditch. RD1 can be seen in photos 5, 6, 10, and 11. RD2 runs along the north side of Monroeville Road, east of Hoffman Ditch. RD2 can be seen in photos 41, 43, and 44. Both of the roadside ditches were fully vegetated with no defined beds and banks. Standing water and sediment deposits found in the roadside ditches is due to the large rain events experienced by the site on May 9 and 10, 2021.

All ditches are shown on Exhibit 6, and photos are included in Appendix A.

3.1.4 Waterways Summary

Table 1 is a summary of the waterways identified within the project limits.

Table 1: Summary of Waterways

Feature	Photos	Lat/Long	Stream Type	OHWM	USGS Blue-Line	Substrate	Riffles, Pools	Quality	Likely Jurisdictional Water of the U.S.?
Hoffman Ditch	14, 15, 18, 19, 20, 21	40.978287, -84.940287	R3UB3	13' x 2 '1"	Yes	Silt	No	Poor	Yes

3.2 Wetlands

Three potential wetland areas were investigated during the site visit. Data points (DP) were collected in the potential wetland areas where standing water was the deepest or at the lowest elevation of the depression.

3.2.1 Wetland 1

Wetland 1 is located approximately 45 feet north of Monroeville Road in the northeast quadrant of the project, near the southwest corner of the agricultural field. Wetland 1 is approximately 0.03 acres and it appears the soil has been compacted by heavy equipment and drainage tiles of the agricultural field do not drain this area, likely why wetland conditions prevail. Wetland 1 is located within the floodway of Hoffman Ditch, so it likely receives backwater flooding. As such, it is anticipated that Wetland 1 would also be considered a Jurisdictional Water of the U.S.

DP3 was taken at the edge of the standing water. Vegetation identified at DP3 included spotted lady's thumb (*Persicaria maculosa* – FACW), common barnyard grass (*Echinochloa crus-galli* – FACW), common plantain (*Plantago major* – FAC), white clover (*Trifolium repens* – FACU), and Kentucky blue grass (*Poa pratensis* – FAC). As spotted lady's thumb was the only dominant species and is a facultative wetland species, this data point met the hydrophytic vegetation criterion. Multiple primary and secondary hydrologic indicators were found, including surface water (A1), drift deposits (B3), saturation visible on aerial photography (C9), and the FAC-neutral test (D2), so the wetland hydrology criterion was met. The soil was also found to be hydric, meeting the Depleted Below Dark Surface (A11) indicator. DP3 meets all three wetland criteria and is representative of conditions within Wetland 1. Wetland 1 is a palustrine emergent wetland (PEM) using the Cowardin Classification System. The quality of the wetland was considered poor due to it being located in the floodway of a regulated drain and adjacent to an actively farmed agricultural field.

DP4 was taken approximately 5 feet from DP3 and is characteristic of the upland area surround Wetland 1. Vegetation identified at DP4 included Kentucky blue grass (FAC), white clover (FACU), common barnyard grass (FACW), common plantain (FAC), and common dandelion (*Taraxcum officinale* – FACU). As Kentucky blue grass and white clover were the dominant species, the vegetation failed to meet the wetland hydrophytic vegetation criterion. No hydrologic indicators were found, so the wetland hydrology criterion was not met. The soil was found to be hydric, meeting the Depleted Matrix (F3) indicator. As shown on Exhibit 4, the primary soil mapped in the project area, Pewamo silty clay loam, is hydric. The presence of hydric soil at this data point is an indication of historic conditions. The vegetation and hydrology indicate the current condition is non-wetland.

The wetland boundary was delineated using the presence of standing water and saturation, as well as the presence of the dominant facultative wetland species, spotted lady's thumb. The wetland data sheets are included in Appendix B and photos of Wetland 1 are in Appendix A.

3.2.2 Non-Wetland Areas

DP1 was taken north of Monroeville Road and west of Hoffman Ditch, near the southeastern corner of the agricultural field. Vegetation identified at DP1 included tall fescue (*Schedonorus arundinaceus* – FACU), red clover (*Trifolium pratense* – FACU), common dandelion (*Taraxcum officinale* – FACU), common barnyard grass (*Echinochloa crus-galli* – FACW), queen Anne's lace (*Daucus carota* – UPL), and selfheal (*Prunella vulgaris* – FAC). As tall fescue was the only dominant species, the vegetation failed to meet the wetland hydrophytic vegetation criterion. A primary and secondary hydrologic indicator were found, including drift deposits (B3) and geomorphic position (D2), so the wetland hydrology criterion was met. The soil was found to be hydric, meeting the Depleted Matrix (F3) indicator. As shown on Exhibit 4, the primary soil mapped in the project area, Pewamo silty clay loam, is hydric. Based on the plant community, the hydric soil is a remnant of past conditions. The primary hydrologic indicator, drift deposits, is also the result of flooding the area experienced in the 2 days prior to the site visit responding to more than 2 inches of precipitation. Subsurface drainage appears to be draining the fields efficiently. In the context of recent rain events, and the plant community present, this data point is not expected to flood frequently or remain saturated for long durations. As such, DP1 is not located within a wetland.

DP2 was taken south of Monroeville Road and east of Hoffman Ditch, near the northwestern corner of the agricultural field in an area with standing water. Vegetation identified at DP2 included honey locust (*Gleditsia triacanthos* – FACU), multiflora rose (*Rosa multiflora* – FACU), Kentucky blue grass (*Poa pratensis* – FAC), tall fescue (*Schedonorus arundinaceus* – FACU), orange day-lily (*Hemerocallis fulva* – UPL), and teasel (*Dipsacus fullonum* – FACU). Three of the four dominant species are facultative upland species, so the vegetation failed to meet the wetland hydrophytic vegetation criterion. Two primary hydrologic indicators were found, including surface water (A1) and drift deposits (B3), so the wetland hydrology criterion was met. The soil was found to be hydric, meeting the Depleted Matrix (F3) indicator. As shown on Exhibit 4, the primary soil mapped in the project area, Pewamo silty clay loam, is hydric. Based on the plant community, the hydric soil is a remnant of past conditions. The primary hydrologic indicators, surface water and drift deposits, are the result of flooding the area experienced in the 2 days prior to the site visit responding to more than 2 inches of precipitation. Subsurface drainage appears to be draining the fields efficiently. In the context of recent rain events, and the plant community present, this data point is not expected to flood frequently or remain saturated for long durations. As such, DP2 is not located within a wetland.

The wetland data sheets are included in Appendix B and photos of the areas are included in Appendix A.

Table 2: Summary of Data Points

Data Point	Vegetation	Soils	Hydrology	Wetland
DP1	No	Yes	Yes	No
DP2	No	Yes	Yes	No
DP3	Yes	Yes	Yes	Yes
DP4	No	Yes	No	No

3.2.3 Wetland Summary

Table 3 is a summary of the wetlands identified within the project limits.

Table 3: Summary of Wetlands

Wetland Name	Photos	Lat/Long	Type	Total Acres	Quality	Likely Water of the U.S.?
Wetland 1	29, 30, 31, 34	40.978481, -84.940086	PEM	0.03	Poor	Yes

3.3 Open Water

There are no open water features located in the study area.

4.0 CONCLUSION

A meander survey of the site found 1 wetland, 1 stream, 1 channel and 2 roadside ditches. The stream, Hoffman Ditch, is perennial in nature. Hoffman Ditch is connected to a TNW, the Maumee River, via Flatrock Creek and Hoffman Creek. As such, it is considered a Water of the U.S. (WOTUS) and is regulated under the Clean Water Act (CWA) by the US Army Corps of Engineers (USACE).

Channel 1 and the roadside ditches identified within the project area are not federally jurisdictional. In order for a ditch to be a WOTUS, the ditch must meet the definition of a TNW, have either been constructed in or relocate a tributary and meet the flow conditions of a tributary, or have been constructed in an adjacent wetland and develop wetland conditions. Neither of the roadside ditches were constructed in a wetland,

meet the definition of a TNW or appear to have been constructed in or relocate a previously existing tributary. Both roadside ditches also appear to only host flow of an ephemeral nature. As such, neither of the roadside ditches meet the definition of WOTUS. Channel 1 is also ephemeral, is fully vegetated and has no defined bed and banks. Since ephemeral features are explicitly excluded from the definition of WOTUS, Channel 1 does not meet the definition of WOTUS.

Wetlands can be WOTUS when they are adjacent to other WOTUS. In order to be considered adjacent, a wetland must abut a WOTUS, be inundated by flooding from a WOTUS in a typical year, be physically separated from a WOTUS by a natural feature like a bank or berm, or be physically separated from a WOTUS by an artificial structure as long as that structure allows for a direct hydrologic surface connection. Wetland 1 is located in the floodway of Hoffman Ditch and is likely inundated by flooding from Hoffman Ditch in a typical year. As such, Wetland 1 is likely an adjacent wetland, considered a WOTUS, and regulated under the CWA by the USACE.

Hoffman Ditch and Wetland 1 should be presumed to be under the jurisdiction of both USACE and Indiana Department of Environmental Management (IDEM) under Sections 404 and 401 of the CWA. Every effort should be taken to avoid and minimize impacts to the stream and wetland. Waterway permitting will be required if impacts will occur. If impacts are unavoidable, then mitigation may be required. The INDOT Environmental Services Division should be contacted immediately if impacts will occur. The final determination of jurisdictional waters is ultimately made by the USACE. This report is our best judgment based on the guidelines set forth by the USACE.

5.0 ACKNOWLEDGEMENT

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

Printed Name: Courtney Haverbusch

Signature, Title:  Staff Scientist
Little River Consultants

6.0 REFERENCES

Navigable Waters Protection Rule, 85 CFR Part 328 (2020).

U.S. Army Corps of Engineers (USACE), Environmental Laboratory. 1987. Corps of Engineers Wetlands Delineation Manual, Technical Report Y-87-1, U.S. Army Engineer Waterway Experiment Station, Vicksburg, Mississippi.

U.S. Army Corps of Engineers (USACE), Environmental Laboratory. 2010. Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region Version 2.0. U.S. Army Engineer Research and Development Center, Vicksburg, Mississippi.

United States Department of Agriculture, Natural Resources Conservation Service (USDA). Web Soil Survey.

Exhibits



Wetland, Floodplain, and Flowline Map



Created: May 10, 2021
Source: USFWS National Wetland Inventory Map
 FEMA Flood Insurance Rate Map
 USGS National Hydrography Dataset
Scale: As Shown

Project Name: Allen County Bridge 277
 Des. No. 1902826
Location: Monroeville Rd & Fackler Rd
 Monroeville, Indiana
Project No: 20-030





Tables – Hydric Rating by Map Unit – Summary By Map Unit

Summary by Map Unit – Allen County, Indiana (IN003)

Summary by Map Unit – Allen County, Indiana (IN003)

Map unit symbol	Map unit name	Rating
BgmA	Blount silt loam, ground moraine, 0 to 2 percent slopes	9
Pe	Pewamo silty clay loam, 0 to 1 percent slopes	91

Soil Survey



Created: May 10, 2021
Source: NRCS Web Soil Survey
Scale: As Shown

Project Name: Allen County Bridge 277
 Des. No. 1902826
Location: Monroeville Rd & Fackler Rd
 Monroeville, Indiana
Project No: 20-030



Appendix A

Photographs

Removed to Avoid Duplication - See Appendix B

Appendix B
Wetland Data Sheets

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: Allen County Bridge 277 City/County: Monroeville, Allen Sampling Date: 2021-05-11
 Applicant/Owner: INDOT State: Indiana Sampling Point: DP1
 Investigator(s): Rachele Baker & Courtney Haverbusch Section, Township, Range: Sec 9, T29N, R14E
 Landform (hillslope, terrace, etc.): Basin Local relief (concave, convex, none): Concave
 Slope (%): 0-1 Lat: 40.978442 Long: -84.940567 Datum: WGS 84
 Soil Map Unit Name: Pewamo silty clay loam (Pe) NWI classification: Non-wetland

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

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

Hydrophytic Vegetation Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Remarks: Vegetation disturbed, regularly mowed.	

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: <u>30 ft r</u>)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:
1. _____	_____	_____	_____	Number of Dominant Species That Are OBL, FACW, or FAC: <u>0</u> (A)
2. _____	_____	_____	_____	Total Number of Dominant Species Across All Strata: <u>1</u> (B)
3. _____	_____	_____	_____	Percent of Dominant Species That Are OBL, FACW, or FAC: <u>0</u> (A/B)
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
_____ = Total Cover				
Sapling/Shrub Stratum (Plot size: <u>15 ft r</u>)	Absolute % Cover	Dominant Species?	Indicator Status	Prevalence Index worksheet:
1. _____	_____	_____	_____	Total % Cover of: _____ Multiply by: _____
2. _____	_____	_____	_____	OBL species <u>0</u> x 1 = <u>0</u>
3. _____	_____	_____	_____	FACW species <u>3</u> x 2 = <u>6</u>
4. _____	_____	_____	_____	FAC species <u>1</u> x 3 = <u>3</u>
5. _____	_____	_____	_____	FACU species <u>115</u> x 4 = <u>460</u>
_____ = Total Cover				UPL species <u>2</u> x 5 = <u>10</u>
				Column Totals: <u>121</u> (A) <u>479</u> (B)
				Prevalence Index = B/A = <u>3.96</u>
Herb Stratum (Plot size: <u>5 ft r</u>)	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Indicators:
1. <u>Schedonorus arundinaceus</u>	<u>80</u>	<input checked="" type="checkbox"/>	<u>FACU</u>	<input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation
2. <u>Trifolium pratense</u>	<u>20</u>	<input type="checkbox"/>	<u>FACU</u>	<input type="checkbox"/> 2 - Dominance Test is >50%
3. <u>Taraxacum officinale</u>	<u>15</u>	<input type="checkbox"/>	<u>FACU</u>	<input type="checkbox"/> 3 - Prevalence Index is ≤3.0 ¹
4. <u>Echinochloa crus-galli</u>	<u>3</u>	<input type="checkbox"/>	<u>FACW</u>	<input type="checkbox"/> 4 - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet)
5. <u>Daucus carota</u>	<u>2</u>	<input type="checkbox"/>	<u>UPL</u>	<input type="checkbox"/> Problematic Hydrophytic Vegetation ¹ (Explain)
6. <u>Prunella vulgaris</u>	<u>1</u>	<input type="checkbox"/>	<u>FAC</u>	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
<u>121%</u> = Total Cover				¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
Woody Vine Stratum (Plot size: <u>30 ft r</u>)	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Present?
1. _____	_____	_____	_____	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
2. _____	_____	_____	_____	
_____ = Total Cover				
Remarks: (Include photo numbers here or on a separate sheet.)				

SOIL

Sampling Point: DP1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0 - 4	10YR 4/1	100					Clay Loam	Lots of roots, no mottles
4 - 13	10YR 4/1	90	5YR 3/4	10	C	M	Clay	Very compacted
13 - 20	10YR 5/1	75	10YR 2/1	15	C	M	Clay	
13 - 20			5YR 5/6	10	C	M	Clay	
-								
-								
-								

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

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

Indicators for Problematic Hydric Soils³:

- Coast Prairie Redox (A16)
- Dark Surface (S7)
- Iron-Manganese Masses (F12)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

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

Restrictive Layer (if observed):

Type: _____
Depth (inches): _____

Hydric Soil Present? Yes No

Remarks:

The soil mapped in this area by the NRCS Web Soil Survey, Pewamo silty clay loam (Pe), has a hydric soil rating of 91. This area has historic hydric soils, so the identification of a hydric soil at this point is not necessarily indicative of current wetland conditions.

HYDROLOGY

Wetland Hydrology Indicators:

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

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Sparsely Vegetated Concave Surface (B8)

Secondary Indicators (minimum of two required)

- Water-Stained Leaves (B9)
- Aquatic Fauna (B13)
- True Aquatic Plants (B14)
- Hydrogen Sulfide Odor (C1)
- Oxidized Rhizospheres on Living Roots (C3)
- Presence of Reduced Iron (C4)
- Recent Iron Reduction in Tilled Soils (C6)
- Thin Muck Surface (C7)
- Gauge or Well Data (D9)
- Other (Explain in Remarks)
- Surface Soil Cracks (B6)
- Drainage Patterns (B10)
- Dry-Season Water Table (C2)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Stunted or Stressed Plants (D1)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)

Field Observations:

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

Wetland Hydrology Present? Yes No

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

Remarks:

No standing water despite approximately 2.75 inches of rain in week preceding and the largest rain events occurring in the 2 days before the site visit.

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: Allen County Bridge 277 City/County: Monroeville, Allen Sampling Date: 2021-05-11
 Applicant/Owner: INDOT State: Indiana Sampling Point: DP2
 Investigator(s): Rachele & Courtney Section, Township, Range: Sec 15, T29N, R14E
 Landform (hillslope, terrace, etc.): Basin Local relief (concave, convex, none): Concave
 Slope (%): 0-1 Lat: 40.978233 Long: -84.940064 Datum: WGS 84
 Soil Map Unit Name: Pewamo silty clay loam (Pe) NWI classification: non-wetland

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

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

Hydrophytic Vegetation Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Remarks: Vegetation disturbed, regularly mowed.	

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: <u>30 ft r</u>)	Absolute % Cover	Dominant Species?	Indicator Status	
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
_____ = Total Cover				
Sapling/Shrub Stratum (Plot size: <u>15 ft r</u>)	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>Gleditsia triacanthos</u>	<u>5</u>	<input checked="" type="checkbox"/>	<u>FACU</u>	
2. <u>Rosa multiflora</u>	<u>5</u>	<input checked="" type="checkbox"/>	<u>FACU</u>	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
_____ = Total Cover				
Herb Stratum (Plot size: <u>5 ft r</u>)	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>Poa pratensis</u>	<u>60</u>	<input checked="" type="checkbox"/>	<u>FAC</u>	
2. <u>Schedonorus arundinaceus</u>	<u>40</u>	<input checked="" type="checkbox"/>	<u>FACU</u>	
3. <u>Hemerocallis fulva</u>	<u>10</u>	_____	<u>UPL</u>	
4. <u>Dipsacus fullonum</u>	<u>2</u>	_____	<u>FACU</u>	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
_____ = Total Cover				
Woody Vine Stratum (Plot size: <u>30 ft r</u>)	Absolute % Cover	Dominant Species?	Indicator Status	
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
_____ = Total Cover				

Dominance Test worksheet:
 Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)
 Total Number of Dominant Species Across All Strata: 4 (B)
 Percent of Dominant Species That Are OBL, FACW, or FAC: 25 (A/B)

Prevalence Index worksheet:
 Total % Cover of: _____ Multiply by: _____
 OBL species 0 x 1 = 0
 FACW species 0 x 2 = 0
 FAC species 60 x 3 = 180
 FACU species 52 x 4 = 208
 UPL species 10 x 5 = 50
 Column Totals: 122 (A) 438 (B)
 Prevalence Index = B/A = 3.59

Hydrophytic Vegetation Indicators:
 ___ 1 - Rapid Test for Hydrophytic Vegetation
 ___ 2 - Dominance Test is >50%
 ___ 3 - Prevalence Index is ≤3.0¹
 ___ 4 - Morphological Adaptations¹ (Provide supporting data in Remarks or on a separate sheet)
 ___ Problematic Hydrophytic Vegetation¹ (Explain)

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

Hydrophytic Vegetation Present? Yes No

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

SOIL

Sampling Point: DP2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0 - 3	10YR 3/2	100					Silty Clay Loam	Lots of fine roots
3 - 8	10YR 4/2	85	10YR 5/6	10	C	M	Clay	
3 - 8			5YR 3/4	5	C	M	Clay	
8 - 15	10YR 5/1	75	7.5YR 5/8	25	C	M	Clay	
-								
-								
-								

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

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

Indicators for Problematic Hydric Soils³:

- Coast Prairie Redox (A16)
- Dark Surface (S7)
- Iron-Manganese Masses (F12)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

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

Restrictive Layer (if observed):

Type: _____
Depth (inches): _____

Hydric Soil Present? Yes No

Remarks:

The soil mapped in this area by the NRCS Web Soil Survey, Pewamo silty clay loam (Pe), has a hydric soil rating of 91. This area has historic hydric soils, so the identification of a hydric soil at this point is not necessarily indicative of current wetland conditions.

