



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204-2216 (317) 232-5348 FAX: (317) 233-4929

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Date: November 1, 2018

To: Site Assessment and Management
Environmental Services
Indiana Department of Transportation
100 N Senate Avenue, Room N642
Indianapolis, IN 46204

Red Flag Investigation Map Layers were re-checked on December 17, 2020 and no updates to the RFI are warranted. However, new features were identified. Please see the Hazardous Materials and Regulated Substances section of the CE for details.

From: Briana Hope
American Structurepoint, Inc.
7260 Shadeland Station
Indianapolis, Indiana 46256
bhope@structurepoint.com

Re: RED FLAG INVESTIGATION
Des. No. 1601101, State Project
State Road 1 Pavement Replacement
St. Joe, Dekalb County, Indiana

PROJECT DESCRIPTION

The proposed SR 1 rehabilitation project is located in St. Joe, Dekalb County, Indiana. The project is more specifically located in Sections 15, 16, 21, and 22, Township 33 North, Range 14 East on the Saint Joe 7.5 Minute USGS Topographic Quadrangle.

The current proposed project would include replacement of the existing road surface in order to bring the road corridor to current INDOT standards. Activities related to the road improvement would remain consistent with the current pavement line and are anticipated to remain within the existing right-of-way. Culvert and storm sewer replacements and/or updates would also be evaluated as part of this project. Intersections with curb ramps would be modified in order to comply with ADA standards. Additionally, sidewalks that have not been updated by previous projects will be brought in compliance with current INDOT standards.

Bridge and/or Culvert Project: Yes No Structure TBD

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

Proposed right of way: Temporary # Acres N/A Permanent # Acres N/A

Type of excavation: Depth of proposed excavation associated with the curb ramps would be approximately 6 inches. Depth of excavation associated with potential storm sewer work, if required, would likely exceed 8 feet.

Maintenance of traffic: Vehicle traffic on SR 1 would be maintained during construction through the use of a single lane and flaggers. Minor streets would be detoured when construction occurs at their respected intersections with SR 1. Access to adjacent properties would be maintained throughout construction.

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

State Project: LPA:

Any other factors influencing recommendations: Culvert work associated with the proposed project is likely. However, culvert locations and the extent of work is yet to be determined. It is also likely that work below the OHWM of the St. Joe River will occur as a result of anticipated upgrades to the existing storm water outfall.

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	2	Recreational Facilities	4
Airports ¹	N/A	Pipelines	2
Cemeteries	2	Railroads	2
Hospitals	N/A	Trails	3
Schools	1	Managed Lands	1

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

Explanation:

Religious Facilities

- While the icons are not mapped, two (2) religious facilities identified utilizing other publicly available database resources, are located within the 0.5 mile search radius. St. Mark Lutheran Church is located immediately south of project area in the southwest quadrant of the intersection of SR 1 and 3rd Street. No impact is expected; however, coordination with the St. Mark Lutheran Church will occur.

Cemetery

- Two (2) cemeteries are located within the 0.5 mile search radius. Upon further review, both identified points were found to represent the same feature, Riverside Cemetery. The cemetery is located 0.22 mile east of the project area. No impact is expected.

Schools

- While the icon is not mapped, one (1) school is located within the 0.5 mile search radius. Riverdale Elementary School is located immediately east of the southern portion of the project area. No impact is expected; however, coordination with the Dekalb County Eastern Community School District will occur.

Recreational Facilities

- Four (4) recreational facilities are located within the 0.5 mile search radius. The nearest facility is located immediately east of the southern portion of the project area and is associated with Riverdale Elementary School. No impact is expected; however, coordination with Riverdale Elementary School will occur.

Pipelines

- Two (2) pipeline segments are located within the 0.5 mile search radius. One (1) pipeline is adjacent to the project area. Coordination with INDOT Utilities and Railroads should occur.

Railroads

- Two (2) railroad segments are located within the 0.5 mile search radius. Two (2) railroads are located with the project area. Coordination with INDOT Utilities and Railroads should occur.

Trails

- Three (3) trail segments are located within the 0.5 search radius. The nearest trail segment is located 0.07 mile north of the project area. No impact is expected.

Managed Lands

- One (1) managed land is located within the 0.5 mile search radius. The nearest managed land is located 0.25 mile east of the project area. No impact is expected.

WATER RESOURCES TABLE AND SUMMARY

Water Resources			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	N/A	Canal Routes - Historic	N/A
Karst Springs	N/A	NWI - Wetlands	31
Canal Structures – Historic	N/A	Lakes	4
NPS NRI Listed	N/A	Floodplain - DFIRM	5
NWI-Lines	15	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	2	Sinkhole Areas	N/A
Rivers and Streams	14	Sinking-Stream Basins	N/A

Explanation:

NWI-Lines

- Fifteen (15) NWI-Line segments are located within the 0.5 mile search radius. One (1) NWI-Line is located within the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

IDEM 303d Listed Streams and Lakes

- Two (2) 303d Listed Streams are located within the 0.5 mile search radius. The nearest 303d Listed Stream is located 0.22 mile south of the project area. No impact is expected.

Rivers and Streams

- Fourteen (14) river and stream segments are located within the 0.5 mile search radius. One (1) river and stream segment is located within the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

NWI-Wetlands

- Thirty-one (31) NWI-wetlands are located within the 0.5 mile search radius. Three (3) NWI-wetlands are located within the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

Lakes

- Four (4) lakes are located within the 0.5 mile search radius. The nearest lake is located 0.02 mile north of the project area. No impact is expected.

Floodplains

- Five (5) floodplain polygons are located within the 0.5 mile search radius. The project area is located within one of the floodplain polygons. Coordination with INDOT Ecology and Waterway Permitting will occur.

URBANIZED AREA BOUNDARY SUMMARY

Urbanized Area Boundary (UAB): The project area is not mapped within an Urbanized Area Boundary.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

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

Explanation: No mining/mineral exploration 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	1	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	1
Solid Waste Landfill	N/A	NPDES Facilities	3
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	4
Leaking Underground Storage (LUST) Sites	3	Notice of Contamination Sites	N/A

Explanation:

State Cleanup Sites: One (1) State Cleanup site is located within the project area.

- Saint Joe Service Center, 315 Washington Street, Agency Interest (AI) ID #7834. According to documentation reviewed on the Indiana Department of Environmental Management (IDEM) Virtual File Cabinet (VFC), this site is located within the project area at the intersection of State Road 1 and 4th Street (icon mapped incorrectly). Analytical results from a recent Quarterly Monitoring Report, dated April 20, 2018, indicated contaminants of concern at the site including benzene and naphthalene exist above IDEM Remediation Closure Guidelines (RCGs). If excavation occurs in this area, proper removal and disposal of soil and/or groundwater will be necessary. Therefore, coordination will be conducted with IDEM before site excavation occurs. Monitoring wells associated with the site may be within the right of way. If groundwater monitoring wells are encountered in the project area, they should be maintained in place. If they cannot be maintained, the contractor must contact the INDOT Project Manager who will

notify the INDOT Permits Group. The INDOT Permits group will notify the permit holder that the well must be removed prior to construction. The permit holder is responsible for coordination with IDEM and the INDOT Permits group for replacement or relocation of the well. If a property owner cannot be found in connection with the monitoring well, then well abandonment will be included in the contract. All well abandonment activities must be completed by an Indiana Licensed Well Driller in accordance with IAC 312-13-10. Regardless of whether the well is abandoned by the contractor or the property owner, a record of well abandonment, including the well driller's license number, must be provided to the INDOT Project Manager once the well has been abandoned.

LUST: Three (3) LUST sites are located within the project area.

- Saint Joe Service Center, 315 Washington Street, AI ID #7834. According to documentation reviewed on the IDEM VFC, this site is also listed on the State Cleanup site database. See the listing of this site under the State Cleanup site database section for further information regarding contamination at this site. If excavation occurs in the area near this site, proper removal and disposal of soil and/or groundwater will be necessary. Therefore, coordination will be conducted with IDEM before site excavation occurs.
- Jack Freeman, Main Street, AI ID #3694. According to a Notification for Underground Storage Tanks, dated June 15, 1995, six (6) USTs were removed from the ground on April 19, 1995. Impacted soils were removed from the site during closure. Confirmatory samples collected during closure indicated a small area in the UST pit where total petroleum hydrocarbons (TPH) concentrations were above action levels (up to 636 parts per million). However, samples collected around the perimeter of the UST pit were below detection limits. No impact is expected.
- Jiggs Motor Service, SR 1, AI ID #3043. A No Further Action (NFA) determination letter, dated February 9, 2007, was reviewed on the IDEM VFC. According to the NFA letter, subsurface soil results indicate that total petroleum hydrocarbons (TPH) are below 1 part per million (ppm). No impact to the project is expected.