HYDROLOGY

Wetland Hydrology Indicators:

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

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Sparsely Vegetated Concave Surface (B8)

Secondary Indicators (minimum of two required)

- Water-Stained Leaves (B9)
- Aquatic Fauna (B13)
- True Aquatic Plants (B14)
- Hydrogen Sulfide Odor (C1)
- Oxidized Rhizospheres on Living Roots (C3)
- Presence of Reduced Iron (C4)
- Recent Iron Reduction in Tilled Soils (C6)
- Thin Muck Surface (C7)
- Gauge or Well Data (D9)
- Other (Explain in Remarks)
- Surface Soil Cracks (B6)
- Drainage Patterns (B10)
- Dry-Season Water Table (C2)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Stunted or Stressed Plants (D1)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes No Depth (inches): 2
 Water Table Present? Yes No Depth (inches): _____
 Saturation Present? Yes No Depth (inches): _____
 (includes capillary fringe)

Wetland Hydrology Present? Yes No

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

Remarks:

Not normal condition. Tiles all still draining lots of water from fields. Site received approximately 2 inches of precipitation just in the 2 days before the site visit.

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: Allen County Bridge 277 City/County: Monroeville, Allen Sampling Date: 2021-05-11
 Applicant/Owner: INDOT State: Indiana Sampling Point: DP3
 Investigator(s): Rachele & Courtney Section, Township, Range: Sec 10, T29N, R14E
 Landform (hillslope, terrace, etc.): Basin Local relief (concave, convex, none): Concave
 Slope (%): 0-1 Lat: 40.978447 Long: -84.940103 Datum: WGS 84
 Soil Map Unit Name: Pewamo silty clay loam (Pe) NWI classification: non-wetland

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

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

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Remarks: Vegetation disturbed, regularly mowed.	

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: <u>30 ft r</u>)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:
1. _____	_____	_____	_____	Number of Dominant Species That Are OBL, FACW, or FAC: <u>1</u> (A)
2. _____	_____	_____	_____	Total Number of Dominant Species Across All Strata: <u>1</u> (B)
3. _____	_____	_____	_____	Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100</u> (A/B)
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
= Total Cover				
Sapling/Shrub Stratum (Plot size: <u>15 ft r</u>)	Absolute % Cover	Dominant Species?	Indicator Status	Prevalence Index worksheet:
1. _____	_____	_____	_____	Total % Cover of: _____ Multiply by: _____
2. _____	_____	_____	_____	OBL species <u>0</u> x 1 = <u>0</u>
3. _____	_____	_____	_____	FACW species <u>80</u> x 2 = <u>160</u>
4. _____	_____	_____	_____	FAC species <u>15</u> x 3 = <u>45</u>
5. _____	_____	_____	_____	FACU species <u>10</u> x 4 = <u>40</u>
= Total Cover				UPL species <u>0</u> x 5 = <u>0</u>
				Column Totals: <u>105</u> (A) <u>245</u> (B)
				Prevalence Index = B/A = <u>2.33</u>
Herb Stratum (Plot size: <u>5 ft r</u>)	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Indicators:
1. <u>Persicaria maculosa</u>	<u>60</u>	<input checked="" type="checkbox"/>	<u>FACW</u>	<input checked="" type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation
2. <u>Echinochloa crus-galli</u>	<u>20</u>	<input type="checkbox"/>	<u>FACW</u>	<input checked="" type="checkbox"/> 2 - Dominance Test is >50%
3. <u>Plantago major</u>	<u>10</u>	<input type="checkbox"/>	<u>FAC</u>	<input checked="" type="checkbox"/> 3 - Prevalence Index is ≤3.0 ¹
4. <u>Trifolium repens</u>	<u>10</u>	<input type="checkbox"/>	<u>FACU</u>	<input type="checkbox"/> 4 - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet)
5. <u>Poa pratensis</u>	<u>5</u>	<input type="checkbox"/>	<u>FAC</u>	<input type="checkbox"/> Problematic Hydrophytic Vegetation ¹ (Explain)
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
<u>105%</u> = Total Cover				¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
Woody Vine Stratum (Plot size: <u>30 ft r</u>)	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Present?
1. _____	_____	_____	_____	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
2. _____	_____	_____	_____	
= Total Cover				
Remarks: (Include photo numbers here or on a separate sheet.)				

SOIL

Sampling Point: DP3

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0 - 3	10YR 3/2	90	10YR 5/6	10	C	M	Clay	Fine roots
3 - 8	10YR 3/1	85	10YR 5/6	15	C	M	Clay	
8 - 18	10YR 5/1	80	5YR 5/6	20	C	M	Clay	
-								
-								
-								
-								

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

Hydric Soil Indicators: <input type="checkbox"/> Histosol (A1) <input type="checkbox"/> Histic Epipedon (A2) <input type="checkbox"/> Black Histic (A3) <input type="checkbox"/> Hydrogen Sulfide (A4) <input type="checkbox"/> Stratified Layers (A5) <input type="checkbox"/> 2 cm Muck (A10) <input checked="" type="checkbox"/> Depleted Below Dark Surface (A11) <input type="checkbox"/> Thick Dark Surface (A12) <input type="checkbox"/> Sandy Mucky Mineral (S1) <input type="checkbox"/> 5 cm Mucky Peat or Peat (S3)	<input type="checkbox"/> Sandy Gleyed Matrix (S4) <input type="checkbox"/> Sandy Redox (S5) <input type="checkbox"/> Stripped Matrix (S6) <input type="checkbox"/> Loamy Mucky Mineral (F1) <input type="checkbox"/> Loamy Gleyed Matrix (F2) <input type="checkbox"/> Depleted Matrix (F3) <input type="checkbox"/> Redox Dark Surface (F6) <input type="checkbox"/> Depleted Dark Surface (F7) <input type="checkbox"/> Redox Depressions (F8)	Indicators for Problematic Hydric Soils³: <input type="checkbox"/> Coast Prairie Redox (A16) <input type="checkbox"/> Dark Surface (S7) <input type="checkbox"/> Iron-Manganese Masses (F12) <input type="checkbox"/> Very Shallow Dark Surface (TF12) <input type="checkbox"/> Other (Explain in Remarks)
--	--	---

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

Restrictive Layer (if observed): Type: _____ Depth (inches): _____	Hydric Soil Present? Yes <input checked="" type="checkbox"/> No _____
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Remarks:

HYDROLOGY

Wetland Hydrology Indicators: Primary Indicators (minimum of one is required: check all that apply)			Secondary Indicators (minimum of two required)		
<input checked="" type="checkbox"/> Surface Water (A1) <input type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Saturation (A3) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Sediment Deposits (B2) <input checked="" type="checkbox"/> Drift Deposits (B3) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)	<input type="checkbox"/> Water-Stained Leaves (B9) <input type="checkbox"/> Aquatic Fauna (B13) <input type="checkbox"/> True Aquatic Plants (B14) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input type="checkbox"/> Thin Muck Surface (C7) <input type="checkbox"/> Gauge or Well Data (D9) <input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Crayfish Burrows (C8) <input checked="" type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Stunted or Stressed Plants (D1) <input type="checkbox"/> Geomorphic Position (D2) <input checked="" type="checkbox"/> FAC-Neutral Test (D5)			
Field Observations: Surface Water Present? Yes <input checked="" type="checkbox"/> No _____ Depth (inches): <u>1</u> Water Table Present? Yes <input checked="" type="checkbox"/> No _____ Depth (inches): _____ Saturation Present? Yes <input checked="" type="checkbox"/> No _____ Depth (inches): _____ (includes capillary fringe)			Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____		
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:					
Remarks: Standing water present following heavy rains. Unlike other data points, this area doesn't appear to be well drained by tile. Hydrophytic plants, tire ruts, and less dense vegetation indicate longer duration saturation.					

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: Allen County Bridge 277 City/County: Monroeville, Allen Sampling Date: 2021-05-11
 Applicant/Owner: INDOT State: Indiana Sampling Point: DP4
 Investigator(s): Rachele & Courtney Section, Township, Range: Sec 10, T29N, R14E
 Landform (hillslope, terrace, etc.): Basin Local relief (concave, convex, none): Concave
 Slope (%): 0-1 Lat: 40.978428 Long: -84.940097 Datum: WGS 84
 Soil Map Unit Name: Pewamo silty clay loam (Pe) NWI classification: non-wetland

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

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

Hydrophytic Vegetation Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Wetland Hydrology Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Remarks: Vegetation disturbed, regularly mowed.	

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: <u>30 ft r</u>)	Absolute % Cover	Dominant Species?	Indicator Status															
1. _____	_____	_____	_____	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>1</u> (A) Total Number of Dominant Species Across All Strata: <u>2</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>50</u> (A/B)														
2. _____	_____	_____	_____															
3. _____	_____	_____	_____															
4. _____	_____	_____	_____															
5. _____	_____	_____	_____															
_____ = Total Cover				Prevalence Index worksheet: <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;">Total % Cover of:</td> <td style="width:50%;">Multiply by:</td> </tr> <tr> <td>OBL species <u>0</u></td> <td>x 1 = <u>0</u></td> </tr> <tr> <td>FACW species <u>20</u></td> <td>x 2 = <u>40</u></td> </tr> <tr> <td>FAC species <u>75</u></td> <td>x 3 = <u>225</u></td> </tr> <tr> <td>FACU species <u>35</u></td> <td>x 4 = <u>140</u></td> </tr> <tr> <td>UPL species <u>0</u></td> <td>x 5 = <u>0</u></td> </tr> <tr> <td>Column Totals: <u>130</u> (A)</td> <td><u>405</u> (B)</td> </tr> </table> Prevalence Index = B/A = <u>3.12</u>	Total % Cover of:	Multiply by:	OBL species <u>0</u>	x 1 = <u>0</u>	FACW species <u>20</u>	x 2 = <u>40</u>	FAC species <u>75</u>	x 3 = <u>225</u>	FACU species <u>35</u>	x 4 = <u>140</u>	UPL species <u>0</u>	x 5 = <u>0</u>	Column Totals: <u>130</u> (A)	<u>405</u> (B)
Total % Cover of:	Multiply by:																	
OBL species <u>0</u>	x 1 = <u>0</u>																	
FACW species <u>20</u>	x 2 = <u>40</u>																	
FAC species <u>75</u>	x 3 = <u>225</u>																	
FACU species <u>35</u>	x 4 = <u>140</u>																	
UPL species <u>0</u>	x 5 = <u>0</u>																	
Column Totals: <u>130</u> (A)	<u>405</u> (B)																	
Sapling/Shrub Stratum (Plot size: <u>15 ft r</u>)																		
1. _____	_____	_____	_____															
2. _____	_____	_____	_____															
3. _____	_____	_____	_____															
4. _____	_____	_____	_____															
_____ = Total Cover																		
Herb Stratum (Plot size: <u>5 ft r</u>)				Hydrophytic Vegetation Indicators: ___ 1 - Rapid Test for Hydrophytic Vegetation ___ 2 - Dominance Test is >50% ___ 3 - Prevalence Index is ≤3.0 ¹ ___ 4 - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) ___ Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.														
1. <u>Poa pratensis</u>	<u>60</u>	<input checked="" type="checkbox"/>	<u>FAC</u>															
2. <u>Trifolium repens</u>	<u>30</u>	<input checked="" type="checkbox"/>	<u>FACU</u>															
3. <u>Echinochloa crus-galli</u>	<u>20</u>	<input type="checkbox"/>	<u>FACW</u>															
4. <u>Plantago major</u>	<u>15</u>	<input type="checkbox"/>	<u>FAC</u>															
5. <u>Taraxacum officinale</u>	<u>5</u>	<input type="checkbox"/>	<u>FACU</u>															
6. _____	_____	_____	_____															
7. _____	_____	_____	_____															
8. _____	_____	_____	_____															
9. _____	_____	_____	_____															
<u>130%</u> = Total Cover																		
Woody Vine Stratum (Plot size: <u>30 ft r</u>)				Hydrophytic Vegetation Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>														
1. _____	_____	_____	_____															
2. _____	_____	_____	_____															
_____ = Total Cover																		
Remarks: (Include photo numbers here or on a separate sheet.)																		

SOIL

Sampling Point: DP4

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0 - 4	10YR 3/1	90	10YR 5/8	10	C	M	Clay Loam	Fine roots
4 - 12	10YR 4/1	80	10YR 4/6	20	C	M	Clay	Fine gravel dispersed throughout
12 - 18	10YR 5/1	75	5YR 4/6	25	C	M	Clay	
-								
-								
-								
-								

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

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

Indicators for Problematic Hydric Soils³:

- Coast Prairie Redox (A16)
- Dark Surface (S7)
- Iron-Manganese Masses (F12)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

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

Restrictive Layer (if observed):

Type: _____
Depth (inches): _____

Hydric Soil Present? Yes No

Remarks:

The soil mapped in this area by the NRCS Web Soil Survey, Pewamo silty clay loam (Pe), has a hydric soil rating of 91. This area has historic hydric soils, so the identification of a hydric soil at this point is not necessarily indicative of current wetland conditions.

HYDROLOGY

Wetland Hydrology Indicators:

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

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1)
- Sediment Deposits (B2)
- Drift Deposits (B3)
- Algal Mat or Crust (B4)
- Iron Deposits (B5)
- Inundation Visible on Aerial Imagery (B7)
- Sparsely Vegetated Concave Surface (B8)

Secondary Indicators (minimum of two required)

- Water-Stained Leaves (B9)
- Aquatic Fauna (B13)
- True Aquatic Plants (B14)
- Hydrogen Sulfide Odor (C1)
- Oxidized Rhizospheres on Living Roots (C3)
- Presence of Reduced Iron (C4)
- Recent Iron Reduction in Tilled Soils (C6)
- Thin Muck Surface (C7)
- Gauge or Well Data (D9)
- Other (Explain in Remarks)
- Surface Soil Cracks (B6)
- Drainage Patterns (B10)
- Dry-Season Water Table (C2)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Stunted or Stressed Plants (D1)
- Geomorphic Position (D2)
- FAC-Neutral Test (D5)

Field Observations:

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

Wetland Hydrology Present? Yes No

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

Remarks:

No indicators of hydrology, despite approximately 2.75 inches of precipitation received in the week preceding the site visit and about 2 of those inches falling in the 2 days leading up to the visit.

Appendix C
Preliminary JD Form

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: 07/26/2021

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Courtney Haverbusch, Little River Consultants, 9675 S County Road 100 E, Clayton, IN 46118

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

Des. No. 1902826: This INDOT project is located at the Monroeville Road bridge (Bridge 277) over Hoffman Ditch, west of Monroeville, in Allen County, Indiana. The project will involve the replacement of the existing 52.5' x 30' concrete box beam bridge with a new 70.5' x 39' concrete box beam bridge with upgrades to the bridge rail and approaching guardrails.

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

State: Indiana County/parish/borough: Allen City: Monroeville

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

Lat.: 40.97832 Long.: -84.94028

Universal Transverse Mercator:

Name of nearest waterbody: Hoffman Ditch

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

Office (Desk) Determination. Date:

Field Determination. Date(s):

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

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource “may be” subject (i.e., Section 404 or Section 10/404)
Hoffman Ditch	40.978287	-84.940287	110 linear ft	non-wetland	Section 404
Wetland 1	40.978481	-84.940086	0.03 acres	wetland	Section 404

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

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

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

- Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
Map: USGS topo, NWI, FIRM, NHD, soils, aerial photo.
- Data sheets prepared/submitted by or on behalf of the PJD requestor.
 - Office concurs with data sheets/delineation report.
 - Office does not concur with data sheets/delineation report. Rationale: _____.
- Data sheets prepared by the Corps: _____.
- Corps navigable waters' study: _____.
- U.S. Geological Survey Hydrologic Atlas: _____.
 - USGS NHD data.
 - USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name: 1:24,000 Hoagland Quad.
- Natural Resources Conservation Service Soil Survey. Citation: Web Soil Survey/Allen Co.
- National wetlands inventory map(s). Cite name: USFWS NWI, Hoagland Quad.
- State/local wetland inventory map(s): _____.
- FEMA/FIRM maps: Panel 18003C0455H.
- 100-year Floodplain Elevation is: _____.(National Geodetic Vertical Datum of 1929)
- Photographs: Aerial (Name & Date): Google Earth, March 6, 2020.
or Other (Name & Date): _____.
- Previous determination(s). File no. and date of response letter: _____.
- Other information (please specify): EX6 in Waters Report showing mapped features.

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

Signature and date of
Regulatory staff member
completing PJD

Courtney Haverbusch

Signature and date of Acting as agent for INDOT
person requesting PJD
(REQUIRED, unless obtaining
the signature is impracticable)¹

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

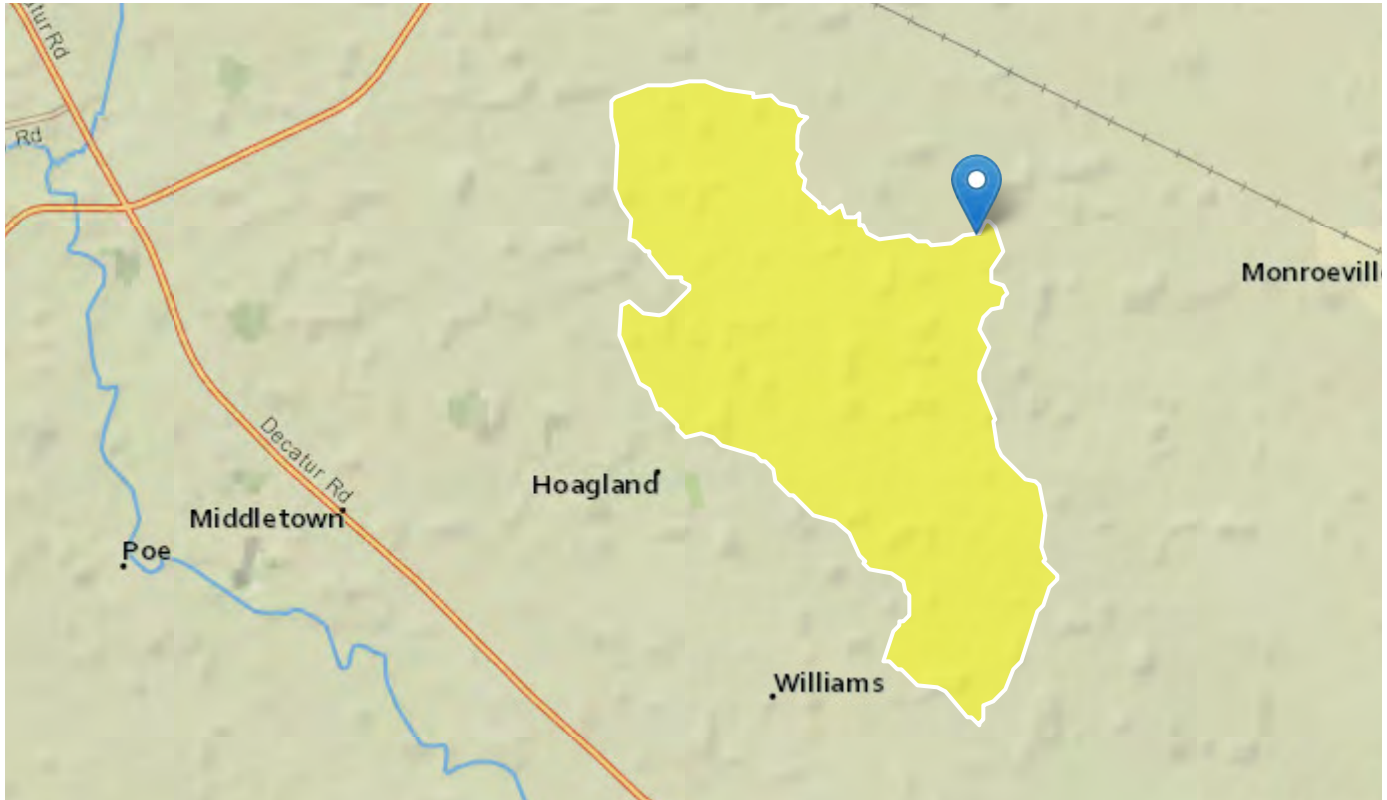
StreamStats Report

Region ID: IN

Workspace ID: IN20230328214111937000

Clicked Point (Latitude, Longitude): 40.97867, -84.94056

Time: 2023-03-28 17:41:42 -0400



Collapse All

➤ Basin Characteristics

Parameter Code	Parameter Description	Value	Unit
DRNAREA	Area that drains to a point on a stream	11.531	square miles
K2INDNR	Average hydraulic conductivity (ft/d) for the full depth of unconsolidated deposits from InDNR well database.	13	ft per day
LC01FOREST	Percentage of forest from NLCD 2001 classes 41-43	6.9	percent
LOWREG	Low Flow Region Number	1728	dimensionless

Parameter Code	Parameter Description	Value	Unit
QSSPERMTHK	Index of the permeability of surficial Quaternary sediments computed as in SIR 2014-5177	75	dimensionless
T2INDNR	Average transmissivity (ft ² /d) for the full depth of unconsolidated deposits from InDNR well database.	2015	square feet per day

➤ General Flow Statistics

General Flow Statistics Parameters [Harmonic Mean Northern Region 2016 5102]

Parameter Code	Parameter Name	Value	Units	Min Limit	Max Limit
DRNAREA	Drainage Area	11.531	square miles	6.33	856
T2INDNR	Avg_Transmissivity	2015	square feet per day	1700	7590
LOWREG	Low Flow Region Number	1728	dimensionless		

General Flow Statistics Flow Report [Harmonic Mean Northern Region 2016 5102]

PII: Prediction Interval-Lower, Plu: Prediction Interval-Upper, ASEp: Average Standard Error of Prediction, SE: Standard Error (other -- see report)

Statistic	Value	Unit	PII	Plu	ASEp
Harmonic Mean Streamflow	2.47	ft ³ /s	1.04	5.87	55.3

General Flow Statistics Citations

Martin, G.R., Fowler, K.K., and Arihood, L.D.,2016, Estimating selected low-flow frequency statistics and harmonic-mean flows for ungaged, unregulated streams in Indiana (ver 1.1, October 2016): U.S. Geological Survey Scientific Investigations Report 2016–5102, 45 p. (<http://dx.doi.org/10.3133/sir20165102>)

USGS Data Disclaimer: Unless otherwise stated, all data, metadata and related materials are considered to satisfy the quality standards relative to the purpose for which the data were collected. Although these data and associated metadata have been reviewed for accuracy and completeness and approved for release by the U.S. Geological Survey (USGS), no warranty expressed or implied is made regarding the display or utility of the data for other purposes, nor on all computer systems,

nor shall the act of distribution constitute any such warranty.