Institutional Control: One (1) Institutional Control site is located within the 0.5 mile search radius.

- Vulcraft, 6610 County Road 60, AI ID #14861. This site is located approximately 0.49 mile southeast of the project area. A Covenant Not to Sue, dated August 16, 2016, was reviewed on the IDEM VFC. The Covenant Not to Sue stated that post remediation samples confirmed IDEM closure standards were met. No impact to the project is expected.

NPDES Facilities: Three (3) NPDES facilities are located within the 0.5 mile search radius.

- The nearest NPDES Facility, Saint Joe Service Center, 315 Washington Street, AI ID #7834, is located within the project area. This site is also listed on the State Cleanup site database. Coordination will be conducted with IDEM before site excavation occurs.

NPDES Pipe Locations: Four (4) NPDES pipe locations are located within the 0.5 mile search radius.

- The nearest NPDES Pipe Location, Saint Joe Service Center, 315 Washington Street, AI ID #7834, is located adjacent to the north boundary of the project area. This site is also listed on the State Cleanup site and NPDES Facility databases. Therefore, coordination will be conducted with IDEM before site excavation occurs.

ECOLOGICAL INFORMATION SUMMARY

The Dekalb County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is attached with ETR species highlighted. A preliminary review of the Indiana Natural Heritage Database by INDOT Environmental Services did indicate the presence of endangered species. 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 range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

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

RECOMMENDATIONS

INFRASTRUCTURE:

Religious Facilities: One (1) religious facilities is located adjacent to the project area. Coordination with the St. Mark Lutheran Church will occur.

Schools: One (1) school is located adjacent to the project area. Coordination with the Dekalb County Eastern Community School District will occur.

Recreational Facilities: One (1) recreational facility is located adjacent to the project area. Coordination with the Dekalb County Eastern Community School District will occur.

Pipelines: One (1) pipeline is located adjacent to the project area. Coordination with INDOT Utilities and Railroads should occur.

Railroads: Two (2) railroads are located with the project area. Coordination with INDOT Utilities and Railroads should occur.

WATER RESOURCES:

The presence of following water resources will require the preparation of a Waters of the US Report and coordination with INDOT ES Ecology and Waterway Permitting:

One (1) NWI-Line is located within the project area.

One (1) river and stream segment is located within the project area.

Three (3) NWI wetlands are located within the project area.

The project area is located within a floodplain. (coordination only)

URBANIZED AREA BOUNDARY: N/A

MINING/MINERAL EXPLORATION: N/A

HAZMAT CONCERNS: After review of the IDEM VFC, one site has the potential to have an impact on the project area:

Saint Joe Service Center, 315 Washington Street, AI ID #7834. According to documentation reviewed on the IDEM VFC, this site is located within the project area at the intersection of SR 1 and 4th Street (icon mapped incorrectly). Analytical results from a recent Quarterly Monitoring Report, dated April 20, 2018, indicated contaminants of concern at the site including benzene and naphthalene exist above IDEM Remediation Closure Guidelines (RCGs). If excavation occurs in this area, proper removal and disposal of soil and/or groundwater will be necessary. Therefore, coordination will be

conducted with IDEM before site excavation occurs. Monitoring wells associated with the site may be within the right of way. If groundwater monitoring wells are encountered in the project area, they should be maintained in place. If they cannot be maintained, the contractor must contact the INDOT Project Manager who will notify the INDOT Permits Group. The INDOT Permits group will notify the permit holder that the well must be removed prior to construction. The permit holder is responsible for coordination with IDEM and the INDOT Permits group for replacement or relocation of the well. If a property owner cannot be found in connection with the monitoring well, then well abandonment will be included in the contract. All well abandonment activities must be completed by an Indiana Licensed Well Driller in accordance with IAC 312-13-10. Regardless of whether the well is abandoned by the contractor or the property owner, a record of well abandonment, including the well driller's license number, must be provided to the INDOT Project Manager once the well has been abandoned.