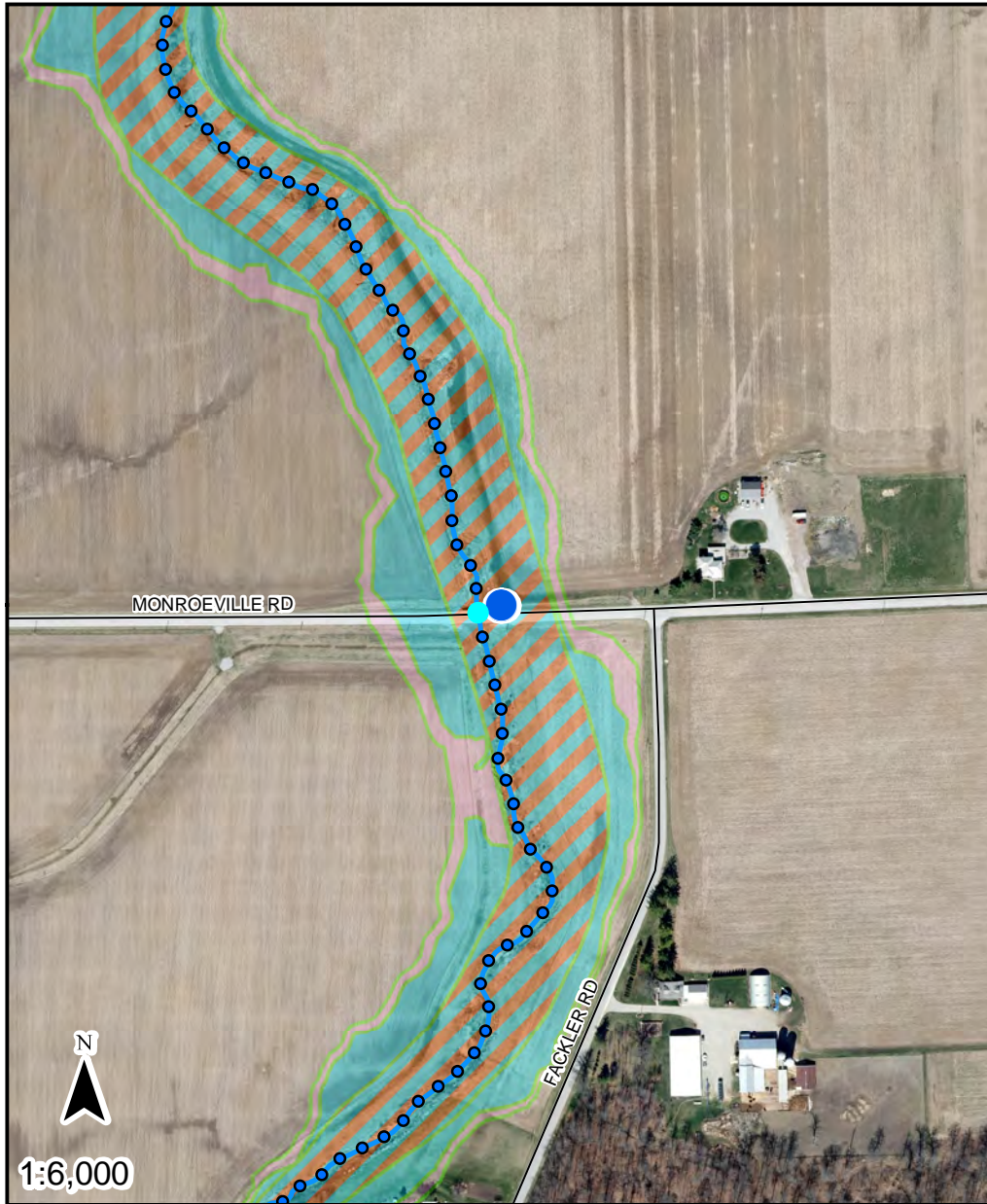
USGS Software Disclaimer: This software has been approved for release by the U.S. Geological Survey (USGS). Although the software has been subjected to rigorous review, the USGS reserves the right to update the software as needed pursuant to further analysis and review. No warranty, expressed or implied, is made by the USGS or the U.S. Government as to the functionality of the software and related material nor shall the fact of release constitute any such warranty. Furthermore, the software is released on condition that neither the USGS nor the U.S. Government shall be held liable for any damages resulting from its authorized or unauthorized use.

USGS Product Names Disclaimer: Any use of trade, firm, or product names is for descriptive purposes only and does not imply endorsement by the U.S. Government.

Application Version: 4.14.0

StreamStats Services Version: 1.2.22

NSS Services Version: 2.2.1



- Point of Interest
- Base Flood Elevation Point
- Flood Elevation Points**
 - STUDIED STREAM
- Rivers and Streams at least 1 square mile**
- Drainage Area (sq. miles)**
 - 10 - 100
- FEMA Zone AE Floodway; FEMA Administrative Floodway
- FEMA Zone AE
- Additional Floodplain Area; DNR .2 Percent Flood Hazard

Point of Interest Coordinates (WGS84)
 Long: **-84.9401115946**
 Lat: **40.9783992028**

The information provided below is based on the point of interest shown in the map above.

County: **Allen**

Approximate Ground Elevation: **797.5 feet (NAVD88)**

Stream Name:
Hoffman Ditch

Base Flood Elevation: **797.4 feet (NAVD88)**

Drainage Area: **Not available**

Best Available Flood Hazard Zone: **FEMA Zone AE Floodway**

National Flood Hazard Zone: **FEMA Zone AE Floodway**

Is a Flood Control Act permit from the DNR needed for this location? **yes**

Is a local floodplain permit needed for this location? **yes-**

Floodplain Administrator: **Benjamin Roussel, Executive Director, Allen County Plan Commission**

Community Jurisdiction: **Allen County, County proper**

Phone: **(260) 449-4479**

Email: **benroussel@allencounty.us**

US Army Corps of Engineers District: **Detroit**

Date Generated: 3/28/2023

Categorical Exclusion
Appendix G
Public Involvement



September 17, 2021

Example Letter

RE: Replacement of Allen Co. Bridge. 277, Monroeville Rd. over Hoffman Drain, Monroeville, IN.

NOTICE OF SURVEY

Dear Property Owner:

Our information indicates that you own or occupy property near the subject proposed highway project. Our employees will be performing a survey of the project area in the near future. It may be necessary for them to come onto your property to complete this work. This is permitted by law per Indiana Code IC 8-23-7-26. They will show you their identification, if you are available, before coming onto your property. If you have sold this property, or it is occupied by someone else, please let us know the name and address of the new owner or current occupant so we can contact them about the survey.

At this stage, we generally do not know what effect, if any, our project can eventually have on your property. If we determine later that your property is involved, we will contact you with additional information.

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

Sincerely,

Kevin Loiselle, PE
Project Manager
Clark Dietz



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848
FAX: (317) 233-4929

Eric Holcomb, Governor
Michael Smith, Commissioner

DES. # 1902826

LEGAL NOTICE OF PUBLIC HEARING

Monroeville Road over Hoffman Drain Bridge Project, Allen County

The Allen County Highway Department will host a public hearing on February 8, 2024, in the Allen County Public Library-Monroeville Branch (115 Main Street, Monroeville, IN 46773). The hearing will begin at 5:45pm. The purpose of the public hearing is to offer all interested persons an opportunity to comment on the Categorical Exclusion (CE) environmental document, the 800.11(e) documentation for Section 106, and current preliminary design plans for the bridge project located on Monroeville Road over Hoffman Drain (Allen County Bridge 277) in Allen County, approximately 455 feet (0.09 mile) west of the junction with Fackler Road.

The need for the project is due to the deteriorated condition of the Allen County Bridge 277 (INDOT Structure No. 02-00277; National Bridge Inventory [NBI] No. 0200207), which received an overall Condition rating of 4 (poor) out of 9 (excellent). If deterioration of this structure is allowed to continue, it will eventually lead to failure and no longer perpetuate vehicular crossing on Monroeville Road over Hoffman Drain (the bridge currently has an estimated remaining life span of 10 years). The purpose of the project is to continue providing a structurally sufficient structure that perpetuates vehicular crossing on Monroeville Road over Hoffman Drain while achieving a superstructure and substructure condition rating of 7 (good) or greater out of 9.

The selected preferred alternative for this project involves the demolition and replacement of the existing bridge. The new bridge will meet all INDOT requirements for reconstruction regarding vertical and horizontal alignment, stopping sight distance, bridge width for two-lanes, and structural capacity. The new bridge will be approximately 40.67 feet in width (clear roadway width of 38.67 feet) and 71 feet in length. The anticipated superstructure type is spread concrete box beams, which will be placed to meet appropriate geometric and hydraulic requirements. The bridge would be lengthened, and the profile raised to accommodate the hydraulic needs of the site for a Q100 flow event. The Q100 flow event, also referred to as the 100-year flood event, is a flood event with a 1% probability of occurring in any given year.

Steel piles will be driven into the ground to support the end bents. Revetment riprap over geotextiles will be placed on the fill slopes at both pile end bents. A cofferdam and pump around will be utilized to dewater the channel bank to place the riprap toe and fill slopes at each end bent. Guardrail and guardrail end treatments will be constructed. Bridge railing will be placed along both edges of the deck and will connect to concrete bridge rail transitions, guardrail, and guardrail end treatments. A surface seal will be applied to the concrete bridge railing, the copings of the deck, and the underside to the face of the box beams.

The roadway profile within the construction limits will be raised to tie the existing roadway in with the new bridge. Both reinforced concrete bridge approaches (RCBAs) will be replaced. The roadway approaches will be widened to accommodate the new bridge. The roadway approaches will be graded to add fill for the wider roadway embankment. Full depth hot mix asphalt (HMA) pavement replacement and asphalt milling/resurfacing will occur throughout the project area, as needed.

The agricultural access drive located at the eastern project area terminus will be reconstructed, and the existing drainage pipe (Structure Number 10) carrying the drive will be replaced with a 1-foot-diameter by 25-foot-long corrugated metal pipe. The maximum depth of excavation for the project will be approximately 8 feet below ground surface.

The Maintenance of Traffic (MOT) plan for the project involves a closure for this section of Monroeville Road during construction of the Allen County Bridge 277. The detour route will utilize Houk Road, Flatrock Road, and Grotrian Road. MOT details will be presented during the public hearing. Access to all properties will be maintained during construction. Emergency services, local school corporation officials and project stakeholders will be notified of closures prior to construction to ensure potential disruptions and impacts are minimized as much as possible. The project will require approximately 0.622 acres of permanent new right-of-way, in addition to 0.045 acres of temporary right-of-way needed during construction.

Allen County Bridge 277 (NBI Number 0200207) is eligible for listing in the National Register of Historic Places (National Register) under Criterion C because it possesses high artistic value as illustrated through the use of non-standard decorative railing combined with other aesthetic treatments to provide notable ornamentation. As part of the Indiana Historic Bridge Inventory project, the bridge was determined to be Non-Select. The bridge has been marketed for re-use for the past six months and information about the bridge can be found on the following INDOT Historic Bridge Marketing website: <http://www.in.gov/indot/2532.htm>.

Section 106 of the National Historic Preservation Act (NHPA) requires Federal agencies to take into account the effects of their undertakings on historic properties. The proposed project does not involve any properties eligible for the National Register aside from the subject bridge. This project will result in “no historic properties affected” under Section 106. INDOT, on behalf of the FHWA will be issuing a “no historic properties affect” finding for the project. In accordance with the NHPA, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.6(a)(4), the documentation of “no historic properties affected” specified in 36 CFR 800.11(e) is available for inspection electronically by accessing INDOT’s Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents>.

The FHWA and the INDOT have agreed that this project falls within the guidelines of a CE Level 4. At present, both Federal and local funds are proposed to be used for construction of this project, with the total cost estimated at approximately \$1,931,270. No significant adverse impacts to the human and natural environment were found during the creation of this document. The environmental documentation and preliminary design information are available to view prior at the following locations:

1. Allen County Public Library-Monroeville Branch, 115 Main Street, Monroeville, IN 46773
2. The Clark Dietz website: <https://www.clarkdietz.com/bridge-277-des-no-1902826/>

Persons with limited internet access may request project information be mailed. Please contact Clark Dietz, ATTN: Kevin Loiselle, 8900 Keystone Crossing, Suite 475, Indianapolis, IN 46240, 317-808-3138, or kevin.loiselle@clarkdietz.com. Requests must be received prior to February 8, 2024.

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of two (2) weeks following the hearing date, will be evaluated, considered and addressed in subsequent environmental documentation. The public hearing will be the last opportunity for a responsible party to step forward and provide the necessary sureties to obtain ownership of the bridge. Written comments may be submitted prior to the public hearing and within the comment period to: Clark Dietz, ATTN: Kevin Loiselle, 8900 Keystone Crossing, Suite 475, Indianapolis, IN 46240, or 317-808-3138, or

kevin.loiselle@clarkdietz.com. Allen County Highway Department respectfully requests comments be submitted by February 22, 2024.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. With advanced notice, Allen County Highway Department will provide accommodations for persons with disabilities with regards to participation and access to project information as part of the hearings process including arranging auxiliary aids, interpretation services for the hearing impaired, services for the sight impaired and other services as needed. In addition, the Allen County Highway Department will provide accommodations for persons of Limited English Proficiency (LEP) requiring auxiliary aids including language interpretation services and document conversion. Persons who require special accommodations under the Americans with Disabilities Act (ADA) with regards to participation and access to project or persons with limited English proficiency who require translation services should contact the Clark Dietz Project Manager, Kevin Loiselle, at 317-808-3138 or kevin.loiselle@clarkdietz.com. Please submit all requests for special accommodations by February 1, 2024.

INCLEMENT WEATHER NOTICE

In the event of inclement weather resulting in hazardous driving conditions, please contact the Clark Dietz Project Manager, Kevin Loiselle, at 317-808-3138 or kevin.loiselle@clarkdietz.com to learn of any postponement of the public hearing. **If the public hearing is postponed due to inclement weather, it will be rescheduled and the public comment period would be extended.**

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: “Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program.” 23 CFR 450.212(a)(7) states: “Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary.” approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021.

The Journal Gazette

Account # 1066363 - 1455157

Allen County, Indiana

Clark Dietz, Inc

PUBLISHER'S CLAIM

ATTACH COPY OF ADVERTISEMENT HERE

LINE COUNT

Display Master (Must not exceed two actual lines, neither of which shall total more than four solid lines of the type in which the body of the advertisement is set) -- number of equivalent lines _____

Head -- number of lines _____

Body -- number of lines _____

Tail -- number of lines _____

Total number of lines in notice 286

COMPUTATION OF CHARGES

286 lines, 1 column(s) wide equals

286 equivalent lines at \$ 1.152 cents per line \$ 329.48

Additional charges for notices containing rule or tabular work
(50 per cent of above amount) -

Charge for extra proofs of publication
(\$2.00 for each proof in excess of two) -

TOTAL AMOUNT OF CLAIM \$ 329.48

DATA FOR COMPUTING COST

Width of single column in picas 9.8 Size of type 7point.
Number of Insertions 2

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

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper 2 times.

The dates of publication being as follows:

<u>1/23/2024</u>	<u>1/30/2024</u>	-	-
-	-	-	-

Additionally, Newspaper has a Web site and this public notice was posted on the same day as it was published in The Journal Gazette.



Rhonda McClure
Legal Clerk

Date: January 30, 2024

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01--23--30 1450000 hspaxlp

Job Number:
000145515701
Customer: Clark Dietz, Inc
Salesperson: Deb StuerzenbergerLG
Start: Tue, 23 Jan 2024
Stop: Tue, 30 Jan 2024
Section: 46
User: Rhonda McClure

LIST OF ADJACENT PROPERTY OWNERS THAT
WERE MAILED PUBLIC HEARING NOTICES

Des. No. 1902826: Allen County Bridge No. 277
Monroeville Road over Hoffman Drain
Allen County, IN

Property Owner	Address	City	State	Zip
Crisp Willidean L/Est & Carlin W	14708 Monroeville Rd	Monroeville	IN	46773
Hoffman Dean Alan & Jami S	15419 Monroeville Rd	Monroeville	IN	46773
Hoffman Dean Alan & Jami S	15419 Monroeville Rd	Monroeville	IN	46773
Hoffman Kenneth W & Janet A	12017 Fackler Rd	Monroeville	IN	46773
Hockemeyer James R & Amy L	13536 Franke Rd	Hoagland	IN	46745

Cameron D. Fraser

From: Cameron D. Fraser
Sent: Tuesday, January 23, 2024 1:10 PM
To: bill.hartman@co.allen.in.us; therese.brown@co.allen.in.us; richard.beck@allencounty.us; nelson.peters@allencounty.us; Dan.Avery@co.allen.in.us; phayden@indianalandmarks.org; officiallyaaahsm@gmail.com; tlcastaldi@yahoo.com; administration@fwhistorycenter.org; histsociety@fwhistorycenter.com; information@archfw.org; paul@prbrandy.com; jlcooper@ccrtc.com; spansaver@hotmail.com; Nathan@historicbridges.org; kitty@historicbridgefoundation.com; info@acgsi.org; loisternet@yahoo.com
Cc: Kevin R. Loiselle; Brinker, Haley; Coon, Matthew; sbranigin@indot.in.gov; Mike.Thornton@co.allen.in.us; Wendy.Reust@co.allen.in.us; Quintanilla, Cecilia
Subject: FHWA Project: Des. No. 1902826; Legal Notice for Public Hearing; Bridge 277 Replacement in Allen County, Indiana
Attachments: FHWA Project_Des. No. 1902826_Legal Notice for Public Hearing_Bridge 277 Replacement in Allen County, Indiana.pdf
Categories: Filed by Newforma

Des. No.: 1902826
Project Description: Bridge Replacement
Location: Bridge 277, located on Monroeville Road over Hoffman Drain, Allen County, Indiana

Allen County, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation, proposes to proceed with the Bridge 277 replacement project located on Monroeville Road over Hoffman Drain (Des. No. 1902826).

Allen County will host a public hearing regarding the proposed project for Allen County Bridge No. 277. The hearing will be held on Thursday, February 8th, in the Allen County Public Library-Monroeville Branch (115 Main Street, Monroeville, IN 46773). The hearing will begin at 5:45 p.m. Please see the attached legal notice for more details.

The following agencies/individuals are being sent the Legal Notice for Public Hearing:

Allen County Commissioners
Northeastern Indiana Regional Coordinating Council
Indiana Landmarks – Northeast Regional Office
African/African American Historical Museum
Allen County Historian
Allen County Genealogical Society of Indiana
The History Center (Fort Wayne) / Allen County Historical Society
Monroeville Historical Society
ARCH, Inc.
Historic Spans Task Force (Paul Brandenburg, Chair)
Professor James L. Cooper
Historic Hoosier Bridges
HistoricBridges.org
Historic Bridge Foundation

Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
Absentee Shawnee Tribe of Oklahoma
Delaware Tribe of Indians
Forest County Potawatomi County
Wyandotte Nation

Please contact Kevin Loiselle (kevin.loiselle@clarkdietz.com) or me (contact information below) with questions.

Thank you,
Cameron Fraser



Cameron D. Fraser

Clark Dietz, Inc. 8900 Keystone Crossing, Suite 475, Indianapolis, IN 46240
p 317.808.3144
cameron.fraser@clarkdietz.com / clarkdietz.com



**PUBLIC HEARING – SIGN IN
DES. NO. 1902826, ALLEN CO. BR. 277
MONROEVILLE RD. OVER HOFFMAN DRAIN**

X if attended	Name	Company/Title	E-mail	Telephone No.
	Bill Hartman	Allen County Highway/Director		
X	Mike Thornson	Allen County Highway/Engineer		
	Bill Reuille	Allen County Highway		
X	Wendy Reust	Allen County Engineer		
	Margaret Hershberger	Allen County Highway		
	Cecilia Quintanilla	INDOT Ft. Wayne/Project Manager		
X	Cameron Fraser	Clark Dietz – Environmental Specialist		
X	Kevin Loiselle	Clark Dietz -Project Manager		
X	Haley Brinker	INDOT – Allen Historic Bridge Specialist		
	BRIAN HOCKEMEYER			
	JUDY WAGNER			
	Haley Brinker			
	TAYLOR PAYNE	INDOT HISTORIAN		
X	M.H. Young	INDOT Ft. Wayne CSM		
X	Ken Janset			
X	Stephan			



Scanned 2/9/2024

Example Handout for Hearing Attendees

February 8th, 2024

RE: Allen County Bridge No. 277, Monroeville Rd. over Hoffman Drain (Des. No. 1902826)
Public Hearing – Project Information Packet

Dear Local Residents, Interested Citizens, and Elected and Local Public Officials:

Welcome to Allen County Highway Department public hearing regarding proposed Allen County Bridge 277 Replacement Project at Monroeville Rd. over Hoffman Drain in Allen County, Indiana (Des. No. 1902826). Clark Dietz, serving as the agent for the proposed project, will be conducting the public hearing this evening.

The purpose of this public hearing is to offer all interested persons an opportunity to comment on the environmental document, Section 106 document, and current design plans for this project. There are several ways your comments may be presented this evening and following tonight's public hearing. You may submit comments in the following manner:

1. You may participate as speaker during the public comment session following tonight's presentation. **All statements will be recorded and transcribed in order to be included in the official public hearing transcription.**
2. You may complete a comment sheet (attached) and submit using one of the following methods. **All comments submitted will become part of the official transcript and be addressed in subsequent project documentation.**
 - a. Return it to a Clark Dietz (Consultant) representative attending the public hearing.
 - b. Mail it to Kevin Loiselle at Clark Dietz, 8900 Keystone Crossing, Suite 475, Indianapolis, IN 46240. If you choose to submit via mail, please have the letter postmarked by **February 22, 2024**.
 - c. Email it to Kevin Loiselle at kevin.loiselle@clarkdietz.com. If a comment is emailed, a response will be sent acknowledging its receipt.

All substantial comments received will be evaluated and responded to in writing within subsequent project documentation. The documentation will address all concerns raised during the public hearing process and describe the final decisions reached following careful consideration of the views and concerns of the public.

Thank you for attending this evening's public hearing. Your attendance and participation in the public involvement process is appreciated.

Hearing Agenda

1. Hearing Called to Order (February 8th, 5:45 PM)
 - a. Welcome
 - b. Introduction of Project Team
 - c. Hearing Comment Process
 - d. Hearing Purpose/Information

2. Project Information
 - a. Project Location
 - b. Purpose and Need
 - c. Overview of Environmental Documentation
 - d. Historic Bridge Information

3. Review of Design Information
 - a. Discussion of Proposed Alternatives
 - b. Preferred Alternative and Typical Section
 - c. Maintenance of Traffic (MOT)
 - d. Right-of-Way
 - e. Project Schedule and Cost

4. Next Steps
 - a. Project Resource Locations
 - b. Communication of Project Decisions
 - c. Public Comment Reminders
 - d. Wrap-Up / Closing

5. Public Comment Session

6. Adjournment

7. Informal Session

PROJECT DESCRIPTION

The Allen County Highway Department (ACHD), with funding from the Federal Highway Administration (FHWA), is proposing to proceed with the Allen County Bridge No. 277 Replacement project (Des. No. 1902826). The proposed project is located in Allen County, Indiana at Monroeville Rd. over Hoffman Drain. Specifically, the project is located in Sections 9, 10, 15 & 16, Township 29 North, Range 14 East, in Madison Township, Allen County, Indiana.

Purpose and Need

The purpose of this project is to provide a structurally sufficient bridge that perpetuates vehicular crossing on Monroeville Road over Hoffman Drain while achieving a superstructure and substructure condition rating of 7 (good condition) or greater out of 9. In addition, the purpose of the project is to repair or stop the noted areas of deterioration and extend the life of the structure.

Existing Condition

The existing roadway of Monroeville Road functions as a Rural Minor Collector and consists of two 10-foot-wide lanes with 2-foot-wide shoulders. No median or sidewalks are present within the project area.

The existing bridge, (Structure Number 02-00277 and National Bridge Inventory number (NBI) 0200207), has been classified as a Non-Select bridge by the INDOT Historic Bridge Inventory (2010). The decorative railing for this structure is a character-defining feature. The bridge carries Monroeville Road over Hoffman Drain. The bridge is a prestressed concrete box beam structure with a total length of 52.5 feet (single span length 49.5 feet) and a width of 30 feet. The bridge has had no rehabilitation or reconstruction projects since it was constructed in 1960. Per the May 24, 2022, INDOT Bridge Inspection Report, the overall structural condition of the existing bridge is rated poor (rating 4 out of 9) due to the deterioration on all parts of the bridge. The sufficiency rating for this bridge is 48.5 which is considered low. The bridge deck is in poor condition because of the advanced deterioration on the north curb with spalling and exposed rebar. The existing bridge rail and approach guardrail is non-standard and considered inadequate. The wearing surface has longitudinal hairline cracks over the beam edges but is in satisfactory condition (rating 6 out of 9). The superstructure is in poor condition because of the advanced deterioration on the bottom of the beam with spalling and exposed rusted through strands. The top of the prestressed box beams forming the deck are not visible due to the wearing surface. The substructure is in fair condition with minor section loss. The abutments from the previous bridge were left in place and have minor cracking.

Proposed Improvements

The preferred alternative is demolition and replacement of the existing bridge. The new bridge will meet all INDOT requirements for reconstruction regarding vertical and horizontal alignment, stopping sight distance, bridge width for two-lanes, and structural capacity. The new bridge will be approximately 40.67 feet in width (clear roadway width of 38.67 feet) and 71 feet in length. The anticipated superstructure type is spread concrete box beams, which will be placed to meet appropriate geometric and hydraulic requirements. The bridge will be lengthened, and the profile raised to accommodate the

hydraulic needs of the site for a Q100 flow event. The Q100 flow event, also referred to as the 100-year flood event, is a flood event with a 1% probability of occurring in any given year.

Steel piles will be driven into the ground to support the end bents. Revetment riprap over geotextiles will be placed on the fill slopes at both pile end bents. A cofferdam and pump around will be utilized to dewater the channel bank to place the riprap toe and fill slopes at each end bent. Guardrail and guardrail end treatments will be constructed. Bridge railing will be placed along both edges of the deck and will connect to concrete bridge rail transitions, guardrail, and guardrail end treatments. A surface seal will be applied to the concrete bridge railing, the copings of the deck, and the underside to the face of the box beams.

The roadway profile within the construction limits will be raised to tie the existing roadway in with the new bridge. Both reinforced concrete bridge approaches (RCBAs) will be replaced. The roadway approaches will be widened to accommodate the new bridge. The roadway approaches will be graded to add fill for the wider roadway embankment. Full depth hot mix asphalt (HMA) pavement replacement and asphalt milling/resurfacing will occur throughout the project area, as needed. The total project length will be approximately 0.136 miles.

Estimated Cost, Schedule, Right of Way

Estimated project construction cost is \$1.9 Million. Approximately 80% of the project will be paid for using federal funds, with the remaining 20% from Allen County.

The project will require approximately 0.62 acre of permanent new right-of-way, in addition to some temporary right-of-way needed during construction (no displacements are necessary).

The project is anticipated to begin Construction in April 2025.

Maintenance of Traffic during Construction

The Maintenance of Traffic (MOT) plan for the project involves closure of Monroeville Road at the bridge site and implementation of a full detour utilizing Houk Road, Flatrock Road, and Grotrian Road (increasing thru-travel distance by 2 miles). MOT details will be presented during the public hearing. Access to all drives will be maintained during construction. ACHD will coordinate with emergency services, local school corporation officials and project stakeholders to ensure potential disruptions and impacts are minimized as much as possible.

Project Resource Location

The project design plans and environmental document are currently available online at the project webpage (<https://www.clarkdietz.com/bridge-277-des-no-1902826/>).



PUBLIC HEARING

Proposed Bridge Replacement Project:
Allen County Bridge No. 277
Monroeville Road over Hoffman Drain
DES 1902826

Thursday, February 8th, 2024
Allen County Public Library – Monroeville Branch
Monroeville, Indiana



WELCOME

- › Meeting Format
 - Presentation
 - Public Comments
- › Informal Q & A with project engineers and environmental professionals after meeting
- › Information Packet





INTRODUCTION OF PROJECT TEAM

- › Allen County Staff
- › INDOT
- › Elected Officials
- › Clark Dietz Representatives



HEARING COMMENT PROCESS

- › Tonight
 - Statement during public comment session
 - Fill out comment form
- › After the Hearing
 - Mail or Email comments to Clark Dietz
 - Deadline February 22, 2024
- › Comments will be given full consideration as part of final environmental document





HEARING PURPOSE/INFORMATION

- › Introduction of project to the community
- › Discuss project Purpose and Need
- › Present a preliminary proposal for consideration
- › Public involvement and comment:
 - Categorical Exclusion (CE) environmental document
 - 800.11(e) documentation for Section 106
 - Preliminary design plans



HEARING PURPOSE/INFORMATION

- › Bridge 277 is eligible for the National Register of Historic Places. A public hearing is required due to Section 106 of the National Historic Preservation Act
 - Requires evaluation of undertaking's effects on historic properties (***"No Historic Properties Affected"*** finding for this project, published in *The Journal Gazette* on 12/13/2022)
 - Requires the evaluation of environmental impacts to the natural and social environment
 - Requires opportunity for public to comment during decision making process





HEARING PURPOSE/INFORMATION

The public hearing will be the last opportunity for a responsible party to step forward and provide the necessary sureties to obtain ownership of the bridge

- › Legal Notice of Public Hearing published in *The Journal Gazette* on:
 - 01/23/2024
 - 01/30/2024
- › Copies of Legal Notice sent to consulting parties and project stakeholders on project mailing list
 - Mailing list shall be updated following the public hearing (Reminder to Sign-In)
- › Project Documents available for viewing online or mailed



PROJECT INFORMATION



PROJECT LOCATION



- › Allen County, Madison Township
- › Monroeville Road over Hoffman Drain
- › 455 feet (0.09 mile) west of Frackler Road



PURPOSE AND NEED

Need:

- › Due to the deteriorated condition of the existing bridge
- › If deterioration of this structure is allowed to continue, it will eventually lead to failure and no longer perpetuate vehicular crossing on Monroeville Road over Hoffman Drain
- › Overall Structural Evaluation: Structurally Deficient
 - Superstructure rating of 4 (poor condition)
 - Deck rating of 4





PURPOSE AND NEED

Purpose:

- › Provide structurally sufficient structure that perpetuates vehicular crossing on Monroeville Road over Hoffman Drain while achieving a superstructure and substructure condition rating of 7 (good condition) or greater out of 9



PURPOSE AND NEED

- › Existing Conditions:
 - Structure is in a rural area surrounded by agricultural fields and farmsteads
 - Constructed 1960, No Rehabilitation Recorded
 - Bottom of beams are spalled with rusted strands visible
 - End bents have minor cracking
 - The abutments from the previous bridge were left in-place





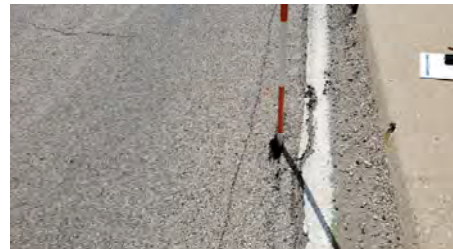
PURPOSE AND NEED



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PURPOSE AND NEED



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ENVIRONMENTAL DOCUMENT OVERVIEW

Level 4 Categorical Exclusion NEPA Document:

Released for Public Involvement on
12/28/2023

- › Hazardous Materials
- › Threatened and Endangered Species
- › Historic and Archaeological Resources
- › Community Impacts
- › Wetlands and Streams
- › Floodplains
- › Farmland
- › Noise and Air Quality
- › Right of Way Impacts

Final Review Environmental Document
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM
GENERAL PROJECT INFORMATION

Road No./County: Monroeville Road, Allen County

Designation Number(s): 1902826

Project Description/Terms: Bridge 277 crossing Monroeville Road over Hoffman Drain (also referred to as Hoffman Ditch). Construction will extend approximately 400 feet east and 400 feet west from the center of the bridge for a total length of approximately 800 feet (S 14 1985).

<input type="checkbox"/>	Categorical Exclusion, Level 2 - Required Signatures: INDOT DE and/or INDOT ESD
<input type="checkbox"/>	Categorical Exclusion, Level 3 - Required Signatures: INDOT ESD
<input checked="" type="checkbox"/>	Categorical Exclusion, Level 4 - Required Signatures: INDOT ESD and FHWA
<input type="checkbox"/>	Environmental Assessment (EA) - Required Signatures: INDOT ESD and FHWA
<input type="checkbox"/>	Additional Investigation (AI) - This approach either involves a design change from the original approved environmental document. Required Signatures must include the appropriate environmental approval authority.

Approval: _____ INDOT DE Signature and Date _____ INDOT ESD Signature and Date _____
 _____ FHWA Signature and Date _____

Release for Public Involvement: N/A _____ INDOT DE Issue and Date _____ ADWP _____ INDOT ESD Issue and Date _____ December 28, 2023

Certification of Public Involvement: _____ INDOT Consultant Services Signature and Date _____

INDOT DE/ESD Reviewer Signature and Date: _____

Name and Organization of CE/EA Preparer: _____

Version: December 2017



ENVIRONMENTAL DOCUMENT OVERVIEW

Environmental Impacts:

- › Wetlands
 - One wetland in northeast quadrant
 - Impacted area 0.002 acre
- › Streams (Hoffman Drain)
 - 85 linear feet of permanent stream impacts
 - 90 linear feet of temporary stream impacts





HISTORIC BRIDGE INFORMATION

Section 106 – Procedural Law requiring federal agencies to consider effects of the projects they carry out, approve, or fund on historic properties

- › Bridge classified as “Eligible for National [Historic] Register”:
 - Possesses engineering and historical significance
- › Bridge classified as Non-Select:
 - Not as suitable for preservation
 - Not considered excellent example
- › 800.11 Documentation found “No Historic Properties Affected” for other resources within the Area of Potential Effects (APE)



HISTORIC BRIDGE INFORMATION

Historic Bridge Project Development Process:

- › Seek Consulting Party Comment
 - State Historic Preservation Officer (SHPO): Agrees with replacement of Historic Bridge
- › Market Bridge for Re-Use
 - Has been marketed for over 6 months
- › Identify Preferred Alternative
 - Replacement
- › Hold Public Hearing
 - February 8, 2024
- › Environmental Document Approval





HISTORIC BRIDGE INFORMATION

Bridge Marketing:

- › Legal Notice in Local Newspaper
 - The Journal Gazette: 8/25/2021
 - The Indianapolis Star: 8/26/2021
- › Signs at both approaches to the bridge
- › INDOT's historic bridge marketing website
 - <https://www.in.gov/indot/current-programs/green-initiatives/historic-bridges-marketing-program/>
 - To date, no interested party has stepped forward for re-use



HISTORIC BRIDGE INFORMATION

Mitigation:

- › The SHPO requested that the bridge be photographically documented prior to commencement of construction activities
- › Photographs of bridge will be submitted to SHPO and made available to the public through a public or not-for-profit organization that is willing to accept a copy of this documentation



REVIEW OF DESIGN INFORMATION



DISCUSSION OF PROPOSED ALTERNATIVES

Alternative	Discussion
1.) Do-Nothing	No Impacts, but bridge will continue to deteriorate. Does not meet purpose / need.
2.) Rehabilitation for Continued Vehicular Use	Repair deficient areas of bridge that does not adversely affect the bridge's historic feature (railings). Exterior beams support railing will remain in place. Does not meet purpose/need because broken strands cannot be repaired, and superstructure rating will not improve.
3.) Rehabilitation for Continued Vehicular Use (One-way pair option)	Repair deficient areas of existing bridge that does not adversely affect the bridge's historic feature and construct an adjacent one-way bridge. Does not meet purpose/need because superstructure rating will not improve.



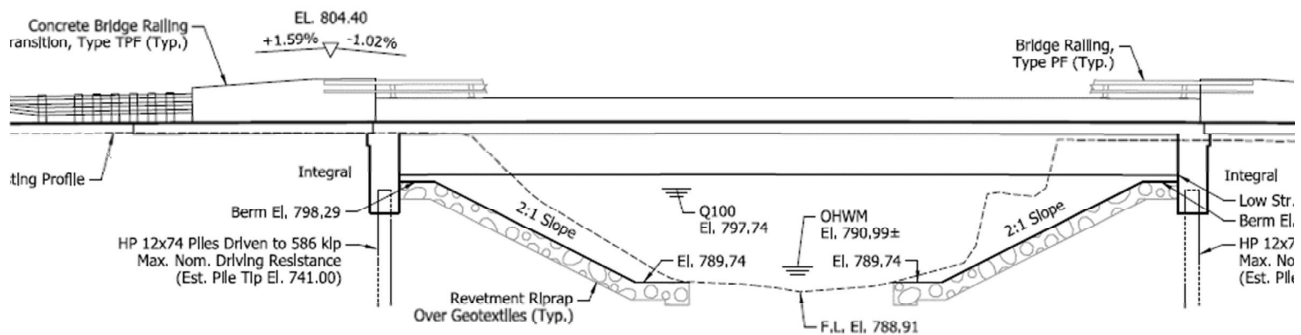
DISCUSSION OF PROPOSED ALTERNATIVES

Alternative	Discussion
4.) Bypass (non-vehicular use) & Build New Structure	Rehabilitate existing structure for non-vehicular use and build a new structure on north side of existing. A responsible party other than the owner must fund the preservation and maintenance. No interested parties have come forward. Therefore, this alternative is not feasible.
5.) Relocation of Historic Bridge & New Bridge Construction	Relocate the existing bridge to a new location for another use and construct a new bridge in the current location. A responsible party other than the owner must fund the relocation, preservation, and maintenance of the historic bridge. No interested parties have come forward. Not feasible.
6.) Replacement	Demolish existing bridge and construct new bridge in same location. Meets purpose and need. Project is fiscally prudent.