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 "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

INDOT Environmental Services concurrence: Nicole Fokey-Brating (Signature)

November 1, 2018

Prepared by:
Briana M. Hope
Project Manager
American Structurepoint, Inc.

Graphics:

SITE LOCATION: YES

INFRASTRUCTURE: YES

WATER RESOURCES: YES

URBANIZED AREA BOUNDARY: N/A

MINING/MINERAL EXPLORATION: N/A

HAZMAT CONCERNS: YES

Note: Duplicate mapping has been removed to reduce file size. See Appendix B, B-2 for Site Location Map (USGS Topographic Map).

Red Flag Investigation - Infrastructure

SR 1 Pavement Replacement

Des. No. 1601101

DeKalb County, Indiana



Sources: 0.2 0.1 0 0.2 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.

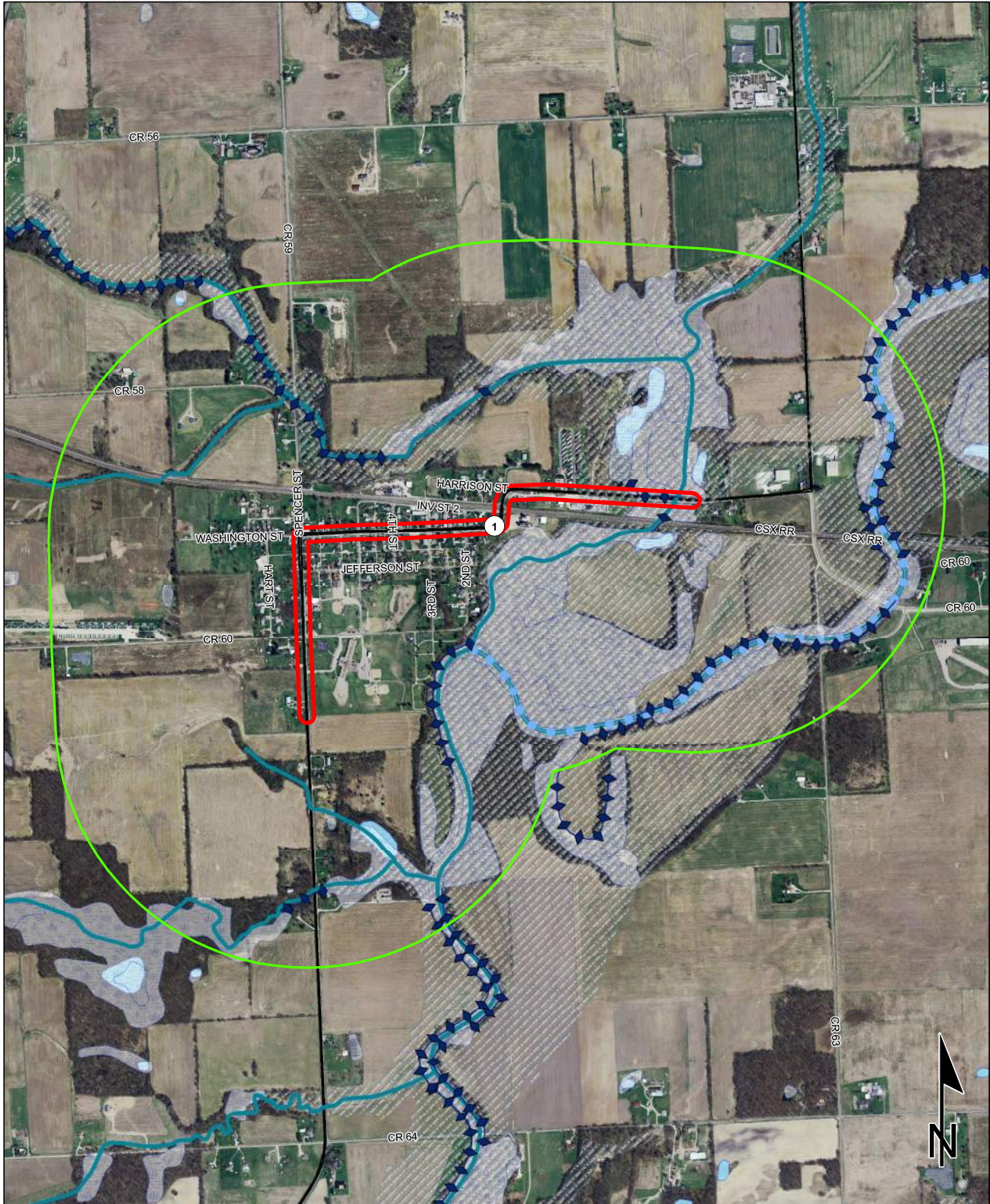
	Religious Facility		Recreation Facility		Project Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Appendix E