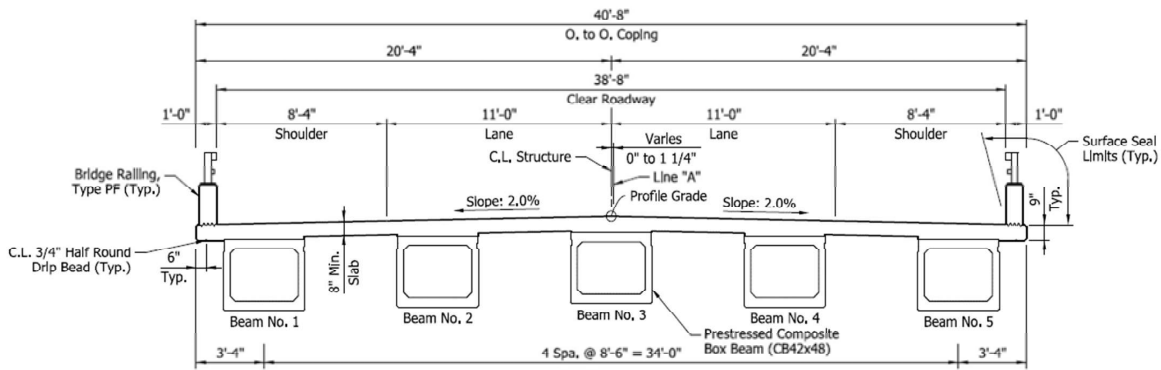
PREFERRED ALTERNATIVE

- One-span Prestressed Concrete Box-Beam Bridge, 71'-0" Total Length





TYPICAL SECTION



- › 11-foot travel lanes
- › 8.33-foot shoulders
- › Concrete Bridge Rail



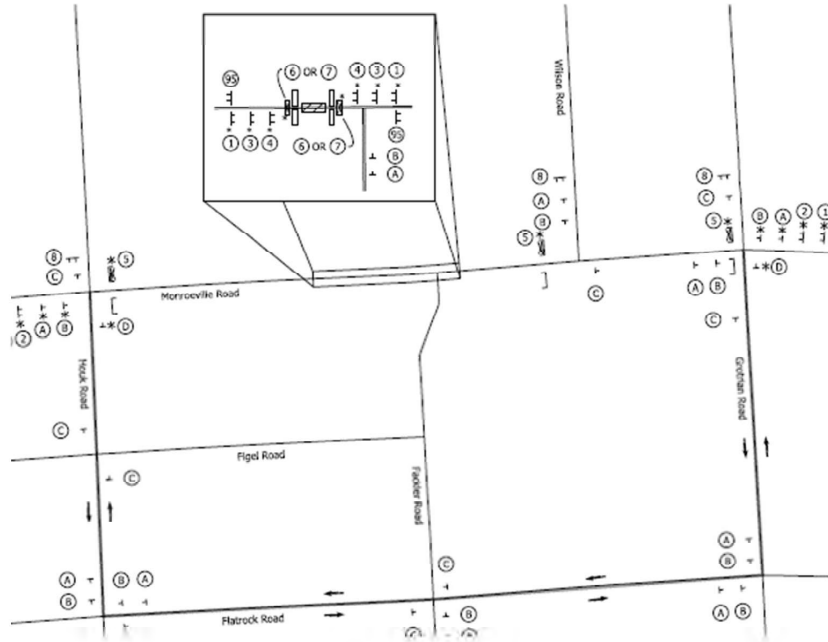
MAINTENANCE OF TRAFFIC

- › Closure of Monroeville Road at the bridge site
- › Implement full detour utilizing Houk Road, Flatrock Road, and Grotrian Road
- › Increases thru-travel distance by 2 miles
- › Access to all drives will be maintained during construction
- › Coordination with emergency services, local school officials and project stakeholders to ensure minimal impacts





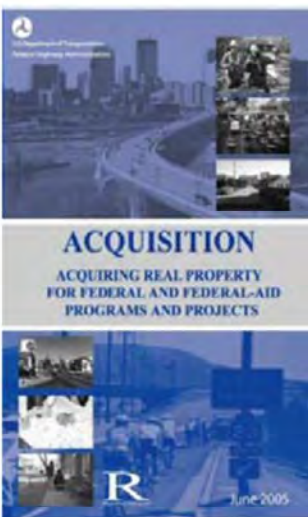
MAINTENANCE OF TRAFFIC



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RIGHT-OF-WAY PROCESS

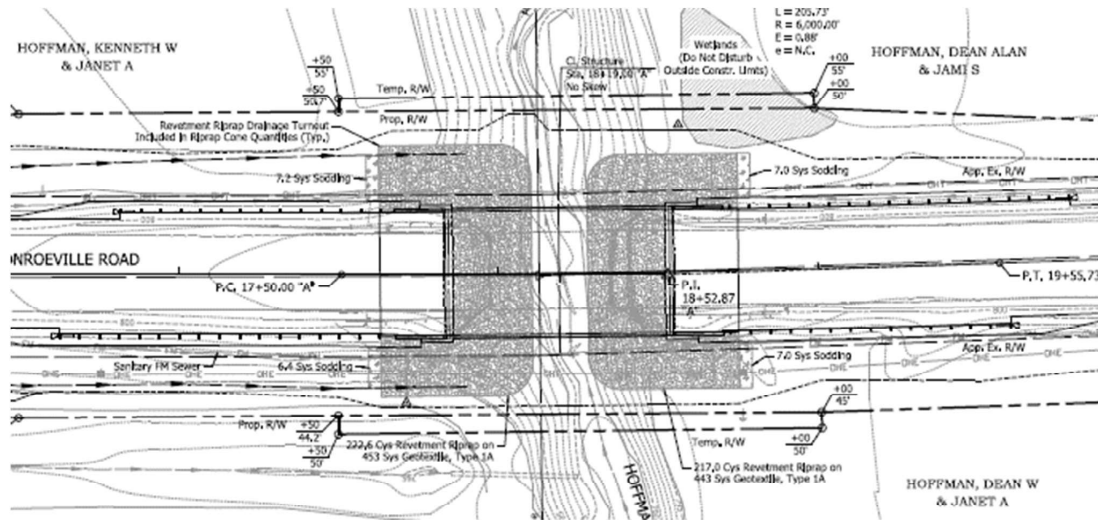


- › Approximately 0.62 acres of new permanent right-of-way is required
- › How land is purchased
 - Available pamphlets explain the process of buying property required for transportation projects.
 - New Right of Way varies from 23' – 50' from centerline
 - Proposed Project does not involve any relocations

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RIGHT-OF-WAY PROCESS



RIGHT-OF-WAY PROCESS

- › “Uniform Act of 1970”
 - All Federal, State, and Local Governments must comply
 - Requires Just Compensation
- › Acquisition Process
 - Appraisal
 - Review Appraisal
 - Negotiations





RIGHT-OF-WAY PROCESS

- › Amount of Compensation cannot be less than Fair Market Value
- › Partial Acquisition
 - County will determine amount for acquisition based on appraisal and review appraisal
 - Separate amount determined for damages to the portion retained by the property owner
- › Agreement
 - When agreement is reached, owner will sign an Acceptance Offer and Deed of Transfer
- › No Agreement
 - Mediation
 - Condemnation



PROJECT SCHEDULE AND COST

- | | |
|--------------------------------|---------------|
| › Public Hearing | February 2024 |
| › Final Environmental Document | March 2024 |
| › Right-of-Way Acquisition | June 2024 |
| › Design Complete | August 2024 |
| › Letting | December 2024 |
| › Utility Relocation | March 2025 |
| › Begin Construction | April 2025 |
| › End Construction | November 2025 |

Construction Cost Estimated at \$1.9 Million.



NEXT STEPS



PROJECT RESOURCE LOCATIONS

- › Plans available at Project Website
- › <https://www.clarkdietz.com/bridge-277-des-no-1902826/>
- › Contact Kevin Loiselle at Clark Dietz for a mailed copy.

Clark Dietz, Attn: Kevin Loiselle
8900 Keystone Crossing, Suite 475
Indianapolis, IN 46240
Phone: 317-808-3138
Email: kevin.loiselle@clarkdietz.com





COMMUNICATION OF PROJECT DECISIONS

- › Comments will be addressed in the Final Environmental Document.
 - Includes all Public Statements recorded at Public Hearing
 - Includes all written comments, concerns, and suggestions received during the public comment period (ending February 22, 2024)



PUBLIC COMMENT REMINDERS

- › Mail to Kevin Loiselle at Clark Dietz
 - 8900 Keystone Crossing, Suite 475, Indianapolis, IN 46240
 - Please ensure comments are postmarked no later than 02/22/2024
- › Email to kevin.loiselle@clarkdietz.com
- › All comments will be reviewed, evaluated, and given due consideration during the decision-making process





PUBLIC COMMENT SESSION

- › Public Comments for the record
 - All verbal comments are transcribed as part of the public hearing transcript
 - Please come forward to the podium
- › Reminder: There will be an Informal Session after the meeting is adjourned for those with individual questions to discuss after the public hearing



ADJOURNMENT



ADJOURNMENT

Thank you
for your
Input!



INFORMAL SESSION

PUBLIC HEARING TRANSCRIPT
February 8, 2024

The public hearing commenced at 5:45 pm. Kevin Loiselle (Clark Dietz Project Manager) welcomed and thanked everyone for attending. Mr. Loiselle stated that an informal question and answer session would be offered after the formal presentation. He briefly introduced representatives from Alan County, INDOT, and Clark Dietz (the engineering firm responsible for the bridge design). Mr. Loiselle described the purpose of the hearing. Kevin Loiselle then described the overall hearing process.

Cameron Fraser (Clark Dietz Environmental Specialist) continued with the presentation by describing the purpose of the public hearing. He also explained that the public hearing is required because the subject bridge is eligible for listing in the National Register of Historic Places. Mr. Fraser stated that the public hearing will be the last opportunity for a responsible party to step forward and provide the necessary sureties to obtain ownership of the bridge.

Cameron Fraser identified the project location and explained the purpose and need of the project. He then defined why the project qualifies for a Categorical Exclusion (CE) Level 4 document and that the CE was released for public involvement on December 28, 2023. He generally noted elements that are reviewed, analyzed, and described in CEs. Mr. Fraser stated that this project will impact streams and wetlands.

Cameron Fraser then explained the Section 106 process and the historic bridge information. He noted that the subject bridge is classified as Non Select and Eligible for National (Historic) Register.

Kevin Loiselle continued with the presentation by discussing the proposed alternatives and the preferred alternative. He went in depth over the project description and conceptual design of the preferred alternative. The maintenance of traffic, right-of-way process and project schedule were then described. Mr. Loiselle reiterated the different ways public comments could be made. He concluded the formal presentation by thanking everyone, providing ways for the public to see updates on the project and providing contact information for any questions.

Cameron Fraser then introduced the opportunity to publicly comment at the hearing. Below is the comment made by the public speaker. After Brian Hockemeyer (commentor/member of the public) concluded with his comment, Mr. Fraser thanked him for his comment. Mr. Fraser officially adjourned the meeting and stated that the informal question and answer session had begun.

Public Comments

Brian Hockemeyer- "My question regards the forward look on the design; the scope of the project; how far forward it looks."

Responses to Public Comments- January 23, 2024 through February 22, 2024
Des. No. 1902826: Allen County Bridge No. 277
Monroeville Road over Hoffman Drain
Allen County, IN

Commenter	Comment	Response
Brian Hockemeyer	"My question regards the forward look on the design; the scope of the project; how far forward it looks."	During the design process we look at a 20 year projection for bridge use.

Categorical Exclusion
Appendix H
Air Quality

**Federal Transit
Administration**
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-5253



**U.S. Department
of Transportation**

Federal Highway Administration
Indiana Division
575 N. Pennsylvania St., Rm 254
Indianapolis, IN 46204-1576

September 1, 2023

Mr. Michael Smith
Commissioner
Indiana Department of Transportation
100 N Senate Ave. N955
Indianapolis, IN 46204

SUBJECT: Indiana FY2024-2028 STIP Approval and Associated Federal Planning Finding

Dear Mr. Smith:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the FY2024-2028 Indiana Statewide Transportation Improvement Program (INSTIP), which was submitted by the Indiana Department of Transportation (INDOT) request letter dated August 23, 2023.

Based on our review of the information provided, certifications of the Statewide and Metropolitan transportation planning processes for and within the state of Indiana, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), FHWA and FTA are jointly approving the FY2024-2028 STIP, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) incorporated into the STIP by reference, subject to the corrective actions identified in the attached Federal Planning Finding (FPF) report. FHWA and FTA consider the projects in the 5th year for informational purposes only, and our approval does not exceed four years per 23 CFR 450.220(c).

FHWA and FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FY2024-2028 STIP. At a minimum, the FPF verifies that the development of the STIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements. FHWA and FTA find that the Indiana FY2024-2028 STIP substantially meets the transportation planning requirements and are approving the STIP subject to the corrective actions outlined in the FPF. This approval is effective September 1, 2023 and is given with the understanding that an eligibility determination of individual projects for funding must be met, and INDOT must ensure the satisfaction of all administrative and statutory requirements, as well as address the corrective actions outlined in the attached report.

If you have questions or need additional information concerning our approval and the FPF, please contact Ms. Erica Tait of the FHWA Indiana Division at (317) 226-7481, or by email at erica.tait@dot.gov, or Mr. Tony Greep of the FTA Region 5 Office at (312) 353-1646, or by email at anthony.greep@dot.gov.

Sincerely,

**KELLEY
BROOKINS** Digitally signed by
KELLEY BROOKINS
Date: 2023.08.31
17:33:15 -05'00'

Kelley Brookins
Regional Administrator
FTA Region V

Sincerely,

**JERMAINE
R HANNON** Digitally signed by
JERMAINE R HANNON
Date: 2023.09.01
11:46:31 -04'00'

Jermaine R. Hannon
Division Administrator
FHWA Indiana Division



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-Executive Office
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

August 28, 2023

Mr. Jermaine R. Hannon, Division Administrator
FHWA Indiana Division
575 North Pennsylvania St., Room 254
Indianapolis, IN 46204

Ms. Kelley Brookins, Regional Administrator
FTA Region 5
200 West Adams St.
Suite 320
Chicago, IL 60606-5253

Dear Mr. Hannon /Ms. Brookins:

The Indiana Department of Transportation is pleased to submit its FY 2024-2028 Statewide Transportation Improvement Program (STIP) for review and approval by your offices.

Included in the final submitted document is a listing of the state’s expansion/preservation and local small urban and rural and rural transit projects. The following Metropolitan Planning Organization TIPs will be included in the FY 2024-2028 STIP by reference.

- | | |
|---|--------------|
| Area Plan Commission of Tippecanoe County (APCTC) | FY 2024-2028 |
| • https://www.tippecanoe.in.gov/DocumentCenter/View/40728/FY-2024-2028-TIP-including-0-amendments | |
| Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) | FY 2024-2028 |
| • https://bloomington.in.gov/sites/default/files/2023-08/BMCMPPO%20FY%202024%20-%202028%20TIP%20-%2006-30-23%20-%20ADOPTED%20FINAL.pdf | |
| Columbus Area Metropolitan Planning Organization (CAMPO) | FY 2024-2028 |
| • https://www.columbus.in.gov/planning/tip/ | |
| Delaware-Muncie Metropolitan Plan Commission (DMMPC) | FY 2022-2025 |
| • <i>Including Amendments/modifications through 2/14/23</i> | |
| • https://www.co.delaware.in.us/egov/documents/1692987897_47263.pdf | |
| Evansville Metropolitan Planning Organization (EMPO) | FY 2024-2028 |
| • http://www.evansvillempo.com/Docs/TIP/TIP_2024-2028/TIP_2024-2028.pdf | |
| Kokomo-Howard County Governmental Coordinating Council (KHCGCC) | FY 2022-2026 |
| • <i>Including Amendments/modification through 7/28/23</i> | |
| • https://www.kokomompo.com/project/tip-2020-2024/ | |

www.in.gov/dot/

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Kentuckiana Regional Planning and Development Agency (KIPDA)	FY 2023-2026
<ul style="list-style-type: none"> • https://www.kipda.org/wp-content/uploads/2023/05/FY2023-TIP-FINAL-5-25.pdf 	
Indianapolis Metropolitan Planning Organization (IMPO)	FY 2024-2027
<ul style="list-style-type: none"> • https://www.indympo.org/whats-underway/irtip 	
Michiana Area Council of Governments (MACOG)	FY 2024-2028
<ul style="list-style-type: none"> • http://www.macog.com/docs/transportation/tip/approved/fy2028tip_projects.pdf 	
Madison County Council of Governments (MCCOG)	FY 2022-2026
<ul style="list-style-type: none"> • <i>Including Amendments/modifications through 7/28/23</i> • https://irp.cdn-website.com/65a760a0/files/uploaded/TIP%202022-2026%20-%20updated%205-1-23.pdf 	
Northeastern Indiana Regional Coordinating Council (NIRCC)	FY 2024-2028
<ul style="list-style-type: none"> • https://www.nircc.com/uploads/1/2/9/8/129837621/final_2024-2028_tip_5-25-23.pdf 	
Northwestern Indiana Regional Planning Commission (NIRPC)	FY 2022-2026
<ul style="list-style-type: none"> • <i>Including Amendments/modifications through 7/25/23</i> • https://nirpc.org/2040-plan/mobility/transportation-improvement-program/ 	
Ohio-Kentucky-Indiana Regional Council of Governments (OKI)	FY 2024-2027
<ul style="list-style-type: none"> • https://www.oki.org/transportation-planning/transportation-improvement-program-tip/ 	
Terre Haute Area Metropolitan Planning Organization (THAMPO)	FY 2024-2028
<ul style="list-style-type: none"> • https://www.terrehautempo.com/images/THAMPO_2024_2028_AdoptionTIP.pdf 	

In addition, INDOT has expanded our public involvement process by taking advantage of virtual meeting techniques and allowing accessibility to online documents, materials, virtual meeting registration, recorded virtual meetings, and comment forms. INDOT also leveraged our planning partner contacts (MPOs, RPOs, LTAP), social media, and notifications sent to local libraries, housing authorities, senior aging centers, and local newspapers across the state.

We greatly appreciate FHWA/FTA support in the development of the STIP 2024-2028 and look forward to working together to achieve our mutual goals. Should you have any questions pertaining to this amendment, please contact April Leckie, STIP Administration at 317-232-5466 or at aleckie@indot.in.gov.