Red Flag Investigation - Water Resources

SR 1 Pavement Replacement

Des. No. 1601101

DeKalb County, Indiana



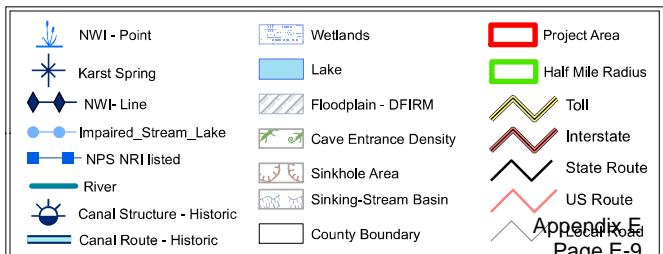
Sources: 0.25 0.125 0 0.25 Miles

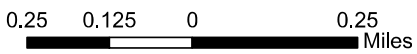
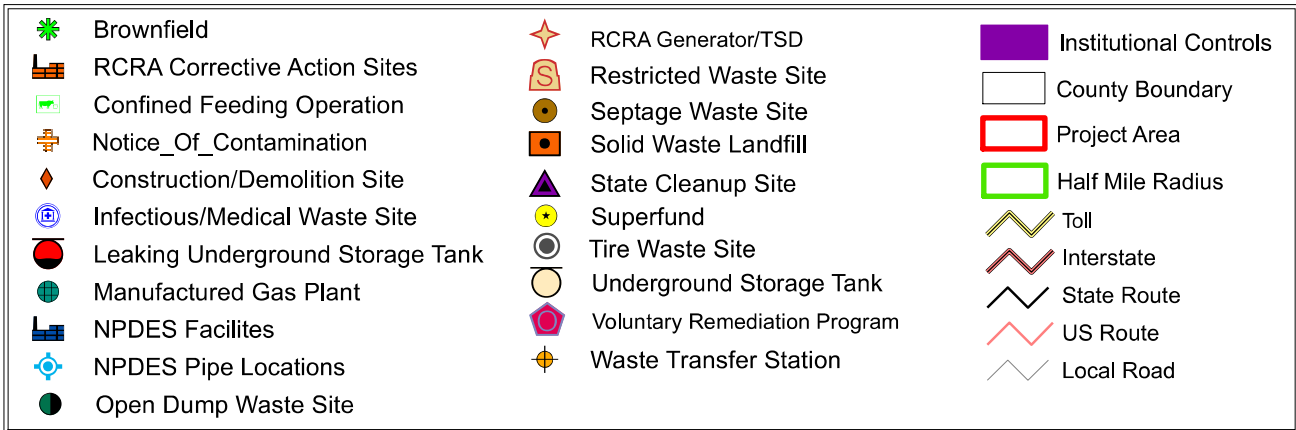
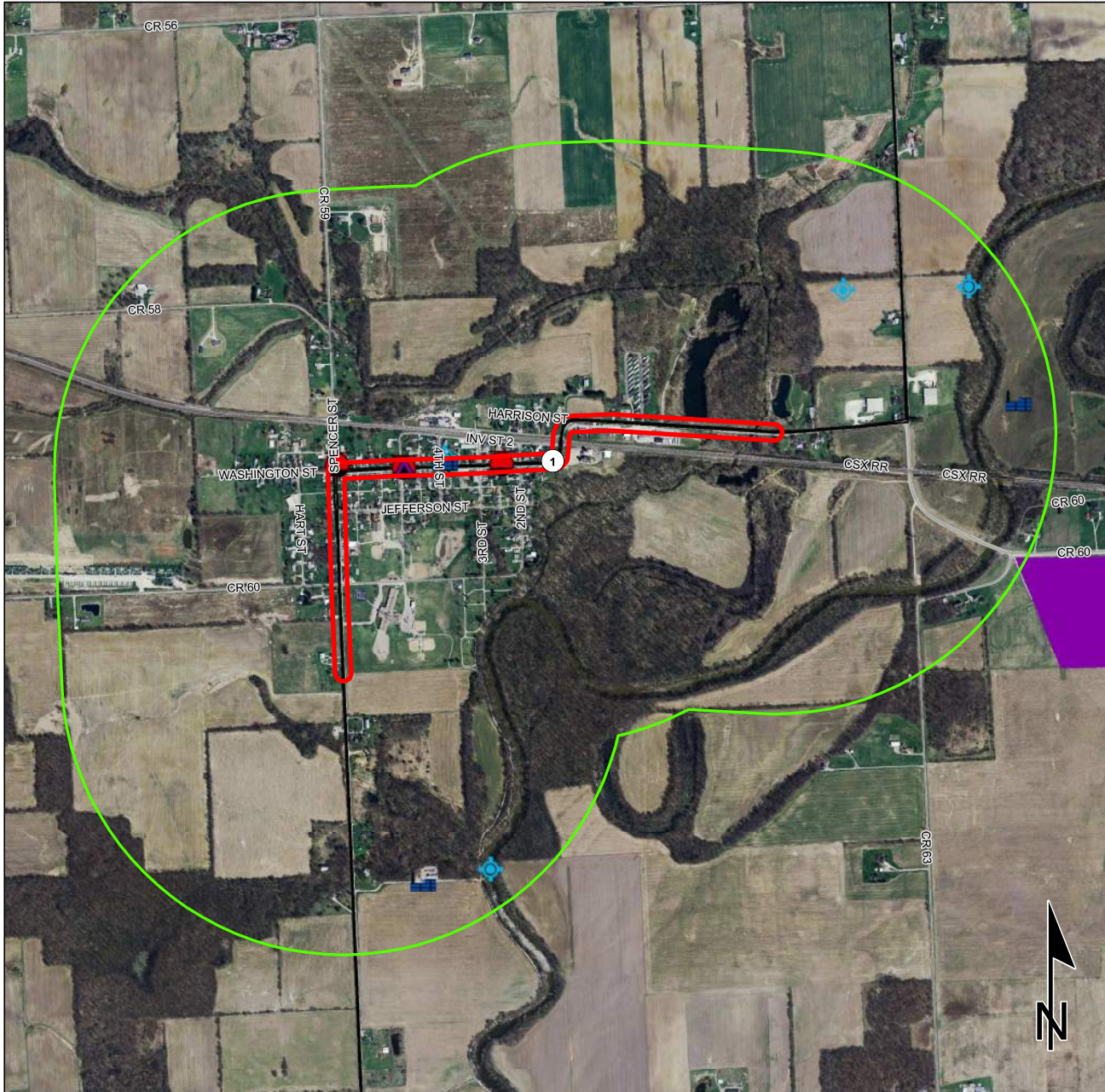
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library

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.





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

Sources:
Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.in.gov/infocenter)
 Page 5 of 10
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