Sincerely,



Michael Smith, Commissioner
Indiana Department of Transportation

cc: (w/enclosure): Angelica Salgado, FTA
Cecilia Crenshaw, FTA
Erica Tait, FHWA
Lyndsay Quist, INDOT
Kristin Brier, INDOT
Kathy Eaton-McKalip, INDOT
Louis Feagans, INDOT

April Leckie, INDOT
Roy Nunnally, INDOT
Larry Buckel, INDOT
Jay Mitchell, INDOT
Jason Casteel, INDOT
Michael McNeil, INDOT

Local Roadway Projects

FY 2024-2028

4/18/2024

Project Information	DES #	Phase	Estimated Cost					Other Year	Federal Funds	Local Funds	Priority	LPA	Contract #	TIP Date	Comments
			Fiscal Year									AM#	Funding	ICG Date	
			2024	2025	2026	2027	2028^						Letting	AQ Finding	
*Kell Road Bridge #46 Bridge over Willow Creek (INDOT funded project) Bridge Deck Overlay & Widening for Pedestrian Facilities	1902837	PE					2021	\$106,814	\$26,704		HT	B-42845	6/30/2023	increasing CN Local (+\$220,927) due to higher Stage 3 estimate (Local CN now \$380,927)	
		RW					2023	\$24,000	\$6,000			Group III / IV			
		CN		\$1,020,927				\$640,000	\$380,927	2	24-148				
		CE		\$120,000				\$96,000	\$24,000	2		10/9/2024	exempt		
Total cost for project:			\$1,304,445	\$0	\$1,140,927	\$0	\$0	\$0	\$866,814	\$437,631					
*Maplecrest Road (South) SR 930 to Seiler Road Phase 1: Moeller Rd to SR 930 #2300599 contract #R-43666 Phase 2: Seiler Rd to Moeller Rd #2300600 contract #R-46305 Road Widening: 2 lane roadway w/CTL	2100622 2100622 2300599 2300599 2300600 2300600	PE	\$1,500,000					\$1,200,000	\$300,000	1	NH	R-43666	6/30/2023	Adding \$750,000 to PE in FY24 for a total of \$1,500,000 in PE in FY24	
		RW			\$1,500,000			\$1,200,000	\$300,000	2		STBG			
		CN - 1					\$9,375,000	\$7,500,000	\$1,875,000	5					
		CE - 1					\$937,500	\$750,000	\$187,500	5	24-66m	Ph 1: 10/14/2027			
		CN - 2						\$6,000,000	\$1,500,000	7			exempt		
		CE - 2						\$60,000	\$15,000	7		Ph 2: 10/11/2029			
		Total cost for project:			\$20,887,500	\$0	\$1,500,000	\$0	\$10,312,500	\$16,710,000	\$4,177,500				
*Monroeville Road Bridge #277 Bridge over Hoffman Drain (INDOT funded project) Bridge Replacement: 2 lane bridge	1902826	PE					2021	\$0	\$278,950		AC	B-42838	6/30/2023		
		RW	\$10,000					\$0	\$10,000			Group III / IV			
		CN		\$1,270,000				\$1,016,000	\$254,000	2					
		CE		\$191,000				\$152,800	\$38,200	2		12/11/2024	exempt		
Total cost for project:			\$1,749,950	\$10,000	\$1,461,000	\$0	\$0	\$1,168,800	\$581,150						
*Monroeville Road - Wayne Trace Intersection (INDOT funded project) Intersection Improvement, Roundabout	2003073	PE					2023	\$350,910	\$75,620		AC		6/30/2023		
		RW	\$80,000					\$72,000	\$8,000	1		Group III/HSIP			
		CN			\$2,520,917			\$2,016,734	\$504,183	3					
		CE			\$315,115			\$252,092	\$63,023	3		1/14/2026	exempt		
Total cost for project:			\$3,342,562	\$80,000	\$0	\$2,836,032	\$0	\$0	\$2,691,736	\$650,826					
*Pufferbelly Trail Bridge Pedestrian bridge over Coliseum Blvd/SR 930 (approx. 1,150' e/o Lima Rd/US 27) New Pedestrian Bridge	2201280	PE					2023	\$40,000	\$10,000		FW		6/30/2023		
		PE	\$700,000					\$560,000	\$140,000	1					
		RW				\$500,000		\$0	\$500,000	4		STBG			
		CN					\$7,000,000	\$0	\$7,000,000	5					
		CE						\$750,000	\$0	\$750,000	5		10/14/2027		exempt
Total cost for project:			\$9,000,000	\$700,000	\$0	\$500,000	\$7,750,000	\$600,000	\$8,400,000						
*Rose Avenue and Linden Street Intersection Intersection Improvement, Roundabout	2300608	¹ PE	\$563,350					\$450,680	\$112,670	1	NH		6/30/2023	changing the funding for RW, CN & CE to HSIP at 90/10 split, PE will remain STBG 80/20	
		² RW			\$625,000			\$562,500	\$62,500	3		¹ STBG & ² HSIP			
		² CN					\$4,000,000	\$3,600,000	\$400,000	5	24-152m				
		² CE					\$400,000	\$360,000	\$40,000	5	24-56m	10/14/2027	exempt		
		Total cost for project:			\$5,588,350	\$563,350	\$0	\$625,000	\$0	\$4,400,000	\$4,973,180	\$615,170			
*St. Mary's River Bank Stabilization Bluffton Road from Engle Road to approx. 550' n/o Brooklyn Ave (Indian Village Park)(total length 2400') Roadside Work, Other	TBD	PE	\$900,000					\$0	\$900,000	1	FW	*seeking PROTECT grant for CN from Bipartisan Infrastructure Law (BIL)	6/28/2023	UTAB approval 7-11-23	
		CN			\$3,500,000*			\$0	\$3,500,000	3	24-3 (23-162)		exempt		
		Total cost for project:			\$4,400,000	\$900,000	\$0	\$0	\$0	\$4,400,000					

Categorical Exclusion
Appendix I
Additional Studies

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

ProjectNumber	SubProjectCode	County	Property
1800030	1800030	Allen	Franke Park
1800032	1800032	Allen	Kreager Park (Maumee Park)
1800067	1800067	Allen	Fox Island Co. Park & Nature Preserve
1800097	1800097	Allen	Jury Memorial Park and Pool
1800105	1800105	Allen	Franke Park
1800153	1800153	Allen	Moser Park
1800188	1800188	Allen	Franke Park
1800201	1800201	Allen	Foster Park & Golf Course
1800315	1800315	Allen	Fox Island Co. Park & Nature Preserve
1800369	1800369A	Allen	Fox Island Co. Park & Nature Preserve
1800369	1800369N	Allen	Franke Park
1800369	1800369K	Allen	Moser Park
1800371	1800371	Allen	Jehl Park
1800392	1800392	Allen	Havenhurst Park
1800396	1800396	Allen	St. Marys River Greenway
1800408	1800408	Allen	Cooks Landing Roadside Park
1800419	1800419	Allen	St. Marys River Greenway
1800465	1800465	Allen	St. Marys River Greenway
1800469	1800469	Allen	St. Marys River Greenway
1800500	1800500	Allen	Grabill Community Park
1800526	1800526	Allen	Buckner Farm Park
1800527	1800527	Allen	Matea Park
1800570	1800570	Allen	Kreager Park
1800577	1800577	Allen	Riverside Gardens Park
1800602	1800602	Allen	Shoaff Park
1800609	1800609	Allen	Monroeville Community Park
1800614	1800614	Allen	Archbold Wilson Memorial Park
1800619	1800619	Allen	Payton County Park
1800621	1800621	Allen	Jury Park
1800634	1800634	Allen	Buckner Park

Bridge Inspection Report

02-00277
MONROEVILLE RD
over
HOFFMAN DRAIN



Inspection Date: 5/24/2022

Inspected By: Brett C. Longenecker

Inspection Type(s): Routine

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MAINTENANCE - BRIDGE	21
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Inspector: Brett C. Longenecker

Asset Name: 02-00277

Inspection Date: 5/24/2022

Facility Carried: MONROEVILLE RD

Bridge Inspection Report

This bridge is in generally poor condition due to the bottom of beam spalls and rusted thru strands. The channel has past sloughing and meandering. The bridge railing and approach guardrail are substandard.

Replacement is recommended.

Inspector: Brett C. Longenecker

Asset Name: 02-00277

Inspection Date: 5/24/2022

Facility Carried: MONROEVILLE RD

Bridge Inspection Report

IDENTIFICATION

(1) STATE CODE:	185 - Indiana	(12) BASE HIGHWAY NETWORK:	0
(8) STRUCTURE:	0200207	(13A) INVENTORY ROUTE:	
(5 A-B-C-D-E) INV. ROUTE:	1 - 4 - 1 - 00024 - 0	(13B) SUBROUTE NUMBER:	
(2) HIGHWAY AGENCY DISTRICT:	02 - Fort Wayne	(16) LATITUDE:	40.97832
(3) COUNTY CODE:	002 - ALLEN	(17) LONGITUDE:	-84.94028
(4) PLACE CODE:	00000 - N/A	(98) BORDER	
(6) FEATURES INTERSECTED:	HOFFMAN DRAIN	A) STATE NAME:	
(7) FACILITY CARRIED:	MONROEVILLE RD	B) PERCENT	%
(9) LOCATION:	00.10 W OF FACKLER RD	(99) BORDER BRIDGE STRUCT. NO:	
(11) MILEPOINT:	0000.000		

STRUCTURE TYPE AND MATERIAL

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

AGE OF SERVICE

(27) YEAR BUILT:	1960	(28) LANES:	
(106) YEAR RECONSTRUCTED:	0000	A) ON BRIDGE:	02
(42) TYPE OF SERVICE:		B) UNDER BRIDGE:	00
A) ON BRIDGE:	1 - Highway	(29) AVERAGE DAILY TRAFFIC:	001071
B) UNDER BRIDGE:	5 - Waterway	(30) YEAR OF AVERAGE DAILY TRAFFIC:	2018
		(109) AVERAGE DAILY TRUCK TRAFFIC:	05 %
		(19) BYPASS DETOUR LENGTH:	002 MI

Inspector: Brett C. Longenecker

Asset Name: 02-00277

Inspection Date: 5/24/2022

Facility Carried: MONROEVILLE RD

Bridge Inspection Report

GEOMETRIC DATA

Table with 2 columns: Item ID and Description/Value. Items include (48) LENGTH OF MAX SPAN: 0049.5 FT, (49) STRUCTURE LENGTH: 00052.5 FT, (50) CURB/SIDEWALK WIDTHS: A) LEFT 02.0 FT, B) RIGHT: 02.0 FT, (51) BRDG RDWY WIDTH CURB-TO-CURB: 024.0 FT, (52) DECK WIDTH, OUT-TO-OUT: 030.0 FT, (32) APPROACH ROADWAY 024.0 FT, (33) BRIDGE MEDIAN: 0 - No median, (34) SKEW: 00 DEG, (35) STRUCTURE FLARED: 0 - No flare, (10) INV RTE, MIN VERT CLEARANCE: 99.99 FT, (47) TOT HORIZ CLEARANCE: 024.0 FT, (53) VERT CLEAR OVER BR RDWY: 99.99 FT, (54) MIN VERTICAL UNDERCLEARANCE: A) REFERENCE FEATURE: N, B) MIN VERT UNDERCLEAR: 00.0 FT, (55) LATERAL UNDERCLEARANCE RIGHT: A) REFERENCE FEATURE: N, B) MIN LATERAL UNDERCLEAR: 000.0 FT, (56) MIN LATERAL UNDERCLEAR ON LEFT: 000.0 FT

INSPECTIONS

Table with 2 columns: Item ID and Description/Value. Items include (90) INSPECTION DATE: 05/24/2022, (92) CRITICAL FEATURE INSPECTION: A) FRACTURE CRITICAL REQUIRED/FREQUENCY: N, B) UNDERWATER INSPECTION REQUIRED/FREQUENCY: N, C) OTHER SPECIAL INSPECTION REQUIRED/FREQUENCY: N, (91) DESIGNATED INSPECTION FREQUENCY: 12 MONTHS, (93) CRITICAL FEATURE INSPECTION DATE: A) FRACTURE CRITICAL DATE:, B) UNDERWATER INSP DATE:, C) OTHER SPECIAL INSP DATE:

CONDITION

Table with 2 columns: Item ID and Description/Value. Items include (58) DECK: 4 - Poor Condition (advanced deterioration), (58.01) WEARING SURFACE: 6 - Satisfactory Condition, (59) SUPERSTRUCTURE: 4 - Poor Condition (advanced deterioration), (60) SUBSTRUCTURE: 5 - Fair Condition (minor section loss), (61) CHANNEL/CHANNEL PROTECTION: 6 - Bank slump. widespread minor damage, (62) CULVERTS: N - Not Applicable

CONDITION COMMENTS

(58) DECK: 4 - Poor Condition (advanced deterioration)

Comments:

POOR-BOTTOM OF BEAM SPALLS WITH EXPOSED RUSTED THRU STRANDS - NORTH CURB IS SPALLING WITH EXPOSED REBAR

Material: 21" PRESTRESSED CONCRETE BOX BEAMS

(58.01) WEARING SURFACE: 6 - Satisfactory Condition

Comments:

SATISFACTORY-LONGITUDINAL HAIRLINE CRACKS OVER BEAM EDGES

Material: 5.5" BITUMINOUS

Inspector: Brett C. Longenecker

Asset Name: 02-00277

Inspection Date: 5/24/2022

Facility Carried: MONROEVILLE RD

Bridge Inspection Report

(59) SUPERSTRUCTURE: 4 - Poor Condition (advanced deterioration)

Comments:

POOR-BOTTOM OF BEAM SPALLS WITH EXPOSED RUSTED THRU STRANDS - NORTH CURB IS SPALLING WITH EXPOSED REBAR

Material: 21" PRESTRESSED CONCRETE BOX BEAMS

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

Comments:

FAIR-PREVIOUS ABUTMENTS LEFT IN PLACE-MINOR CRACKING OF ABUTMENTS

Material: CONCRETE ABUTMENTS

(61) CHANNEL/CHANNEL PROTECTION 6 - Bank slump. widespread minor damage

Comments:

SATISFACTORY-RIPRAP DAM IN CHANNEL

Material: MUD STREAMBED-GRASSY STREAM BANKS MINIMAL RIPRAP UNDER BRIDGE

(62) CULVERTS: N - Not Applicable

Comments:

N/A

LOAD RATING AND POSTING

(31) DESIGN LOAD:	0 - Unknown	(66) INVENTORY RATING:	29.77
(70) BRIDGE POSTING	5 - Equal to or above legal loads	(65) INVENTORY RATING METHOD:	1 - Load Factor (LF)
(41) STRUCTURE OPEN/POSTED/CLOSED:	A - Open	(66B) INVENTORY RATING (H):	
(64) OPERATING RATING:	50.112	(66C) TONS POSTED :	
(63) OPERATING RATING METHOD:	1 - Load Factor (LF)	(66D) DATE POSTED/CLOSED:	

APPRAISAL

SUFFICIENCY RATING:	48.5	(36) TRAFFIC SAFETY FEATURE:	
STATUS:	1	36A) BRIDGE RAILINGS:	0
(67) STRUCTURAL EVALUATION:	4	36B) TRANSITIONS:	0
(68) DECK GEOMETRY:	4	36C) APPROACH GUARDRAIL:	0
(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL:	N	36D) APPROACH GUARDRAIL ENDS:	1

(71) WATERWAY ADEQUACY: 7 - Slight Chance of Overtopping Bridge

Comments:

SLIGHT CHANCE OF OVERTOPPING.

(72) APPROACH ROADWAY ALIGNMENT: 8 - Equal to present desirable criteria

Comments:

SATISFACTORY-HAIRLINE CRACKS Material: BITUMINOUS

(72): VERY GOOD-TANGENT-BRIDGE ON LONG CREST VERTICAL CURVE-NO SPEED REDUCTION REQUIRED

Inspector: Brett C. Longenecker

Asset Name: 02-00277

Inspection Date: 5/24/2022

Facility Carried: MONROEVILLE RD

Bridge Inspection Report

(113) SCOUR CRITICAL BRIDGES: 5 - Scour within limits of footing or piles

Comments:
STABLE-WITHIN LIMITS

CLASSIFICATION

(20) TOLL:	3 - On Free Road	(21) MAINT. RESPONSIBILITY:	02 - County Highway Agency
(22) OWNER:	02 - County Highway Agency	(26) FUNCTIONAL CLASS OF INVENTORY RTE:	08 - Rural - Minor Collector
(37) HISTORICAL SIGNIFICANCE:	2 - Eligible for National Register	(100) STRAHNET HIGHWAY:	Not a STRAHNET route
(101) PARALLEL STRUCTURE:	N - No parallel structure	(102) DIRECTION OF TRAFFIC:	2-way traffic
(103) TEMPORARY STRUCTURE:		(104) HIGHWAY SYSTEM OF INVENTORY ROUTE:	0 - Structure/Route is NOT on NHS
(105) FEDERAL LANDS HIGHWAYS:	0-Not Applicable	(110) DESIGNATED NATIONAL NETWORK:	Inventory route not on network
(112) NBIS BRIDGE LENGTH:	Yes		

NAVIGATION DATA

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

PROPOSED IMPROVEMENTS

(75A) TYPE OF WORK:	31 - Replacement - Load/Geometry	(95) ROADWAY IMPROVEMENT COST:	\$ 000281
(75B) WORK DONE BY:	1 - Work to be done by contract	(96) TOTAL PROJECT COST:	\$ 001643
(76) LENGTH OF IMPROVEMENT:	000089. FT 0	(97) YR OF IMPROVEMENT COST EST:	2021
(94) BRIDGE IMPROVEMENT COST:	\$ 000936	(114) FUTURE AVG DAILY TRAFFIC:	001601
		(115) YR OF FUTURE ADT:	2038

Inspector: Brett C. Longenecker

Inspection Date: 5/24/2022

Asset Name: 02-00277

Facility Carried: MONROEVILLE RD

Bridge Inspection Report

Inspector: Longenecker, Brett C.
Inspection Date: 05/24/2022

Structure Number: 0200207
Facility Carried: MONROEVILLE RD

Bridge Inspection Report

Miscellaneous Asset Data
Asset Management

0200207

Load Rating 2:

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

Extended Frequency:

Submittal Date:

Inspector:

INDOT Reviewer:

This bridge has been accepted into the Extended Frequency Program.

Approval Date:

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

No Joints Present

Comments:

Terminal Joints: *Rating of lowest rated terminal joint.

Comments:

Concrete Slopewall: *Rating of lowest rated slopewall.

Comments:

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

5 - Other

5 - Fair Condition, corrosion of the steel initiated, minor misalignment

Comments:

Rubber, deformed

Inspector: Longenecker, Brett C.
Inspection Date: 05/24/2022

Structure Number: 0200207
Facility Carried: MONROEVILLE RD

Bridge Inspection Report

Approach Slabs: * Indicate if present & condition rating.

N - No Approach Slabs

Comments:

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

N

Comments:

N/A

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

Bats: seen or heard under structure? *

N - No evidence of bats

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

N - No Birds and/or Nests Visi

BRIDGE Culvert Geometry:

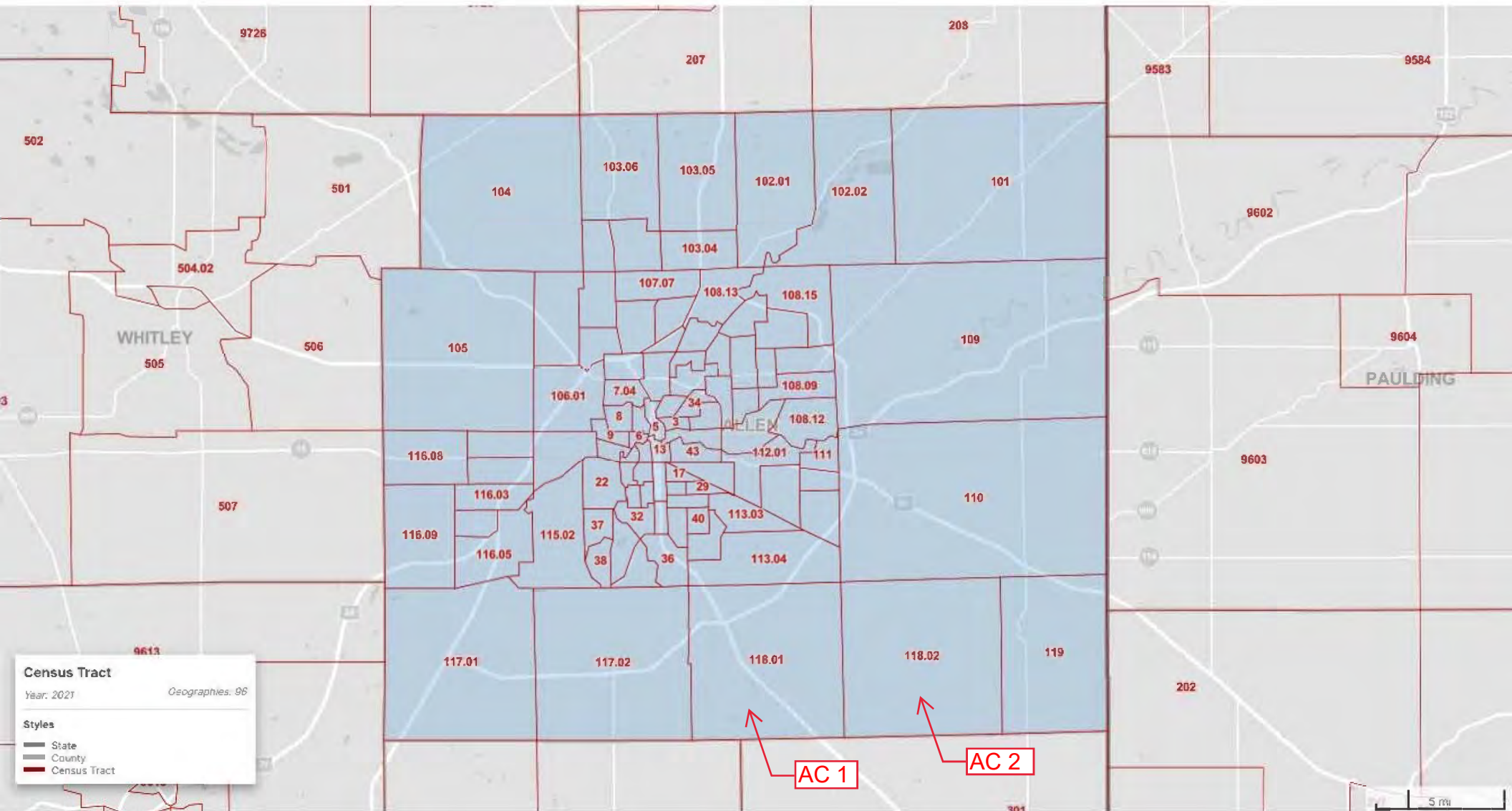
Barrel Length:

Height:

Width:

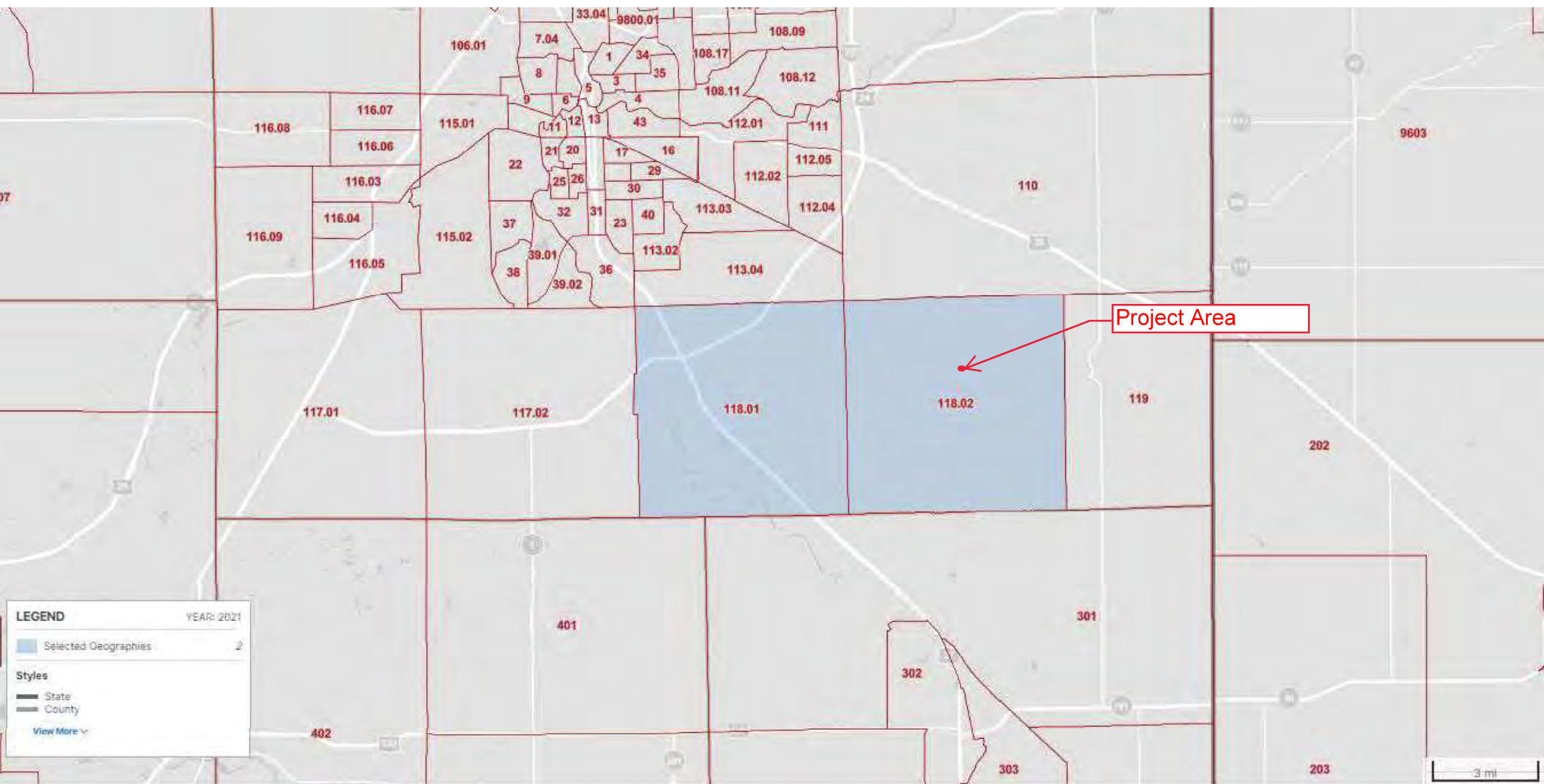
EJ Analysis

Community of Comparison



EJ Analysis

Affected Communities 1 and 2



EJ Analysis

low-income populations	Allen County, Indiana		Census Tract 118.01, Allen County, Indiana		Census Tract 118.02, Allen County, Indiana	
Label	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total:	375,492	±679	3,838	±68	1,664	±183
Income in the past 12 months below poverty level:	46,353	±2,368	369	±237	121	±111
Percent low income	12%		10%		7%	
	12.3446039		9.614382491		7.271634615	
125 Percent of COC	15.4307548		AC< 125% COC		AC< 125% COC	

Data for Poverty Status in the Past 12 Months (B17001)

United States Census Bureau

B17001 | POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE 13 | Notes | Topics | Codes | Dataset | Year | Hide | Transpose | **Margin of Error** | Restore | Excel | CSV | ZIP | Share | Print | Map

	Allen County, Indiana		Census Tract 118.01, Allen County, Indiana		Census Tract 118.02, Allen County, Indiana	
Label	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
▼ Total:	375,492	±679	3,838	±68	1,664	±183
▼ Income in the past 12 months below poverty level:	46,353	±2,368	369	±237	121	±111
➤ Male:	19,844	±1,220	151	±86	49	±39
➤ Female:	26,509	±1,439	218	±169	72	±77
▼ Income in the past 12 months at or above poverty level:	329,139	±2,436	3,469	±241	1,543	±188
➤ Male:	164,424	±1,292	1,703	±150	801	±113
➤ Female:	164,715	±1,450	1,766	±175	742	±110

EJ Analysis

Minority Populations	Allen County, Indiana		Census Tract 118.01, Allen County, Indiana		Census Tract 118.02, Allen County, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total:	381,839	*****	3,861	±52	1,664	±183
White alone	276,574	±531	3,776	±94	1,631	±189
Non-white/minority	105265		85		33	
percent non-white/minority	28%		2%		2%	
	27.5679017		2.2015022		1.98317308	
125 percent of COC	34%					
	34.4598771		AC< 125%		AC< 125%	

Data for Hispanic or Latino Origin by Race (B03002)

United States Census Bureau

B03002 HISPANIC OR LATINO ORIGIN BY RACE						
Allen County, Indiana						
		Census Tract 118.01, Allen County, Indiana		Census Tract 118.02, Allen County, Indiana		
Label	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
▼ Total:	381,839	*****	3,861	±52	1,664	±183
▼ Not Hispanic or Latino:	351,985	*****	3,799	±89	1,655	±185
White alone	276,574	±531	3,776	±94	1,631	±189
Black or African American alone	42,417	±1,136	15	±26	0	±12
American Indian and Alaska Native alone	385	±121	0	±12	0	±12
Asian alone	17,289	±438	0	±12	0	±12
Native Hawaiian and Other Pacific Islander alone	161	±70	0	±12	0	±12
Some other race alone	1,218	±364	0	±12	0	±12
▼ Two or more races:	13,941	±1,294	8	±14	24	±28
Two races including Some other race	1,243	±448	0	±12	16	±23
Two races excluding Some other race, and three or more races	12,698	±1,192	8	±14	8	±17
▼ Hispanic or Latino:	29,854	*****	62	±67	0	±12
White alone	13,289	±1,061	29	±30	0	±12
Black or African American alone	587	±196	0	±12	0	±12
American Indian and Alaska Native alone	290	±158	0	±12	0	±12
Asian alone	17	±27	0	±12	0	±12
Native Hawaiian and Other Pacific Islander alone	7	±12	0	±12	0	±12
Some other race alone	9,097	±1,304	0	±12	0	±12
▼ Two or more races:	6,567	±1,210	33	±59	9	±12
Two races including Some other race	5,472	±1,236	33	±59	0	±12
Two races excluding Some other race, and three or more races	1,095	±361	0	±12	0	±12

Design Element			Manual Section	2-Lane					
Design Controls	Design Year AADT		40-2.01	< 400	400 ≤ AADT < 1000	1000 ≤ AADT < 3000	3000 ≤ AADT < 5000	≥ 5000	
	Design Forecast Period		55-4.01	20 Years (2)					
	*Design Speed (mph)		55-4.01	See Section 55-4.01 (3)					
	Access Control		40-5.0	None					
	Level of Service		40-2.0	Desirable: B; Minimum: D					
Cross-Section Elements	Travel Lane	*Width (4)	55-4.05	Des: 10ft Min: 9 ft (4a)	Des: 11 ft Min: 10 ft (4b)	Des: 11 ft Min: 10 ft (4b)	Des: 12 ft Min: 11 ft	Des: 12 ft Min: 11 ft.(4c)	
		Typical Surface Type	Ch. 304	Asphalt / Concrete					
	Shoulder (5)	*Width Usable	55-4.05	Des: 4 ft Min: 2 ft	Des: 6 ft Min: 2 ft	Des: 6 ft Min: 3 ft	Des: 8 ft Min: 6 ft	Des: 10 ft Min: 8 ft	
		*Width Paved	55-4.05	Des: 2 ft Min: 0 ft	Des: 2 ft Min: 0 ft	Des: 4 ft Min: 2 ft	Des: 6 ft Min: 2 ft	Des: 8 ft Min: 2 ft	
		Typical Surface Type	Ch. 304	Asphalt / Aggregate / Earth					
	Cross Slope	*Travel Lane (6)	55-4.05	2%-3%					
		Shoulder (7)	55-4.05	Paved Width ≤ 4 ft 2% - 3%; Paved Width > 4 ft: 4%-6% Asphalt; 6%-8% Aggregate; 8% Earth					
	Auxiliary Lane	Lane Width	55-4.06	Des: 10 ft; Min: 9 ft		Des: 11 ft; Min: 10 ft		Des: 12 ft Min: 10 ft	
		Shoulder Width		Des: Same as Next to Travel Lane; Min: 2 ft					
	Obstruction-Free-Zone Width		55-5.02	See Section 55-5.02					
	Side Slopes	Cut	Foreslope	55-4.05	2:1 or Flatter (8)				
			Ditch Width		(8)				
			Backslope		2:1 or Flatter (8)				
Fill		55-4.05	2:1 or Flatter (8)						
Bridges	New or Reconstructed Bridge	*Structural Capacity	Ch. 403	HL-93					
		*Clear-Roadway Width (9)	55-6.03	Travelway +4 ft	Travelway +6 ft	Travelway +6 ft	Travelway +8 ft	Full Paved Appr. Width	
	Existing Bridge to Remain in Place	*Structural Capacity (10)	Ch. 72	HS-15					
		*Clear-Roadway Width (11)	55-6.02	22 ft	22 ft	24 ft	28 ft	28 ft	
	*Vertical Clearance, Collector Under	New or Replaced Overpassing Bridge (12)	55-6.0	14.5 ft					
		Existing Overpassing Bridge		14.0 ft					
Vertical Clearance, Collector Over Railroad (13)		Ch. 402-6.01	23.0 ft						

Des: Desirable; Min: Minimum.

* Level One controlling criterion, see page 2 of 4

GEOMETRIC DESIGN CRITERIA FOR RURAL COLLECTOR, LOCAL-AGENCY ROUTE, 3R PROJECT
Figure 55-3C (Page 1 of 4)

Design Element		Manual Section	2-Lane					
Alignment Elements	Design Speed	---	30 mph	35 mph	45 mph	50 mph	55 mph	
	*Stopping Sight Distance, Desirable	55-4.02	200 ft	250 ft	360 ft	425 ft	495 ft	
	Decision Sight Distance	Speed / Path / Direction Change	42-2.0	450 ft	525 ft	675 ft	750 ft	865 ft
		Stop Maneuver		220 ft	275 ft	395ft	460ft	535 ft
	Passing Sight Distance	42-3.0	Existing	Existing	Existing	Existing	Existing	
	Intersection Sight Distance, -3% to +3% (15)	55-4.06	P: 330 ft SUT: 420 ft	P: 390 ft SUT: 490 ft	P: 500 ft SUT: 630 ft	P: 630 ft SUT: 780 ft	P: 730 ft SUT:890 ft	
	*Minimum Radius	55-4.03	See Section 55-4.03					
	*Superelevation Rate	55-4.03	See Section 55-4.03					
	*Horizontal Sight Distance	55-4.03	See Section 55-4.03					
	*Vertical Curvature, K-value	Crest	55-4.04	See Section 55-4.04				
		Sag		See Section 55-4.04				
	*Maximum Grade (14)	Level	55-4.04	9%	9%	8%	8%	7%
		Rolling		11%	10%	9%	9%	8%
Minimum Grade	44-1.03	Desirable: 0.5%; Minimum: 0.0%						

* Level One controlling criterion. Except as noted in this chapter, the values shown in AASHTO's *A Policy on Geometric Design of Highways and Streets* (the *Green Book*) may be used as minimum values if they are lower than similar values shown herein. A controlling criterion that does not meet the minimum value is a design exception and is subject to approval. See Section 40-8.0.

GEOMETRIC DESIGN CRITERIA FOR RURAL COLLECTOR, LOCAL-AGENCY ROUTE, 3R PROJECT
Figure 55-3C (Page 2 of 4)

- (1) Applicability. This figure is applicable only to a federal-aid funded project.
- (2) Design Forecast Period. For a partial 3R project, the pavement should be designed for at least a 10 year design life.
- (3) Design Speed. The minimum design speed should equal the anticipated posted speed limit after construction or the legal speed limit, 55 mph, on a non-posted highway.
- (4) Travel Lane, Width. An 11 ft travel lane width should be used where truck volume exceeds 200 trucks per day. In addition, the following will apply:
 - a. Where $V \geq 50$ mph, the minimum width is 10 ft.
 - b. Where $V \geq 50$ mph, the minimum width is 11 ft.
 - c. Where $V \geq 50$ mph, the minimum width is 12 ft.
- (5) Shoulder Width. The following will apply:
 - a. The desirable guardrail offset is 2 ft from the effective usable-shoulder width. See Section 49-4.0 for more information.
 - b. If guardrail is present, the minimum offset from the E.T.L. to face of guardrail should desirably be equal to the shy-line offset distance, but not less than 4 ft (see Section 49-4.0 for shy-line offsets).
 - c. Usable-shoulder width is defined as the distance from the edge of the travel lane to the shoulder break point.
- (6) Cross Slope, Travel Lane. Cross slopes of 1.5% are acceptable on an existing bridge to remain in place.
- (7) Cross Slope, Shoulder. Value is for a tangent section. See Figure 45-1A(1) or Figure 45-1A(2) for more-specific information. See Figure 43-3M or Figure 43-3N for shoulder cross slope on a horizontal curve.
- (8) Side Slopes. Section 55-4.05 provides additional information for side-slope criteria.

GEOMETRIC DESIGN CRITERIA FOR RURAL COLLECTOR, LOCAL-AGENCY ROUTE, 3R PROJECT
Figure 55-3C (Page 3 of 4)

- (9) Width, New or Reconstructed Bridge. See Section 402-6.02(01) for more information. The clear-roadway width is the algebraic sum of the following:
 - a. the approach traveled way width;
 - b. the approach usable shoulder width without guardrail; and
 - c. a bridge-railing offset (see Figure 402-6H).
- (10) Structural Capacity, Existing Bridge to Remain in Place. If the AADT ≤ 50 , an HS-10 loading is acceptable.
- (11) Width, Existing Bridge to Remain in Place. Clear-roadway width should be at least equal to the approach traveled way width or the value, whichever is greater. For a bridge of more than 100 ft in length, the value does not apply. The acceptability of such a bridge will be assessed individually.
- (12) Vertical Clearance, Collector Under. Value includes an additional 6 in. allowance for a future pavement overlay. Vertical clearance applies from usable edge to usable edge of shoulders.
- (13) Vertical Clearance, Collector Over Railroad. See Chapter 402-6.01(3) for additional information on railroad clearance under a highway.
- (14) Maximum Grade. For a grade of less than 500 ft in length (PVT to PVC), the maximum grade may be 2% steeper than the value. For a road with AADT < 400 , the maximum grade may also be 2% steeper.
- (15) Intersection Sight Distance. For left turn onto a 2-lane road, P = Passenger car; SUT = single unit truck. See Figure 46-10G for value for a combination truck.

GEOMETRIC DESIGN CRITERIA FOR RURAL COLLECTOR, LOCAL-AGENCY ROUTE, 3R PROJECT
Figure 55-3C (Page 4 of 4)

REVIEWED

By Mary Kennedy at 10:26 am, Feb 14, 2022

REVIEWED
by G.Klevitsky /INDOT 02/14/2022

no additional comments

no further comments
except to add the following
disclaimer on the title page
when submitting the
document to IN SCOPE for
CP review:

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

HISTORIC BRIDGE ALTERNATIVES ANALYSIS

COUNTY BRIDGE NUMBER
02-00277

DESIGNATION NUMBER
1902826

ROUTE IDENTIFICATION AND FEATURE CROSSED
Monroeville Road over Hoffman Drain

COUNTY
Allen

NBI NUMBER
0200207

PROJECT LOCATION

0.1 miles west of Fackler Rd, Sections 9, 10, 15 & 16, T-29-N, R-14-E,
Madison Township, Allen County, Indiana

PREPARED BY: Katherine M. Kreienkamp, P.E.
DATE: February 2022

ClarkDietz
Engineering Quality of Life®

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Removed to Avoid Duplication and Reduce File Size

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ALTERNATIVES ANALYSIS

Allen County Bridge No. 277 is listed as a Non-Select Historic Bridge per the INDOT Historic Bridges Inventory Summary (2010). The following analysis addresses the project alternatives to determine the option that is feasible and prudent per the Programmatic Agreement regarding Management and Preservation of Indiana’s Historic Bridges (Historic Bridge PA). The alternatives are explored in order: do nothing, rehabilitation options, bypass, and replace. The first alternative that is both feasible and prudent and matches the identified purpose and need is the preferred alternative. All the alternatives are summarized in the preliminary preferred alternative section.

A. No Build/Do Nothing

This alternative proposes no construction take place. There would be no environmental impacts and no construction costs associated with this alternative. However, the condition of Allen County Bridge No. 277 would continue to deteriorate, and the bridge would need to be closed from the deteriorated condition of the existing structure around the end of the current estimated remaining life, which is currently approximately 10 years. The shortest available detour for drivers travelling along Monroeville Road uses Houk Road, Figel Road, and Fackler Road, which are all local corridors. This detour adds approximately 1.1 miles of travel for each vehicle. This alternative does not meet the purpose and need for the project; therefore, this option was discarded.

B1. Rehabilitation for Continued Vehicular Use Meeting Secretary of Interior’s Standards for Rehabilitation

This alternative involves rehabilitation of the structure for continued vehicular use, either with two lanes or one lane of traffic across the bridge, in a way that does not adversely affect the bridge’s historic features. The rehabilitation must be completed in accordance with the “Secretary of the Interior’s Standards for Rehabilitation” and its applicable guidelines to rehabilitate the structure without affecting the bridge’s historic integrity.

Rehabilitation meeting these guidelines would mean the bridge would remain primarily unaltered if the alternative is found to be prudent and feasible. Repairs would include replaced-in-kind materials to the greatest extent practicable. Descriptions of the structure elements are discussed below. The descriptions have been completed based upon a site visit on June 28, 2021, by the author of this report, and the most recent Inspection report from May 18, 2021.

Rehabilitation would occur as follows:

- **Bridge Railing:** The existing decorative concrete bridge railing does not meet current safety standards. However, the railing is the historic character-defining feature of the structure. Thus, it must remain in-place. A Design Exception would be required for this item. The guardrail would be updated to current standards, including transition rail, MGS guardrail, and end treatments at all four corners of the structure.
- **Superstructure:** The prestressed adjacent box beam superstructure is rated as being in “Poor Condition”, with bottom of beam spalls and exposed rusted thru strands. Specific

deficiencies include large spalls with efflorescence at Beam 2 and Beam 7; two ineffective strands at Beam 3; spalls with exposed strands at Beam 4; and leaching between Beams 7 and 8. This list does not include additional deficiencies that may be present but are unseen due to the nature of adjacent box beams. Leakage observed between Beams 1 and 2, and Beams 8 and 9, indicate possible structural deterioration of the two exterior beams. Ultimately, the extent of deterioration would receive no net benefit from patching only. Because of the quantity of deterioration from leakage, spalling, and damaged strands, patching the areas would only be a temporary fix that neglects to fix structural issues. Rather, patching would protect the outermost exposed layer from further wear while the internal issues would continue to progress. To meet the requirements of the Secretary of the Interior's Standards for Rehabilitation, Beams 2 through 8 should be replaced in-kind by new box beams. The two exterior box beams, which carry the historic-defining feature of the structure (the railing), would remain in-place and be patched as required. The coping width and clear roadway width of the structure would remain as-is.

- Bents: The concrete bents are rated as "fair" and are protected by the abutments of the previous structure. Because the full condition is not determinable through visual inspection, more costly inspection techniques would be required to check for the extent of deterioration of the bents. Because two exterior girders are to remain on the bents within this alternative, the substructure rehabilitation is limited to patching of spalls and epoxy-fill of cracks. Once finished, the new bents would resemble the existing as closely as possible.

Design exceptions will be needed for the bridge railing, travel lane width, shoulder width, and clear roadway width. Design exceptions for historic bridge rehabilitations are common.

Design Element	Design Manual Section	Minimum Design Criteria	Existing Condition	Proposed Condition	Design Exception Required
Travel Lane	Fig. 55-3C	11-ft.	10-ft.	10-ft.	Yes
Shoulder	Fig. 55-3C	4-ft.	2-ft.	2-ft.	Yes
Structural Capacity	Fig. 55-3C	HS-15 27 tons	29 ton	HS-15 27 tons	No
Clear Roadway Width	Fig. 55-3C	30-ft.	24-ft.	24 ft.	Yes
Bridge-Railing Safety Performance Criteria	Fig. 49-6D	TL-3	N/A	N/A	Yes
Horizontal Curves	Ch.55-4.03	960-ft.	6000-ft.	6000-ft.	No
Stopping Sight Distance	Fig. 55-3C	495-ft.	495-ft.	495-ft.	No
Superelevation	Ch.55-4.03	$e_{max} = 8\%$	Normal Crown	Normal Crown	No

Alternative B1: Existing Conditions vs. Applicable Design Criteria

A preliminary estimate of this alternative was calculated using 20% contingency. This estimate calculates a cost of approximately \$578,200, or 55% of the replacement cost (\$1,054,000).

The project is feasible (construction is possible). However, this alternative does not address the purpose and need of the project. Because the exterior box beams are not to be replaced with this alternative, and there is no viable method to repair the broken and debonded strands within these beams (which are supporting the historic aspect of the bridge), the superstructure rating would not increase to a “Good” rating (7 out of 9). Additionally, the life of the superstructure would not increase to the 25 years as required by a project of this type.

B2. Rehabilitation for Continued Vehicular Use NOT Meeting Secretary of Interior’s Standards for Rehabilitation

This alternative proposes repairs are made to the existing structure while allowing for replacement of members which have deteriorated beyond repair. As in the previous alternative, the bridge dimensions would essentially remain unaltered. However, the superstructure would be replaced in-full, and the bridge railing updated. Thus, the historic materials of the structure would not be maintained. This rehabilitation alternative would use current construction practices to recreate the look and dimensions of the existing bridge as much as possible. In recreating the adjacent box beam superstructure, the inherent inspection and deterioration issues experienced by a superstructure of this type are perpetuated. To protect the beams, a reinforced concrete deck has been included within the cost estimate for this alternate.

It is not possible to fully replicate the historic railing design while meeting the safety performance criteria for new railings. However, the new bridge railing could be formed with colored concrete or grout to replicate the architectural features of the existing bridge rail.

Before doing so, coordination with the proper historic authorities would be taken to determine if this is appropriate.

Design Element	Design Manual Section	Minimum Design Criteria	Existing Condition	Proposed Condition	Design Exception Required
Travel Lane	Fig. 55-3C	11-ft.	10-ft.	10-ft.	Yes
Shoulder	Fig. 55-3C	4-ft.	2-ft.	2-ft.	Yes
Structural Capacity	Fig. 55-3C	HS-15 27 tons	29 ton	HS-15 27 tons	No
Clear Roadway Width	Fig. 55-3C	30-ft.	24-ft.	24-ft.	Yes
Bridge-Railing Safety Performance Criteria	Fig. 49-6D	TL-3	N/A	TL-3 (Type FC)	No
Horizontal Curves	Ch.55-4.03	960-ft.	6000-ft.	6000-ft.	No
Stopping Sight Distance	Fig. 55-3C	495-ft.	495-ft.	495-ft.	No
Superelevation	Ch.55-4.03	$e_{max} = 8\%$	Normal Crown	Normal Crown	No

Alternative B2: Existing Conditions vs. Applicable Design Criteria

Design exceptions will be needed for the travel lane width, shoulder width, and clear roadway width. Design exceptions for historic bridges are common practice.

In addition to superstructure work, the concrete bents would require rehabilitation. The concrete bents are rated as “fair” and are protected by the abutments of the previous structure. To determine the full extent of substructure deterioration and work required to update the substructure rating from “Fair” (5 out of 9) to “Good” (7 out of 9), either costly inspection techniques or removal of the abutments from the previous structure is required. Work required to update the substructure to the rating required by the purpose and need could vary from the patching of spalls and epoxy-filling of cracks to partial bent replacement. Once completed, the new bents would resemble the existing as closely as possible. The extent of this work to meet the “Good” rating requirement is unknown until more invasive inspection techniques are completed. Thus, while the project is feasible (construction is possible), the long-term effect of this rehabilitation is unknown.

A preliminary estimate of this alternative was calculated using 20% contingency. This estimate calculates a cost of approximately \$634,300, or 60% of the replacement cost (\$1,054,000). Due to the high cost of this rehabilitation combined with the high loss of historic materials, the alternative is not prudent.

C1. Rehabilitation for Continued Vehicular Use (one-way pair option) Meeting Secretary of Interior's Standards for Rehabilitation

This alternative combines the activities of alternative B1 above and constructs a new bridge adjacent to the existing bridge to be used as a one-way pair option. As part of the one-way pair, the new structure would have one 11-ft. lane and two 4-ft. shoulders for a clear roadway width of 19-ft. Accounting for the width of two standard 1'-6" bridge railings, the out-to-out coping width would be 23-ft. The new structure would be placed on the north side of the existing bridge with an offset of 10-ft. Placing the new structure on the north side of the existing bridge would minimize the amount of right-of-way and earthwork required to construct the new structure, as well as provide room for possible expansion to a two-lane structure in the future. The new bridge would be at a higher profile elevation than the adjacent existing bridge to meet hydraulic opening requirements.

This rehabilitation alternative will cost approximately \$1,178,000 or 112% of the replacement cost (\$1,054,000). Because this is greater than the cost of structure replacement, the project is not prudent.

The project is feasible (construction is possible). However, this alternative does not meet the purpose and need of the project. Because the exterior box beams on the existing bridge are not to be replaced with this alternative, and there is no viable method to repair the broken and debonded strands in the beams (as discussed in Alternative B1), the superstructure rating would not increase to a "Good" rating (7 out of 9).

C2. Rehabilitation for Continued Vehicular Use (one-way pair option) NOT Meeting Secretary of Interior's Standards for Rehabilitation

This alternative combines the activities of alternative B2 above and constructs a new bridge adjacent to the existing bridge to be used as a one-way pair option. As discussed in Alternative C1, the new structure would have one 11-ft. lane and two 4-ft. shoulders for a clear roadway width of 19-ft. Accounting for the width of two standard 1'-6" bridge railings, the out-to-out coping width would be 23-ft. The new structure would be placed on the north side of the existing bridge with an offset of 10-ft to minimize the amount of right-of-way and earthwork required to construct the new structure, as well as provide room for possible expansion to a two-lane structure in the future. The new bridge would be at a higher profile elevation than the adjacent existing bridge to meet hydraulic opening requirements.

This rehabilitation alternative will cost \$1,246,000 or 118% of the replacement cost (\$1,054,000). Because this is greater than the cost of structure replacement, the project is not prudent.

As discussed in Alternative B2, invasive inspection techniques would be required to determine if the substructure rating can be increased from a "Fair" rating (5 out of 9) to a "Good" rating (7 out of 9) through rehabilitation methods only.

D. Bypass (non-vehicular use)/Build New Structure

This alternative would leave the existing structure in place to be used for non-vehicular traffic and construct a new bridge to current 3R geometric requirements adjacent to the existing for vehicular traffic. The existing bridge would need to be rehabilitated for non-vehicular use to achieve the desired remaining life of 25-years. The following rehabilitation techniques are typical for bridge preservation:

1. Overlay the existing deck with Asphalt
2. Clean and patch exposed rebar
3. Remove unsound concrete and patch
4. Epoxy inject and seal cracks

A proposed bridge for vehicular traffic is required for the alternative to meet the stated purpose and need. The estimated cost for rehabilitating the existing structure for non-vehicular use and constructing a new crossing adjacent to the existing bridge is \$1,076,000 which is 102% of the replacement cost (\$1,054,000).

The non-vehicular access provided by the existing structure will be minimal as there is no existing trail system or any planned future trail system that would connect to the existing structure. For Non-Select bridges, a responsible party other than the owner must fund the preservation and maintenance of the historic bridge for this alternative to be prudent. Marketing of the bridge is underway and is described in the “Minimization and Mitigation” section of this report.

E. Relocation of Historic Bridge and New Bridge Construction

This alternative proposes to relocate the existing bridge to a new location for another use and construct a new bridge in the current location. Relocating bridges is a challenging and specialized operation that typically requires disassembling the existing structure, transporting in parts, and reassembling the structure in the new location. This operation is more suited for covered bridges made from wood members and truss bridges made from steel members. Concrete structures are not able to be disassembled without considerable effort which further damages the already deteriorated material. Salvageable materials from concrete structures tend to be limited to the precast beams; due to the deteriorating condition of the precast box beams on this structure, the salvageable material from the superstructure will be minimal. However, the historic rail may be salvageable. The historic railing consists of concrete triangular pieces on a concrete curb. The triangular pieces and curbs are segmented into sections of two, and the curbs overhang the edge of the exterior box beams. The railing sections could be saw cut along the inside railing face to remove the railing pieces from the box beam, preserving the historic detail of the existing structure.

For non-historic bridges, the concrete from rubblized structures can be used as riprap for erosion protection per INDOT specifications.

For Non-Select bridges, a responsible party other than the owner must fund the relocation, preservation, and maintenance of the historic bridge for this alternative to be prudent. Marketing of the bridge is underway and is described in the “Minimization and Mitigation” section of this report.

The cost for this alternative has not been calculated. Because this alternative includes the cost of a new bridge, as well as the cost of removal of structure sections for which the responsible party does not take ownership (for example, the damaged beams and substructure units), the cost would likely equal or exceed the cost of bridge replacement only (Alternative F).

F. Replacement – Demolition of Historic Bridge and New Bridge Construction

This alternative proposes to remove the existing bridge and construct a new bridge in the current location. The new bridge would meet all minimum INDOT requirements for reconstruction regarding vertical and horizontal alignment, stopping sight distance, bridge width for two lanes, and structural capacity. The bridge would consist of (2) 11-ft. lanes and (2) 6-ft. shoulders, which meet the minimum geometric width requirements for a travel-way of this type. These dimensions were determined by referencing Allen County Bridge 276 B (02-00276B), constructed on Monroeville Road in 2011 and located 1.05 miles west of Bridge 277.

The structure would have standard bridge rail and guardrail. The new structure would be a single-span concrete beam bridge located along the same alignment as the existing. The structure would be lengthened, and the profile raised to accommodate the hydraulic needs of the site for a Q100 flow event.

Because the historic element of the structure, the bridge railing, would be demolished as part of this alternative, the new bridge railing could be formed with colored concrete or grout to replicate the architectural features of the existing bridge rail. Before doing so, coordination with the proper historic authorities would be taken to determine if this is appropriate.

The estimated cost for this alternative is \$1,054,000. This alternative is feasible, prudent and meets the purpose and need of the project and would be the preferred alternative if no party elects to take responsibility of the existing structure during the public involvement process or during the marketing period.

MINIMIZATION AND MITIGATION

- Bridge Marketing
 - A legal notice was placed in the local paper, *The Journal Gazette*, on August 25, 2021, and in the statewide newspaper, *The Indianapolis Star*, on August 26, 2021.
 - Signs notifying users that the bridge may be replaced, and is available for potential reuse, were placed on both approaches to the bridge on August 25th, 2021. The signs will remain in place until the completion of NEPA. Photos of the signs are available in Appendix B.
 - The bridge has been listed on the INDOT website since August 19, 2021. INDOT's Historic Bridges Marketing Program website is <http://www.in.gov/indot/2532.htm>.
 - No interested parties have inquired about the bridge to date (December 20, 2021).
- Mitigation
 - Allen County will consult with the Indiana SHPO to determine if photo documentation of the bridge is needed.

ALLEN CO. DRAINAGE BOARD FILE NO. 23-056

4/12/2023

MICHAEL FRUCHEY P.E. ALLEN COUNTY SURVEYOR

ALLEN COUNTY DRAINAGE BOARD CONSENT FOR PERMANENT STRUCTURE

PETITIONED BY: ACHD/Bill Hartman
PROJECT ADDRESS: 14708 Monroeville Road
MAILING ADDRESS: 200 E. Berry Street, Ste 280
CITY/STATE/ZIP: Fort Wayne, IN 46802

TOWNSHIP: MADISON SEC: 16
PHONE: 260-449-7369

A petition having been filed before the Allen County Drainage Board for consent to erect a permanent structure on the Hoffman No.2 Drain # 15-31-510

the said petition having been found to be in proper legal form by the Drainage Board Attorney, and having been approved by the Allen County Surveyor, and said Board, pursuant to I.C. 36-9-27-72, as amended or replaced. Hereby grants its written consent to the petitioners herein to erect the following described permanent structure, to-wit:

Petition for Encroachment within the drainage easement of Hoffman No.2 Drain for ACHD bridge replacement on Monroeville Road.

*NOTE: OUTFALL CONNECTION REQUIRES AN ONSITE INSPECTION OF INTER-CONNECTION WITH THE COUNTY DRAIN. 48 HR NOTICE IS REQUIRED. CALL 260-449-7625. NONCOMPLIANCE WILL RESULT IN DISMISSAL OF PETITION APPROVAL

Consent is hereby granted, provided said structure is erected in the location and in the manner described in the Exhibit(s) submitted and kept on file under this Drainage Board Doc # in the Allen County Surveyor's Office.

INDEMNITY. Petitioner shall be liable for and shall indemnify and hold harmless Allen County Drainage Board (ACDB), the Allen County Surveyor, and their officials, officers, employees, agents and contractors from and against any liability, claim, loss, damage or expense, including reasonable attorney's fees, arising out of any injury or death to any person or damage to any property resulting from, or in connection with, the Petitioner's or any of said Petitioner's agents', subcontractors', vendors', or suppliers' use or occupancy of the drainage easement area.

CONTROL OF PREMISES. ACDB maintains the right to control the drainage easement and the ACDB, the Allen County Surveyor, and their employees, contractors, representatives, and agents may enter the same after giving notice pursuant to Ind. Code 36-9-27-33. ACDB assumes no responsibility for any structure placed in the drainage easement. Petitioner expressly relieves and discharges the ACDB and Allen County Surveyor from any and all liability for any loss, injury or damage to person or property that may be sustained by reason of the placement of structure in the regulated drainage easement and waives its entire right to recover damages (whether in contract or in tort) for loss of or damage to the structure.

REMOVAL OF STRUCTURE. The ACDB, Allen County Surveyor, or their agents, employees, representatives, contractors, or others working at their direction may require removal of the structure in order to gain access to the regulated drain. Removal in those situations will be at Petitioner's expense. Should the Petitioner fail to remove the structure in a timely manner after receiving written notice, the ACDB or Allen County Surveyor shall have the structure removed at the Petitioner's expense. Petitioner will have no recourse.

PERMITS. Petitioner hereby represents that it has obtained all of the legal permits and/or governmental approvals for its operation in and on, or use of, the drainage easement. Issuance of all required permits and governmental approvals is a precondition to this agreement. This agreement in no way constitutes approval by governmental department with permitting authority over Petitioner's activities. Petitioner agrees to indemnify and hold harmless ACDB or Allen County Surveyor for any fines received as a result of Petitioner's failure to obtain legally required permits and/or governmental approvals.

CONSEQUENTIAL OR INCIDENTAL DAMAGES. ACDB shall not be liable for indirect, incidental, or consequential damages, including but not limited to loss of profits or other economic loss, by reason of the termination of this Agreement or any breach thereof.

MISCELLANEOUS. This Agreement embodies the entire agreement between the parties with respect to the subject matter hereof and supersedes all prior agreements and understanding, whether written or oral, and all contemporaneous oral agreements and understandings relating to the subject matter hereof. No agreement hereafter made shall be effective to modify or discharge this Agreement, in whole or in part, unless such agreement is in writing and signed by the party against whom enforcement of the modification or discharge is sought.

DATED: 5/11/23
ALLEN COUNTY DRAINAGE BOARD:
ATTEST: Cheryl L Zurbrugg SECRETARY
BY: MJ Klinker MJ Klinker
BY: Therese Brown Therese Brown
BY: Richard E. Beck Jr. Richard E. Beck Jr.
BY: F. Nelson Peters F. Nelson Peters
BY: Mark R. Rekeweg Mark R. Rekeweg
BY: Michael Fruchey P.E., ALLEN COUNTY SURVEYOR

STATE OF INDIANA
COUNTY OF ALLEN

Before me, the undersigned, a Notary Public in and for said County and State, this 11th of May, 2023 personally appeared MJ Klinker, Therese Brown, Richard E. Beck Jr., F. Nelson Peters, Mark R. Rekeweg, Michael Fruchey and acknowledged the execution of the foregoing consent as his/her voluntary act and deed. IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my official seal.

Commission Number: 673622
My Commission Expires: 11/15/23
I am resident of: Allen County

Signature of Notary Public: Cheryl L Zurbrugg
Printed Name of Notary Public: Cheryl L Zurbrugg

I, G. William Fishering, affirm under the penalties of perjury that I have taken reasonable care to redact each social security number, unless required by law. This document was prepared by G. William Fishering, Attorney, Address: 110 W. Berry St., Suite 1100, Fort Wayne, IN 46802 (260) 426-9706

ALLEN COUNTY ADA TRANSITION PLAN

August 12, 2016

Contents

Removed to Reduce File Size

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VI. Public Involvement Opportunities

The general public is encouraged to participate in identifying needs or barriers to accessibility. This may be done by contacting the Title VI/ADA Coordinator.

Charity A. Murphy
ADA / Title VI Coordinator
200 E. Berry St., Suite 380
Fort Wayne, IN 46802
P: (260) 449- 7217 F: (260) 449-4220
Email: charity.murphy@allencounty.us

A draft of the Allen County Transition Plan will be available on the website from August 15, 2016 through August 31, 2016, for a public comment period. The Transition Plan will also be available in the following Allen County offices for viewing: the Board of Commissioners of the County of Allen, Allen County Highway Department, and Allen County Human Resources, all three offices located at 200 E. Berry Street, Fort Wayne, Indiana. Anyone that would like to comment on the Transition Plan can submit their comments in these offices or can contact the ADA Coordinator.

After the Allen County Transition Plan has been adopted it will be posted on the Allen County website. It will also be available in the following Allen County offices for viewing: the Board of Commissioners of the County of Allen and Allen County Human Resources located at 200 E. Berry Street, Fort Wayne, Indiana. A copy of the Transition Plan will also be available at the Allen County's Public Library Allen County Library, 900 Library Plaza, Fort Wayne, Indiana.

VII. Design Standards

Sidewalks: Sidewalk and ramps constructed as part of planned development, sidewalk and ramps replaced by or for Allen County, or sidewalk and ramps replaced by or for a property owner shall be constructed in accordance with the PROWAG (Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way) regulations and standards.

Buildings: Any Allen County owned buildings that are constructed, remodeled, or updated shall be constructed in accordance with the most current ADAAG (Accessibility Guideline for Buildings and Facilities) regulations and standards.

VIII. Inventory

Sidewalks/Ramps: In an effort to remove barriers to streets and sidewalks, Allen County has inventoried all curbs/ramps constructed after January 26, 1992 within Allen County's jurisdiction. The inventory procedure is intended to identify a comprehensive list or inventory of all curbs/ramps in Allen County's jurisdiction that are not ADA compliant. This is composed of an effort to both fully inventory all of the infrastructure that is present and then to identify those items