Indiana County Endangered, Threatened and Rare Species List

County: De Kalb

Species Name	Common Name	FED	STATE	GRANK	SRANK
Mollusk: Bivalvia (Mussels)					
<i>Epioblasma obliquata perobliqua</i>	White catspaw	LE	SE	G1T1	SX
<i>Epioblasma torulosa rangiana</i>	Northern Riffleshell	LE	SE	G2T2	S1
<i>Fusconaia subrotunda</i>	Longsolid	C	SE	G3	SX
<i>Lampsilis fasciola</i>	Wavyrayed Lampmussel		SSC	G5	S3
<i>Ligumia recta</i>	Black Sandshell			G4G5	S2
<i>Obovaria subrotunda</i>	Round Hickorynut	C	SE	G4	S1
<i>Pleurobema clava</i>	Clubshell	LE	SE	G1G2	S1
<i>Ptychobranthus fasciolaris</i>	Kidneyshell		SSC	G4G5	S2
<i>Quadrula cylindrica cylindrica</i>	Rabbitsfoot	LT	SE	G3G4T3	S1
<i>Simpsonaias ambigua</i>	Salamander Mussel	C	SSC	G3	S2
<i>Toxolasma lividus</i>	Purple Lilliput	C	SSC	G3Q	S2
<i>Villosa fabalis</i>	Rayed Bean	LE	SE	G2	S1
Insect: Lepidoptera (Butterflies & Moths)					
<i>Catocala marmorata</i>	Marbled Underwing Moth		SE	G3G4	S1
Fish					
<i>Moxostoma valenciennesi</i>	Greater Redhorse		SE	G4	S2
Amphibian					
<i>Ambystoma laterale</i>	Blue-spotted Salamander		SSC	G5	S2
Reptile					
<i>Emydoidea blandingii</i>	Blanding's Turtle	C	SE	G4	S2
<i>Thamnophis butleri</i>	Butler's Garter Snake		SE	G4	S1
Bird					
<i>Buteo lineatus</i>	Red-shouldered Hawk		SSC	G5	S3
<i>Buteo platypterus</i>	Broad-winged Hawk		SSC	G5	S3B
<i>Circus hudsonius</i>	Northern Harrier		SE	G5	S2
<i>Cistothorus platensis</i>	Sedge Wren		SE	G5	S3B
<i>Pandion haliaetus</i>	Osprey		SE	G5	S1B
<i>Rallus limicola</i>	Virginia Rail		SE	G5	S3B
Mammal					
<i>Lasiurus borealis</i>	Eastern Red Bat		SSC	G3G4	S4
<i>Taxidea taxus</i>	American Badger		SSC	G5	S2
Vascular Plant					
<i>Andromeda glaucophylla</i>	Bog Rosemary		SR	G5T5	S2
<i>Botrychium simplex</i>	Least Grape-fern		SE	G5	S1
<i>Carex echinata</i>	Little Prickly Sedge		SE	G5	S1
<i>Coeloglossum viride var. virescens</i>	Long-bract Green Orchis		ST	G5T5	S2
<i>Eriophorum spissum</i>	Dense Cotton-grass		SX	G5T5	SX
<i>Glyceria grandis</i>	American Manna-grass		SE	G5	S1

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

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting
State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SX = state extirpated; SG = state significant; WL = watch list
GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank
SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked

Indiana County Endangered, Threatened and Rare Species List

County: De Kalb

Species Name	Common Name	FED	STATE	GRANK	SRANK
Lathyrus ochroleucus	Pale Vetchling Peavine		SE	G5	S1
Luzula acuminata	Hairy Woodrush		SE	G5	S1
Milium effusum	Tall Millet-grass		SR	G5	S2
Panax trifolius	Dwarf Ginseng		WL	G5	S2
Platanthera orbiculata	Large Roundleaf Orchid		SX	G5	SX
Poa alsodes	Grove Meadow Grass		SR	G4G5	S2
Poa paludigena	Bog Bluegrass		WL	G3	S3
Potamogeton friesii	Fries' Pondweed		ST	G5	S1
Potamogeton richardsonii	Redheadgrass		SR	G5	S2
Sida hermaphrodita	Virginia Mallow		SE	G3	S1
Utricularia cornuta	Horned Bladderwort		ST	G5	S2
High Quality Natural Community					
Forest - floodplain mesic	Mesic Floodplain Forest		SG	G3?	S1
Forest - upland dry-mesic Northern Lakes	Northern Lakes Dry-mesic Upland Forest			GNR	S1
Forest - upland mesic Central Till Plain	Central Till Plain Mesic Upland Forest			GNR	S3
Forest - upland mesic Northern Lakes	Northern Lakes Mesic Upland Forest			GNR	S1
Wetland - swamp shrub	Shrub Swamp		SG	GU	S2

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

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting
State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SX = state extirpated; SG = state significant; WL = watch list
GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank
SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked

WETLAND DELINEATION AND WATERS REPORT

STATE ROAD 1 ROADWAY IMPROVEMENT
DES. NO. 1601101
ST. JOE, DEKALB COUNTY, INDIANA
41.311441 / -84.906131



Prepared for:

INDIANA DEPARTMENT OF TRANSPORTATION
FORT WAYNE DISTRICT
5333 HATFIELD ROAD
FORT WAYNE, INDIANA 46808

Prepared by:

AMERICAN STRUCTUREPOINT, INC.
9025 RIVER ROAD, SUITE 200
INDIANAPOLIS, INDIANA 46240
(317) 547-5580

Note: Duplicate mapping and routine wetland delineation data sheets have been removed to reduce file size.

NOVEMBER 11, 2019

1.0 Introduction

American Structurepoint, Inc. was contracted by the Indiana Department of Transportation (INDOT) Fort Wayne District to perform a wetland delineation and waters investigation for the proposed State Road (SR) 1 Roadway Improvement Project (Des. No. 1601101) in St. Joe, Concord Township, DeKalb County, Indiana. The investigated area encompasses approximately 17.4 acres and is located on SR 1 beginning approximately 4.3 miles south of SR 8. The total length of the project area is approximately 1.1 miles, extending generally north along SR 1. The project area also extends south along 3rd street for approximately 0.2 mile, then east along County Road (CR) 60 for 0.07 mile, then southeast for 0.05 mile to St. Joseph River. The total width of the investigated area varies from 80 feet to 250 feet throughout the investigated area limits. The investigated area is more specifically located on the St. Joe United States Geological Survey (USGS) 7.5 Minute Topographic Quadrangle in Sections 15, 16, 21, and 22, Township 33 North, Range 14 East.

American Structurepoint staff visited the site on May 31, 2019 to conduct a wetland delineation and waters investigation. The proposed project is located in Land Resource Region (LRR) M, as recognized by the US Department of Agriculture. As such, this wetland delineation was conducted in accordance with the *Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory, 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region* (U.S. Army Corps of Engineers, 2010).

Five wetlands (Wetlands A through E) totaling 0.748 acre, two streams (St. Joseph River and Bear Creek) totaling 166 linear feet (0.135 acre), and one open water feature (Pond 1) totaling 0.497 acre were identified within the investigated area. All features appear to have a hydrologic connection to St. Joseph River, a Traditional Navigable Waterway (TNW). Therefore, all features are anticipated to be considered jurisdictional waters of the U.S.

2.0 Site Characterization – Records Review

2.1 USGS Topographic Mapping

The investigated area is located on the St. Joe USGS 7.5 Minute Topographic Quadrangle in Sections 15, 16, 21, and 22, Township 33 North, Range 14 East. The topographic map depicts the investigated area as developed and residential land. St. Joseph River and Bear Creek are depicted as perennial streams (solid blue lines) within the investigated area. These streams (St. Joseph River and Bear Creek) were field verified during the May 31, 2019 field investigation.

2.2 National Wetlands Inventory Mapping (NWI) Maps

The NWI Mapping was reviewed for the investigated area. There are 5 mapped NWI wetlands within the investigated area. Please see the summary table below for additional details regarding wetland type, location, and whether or not they were field verified.

NWI Summary		
Mapped NWI	Location	Field Verified
Riverine, Lower Perennial, Unconsolidated Bottom, Permanently Flooded (R2UBH)	Approximately 0.075 mile southeast of the 3 rd Street and CR 60 intersection.	A portion of Wetland A was delineated within this wetland.
Palustrine, Forested, Broad-Leaved Deciduous, Seasonally Flooded (PFO1C)	Approximately 0.087 mile southeast of the 3 rd Street and CR 60 intersection.	A portion of Wetland A was delineated within this wetland.
Palustrine, Forested, Broad-Leaved Deciduous, Seasonally Flooded (PFO1C)	Approximately 0.265 mile east of the SR 1 and Harrison Street intersection.	A portion of Wetland B was delineated within this wetland.
Palustrine, Emergent, Persistent, Temporarily Flooded (PEM1A)	Approximately 0.252 mile east of the SR 1 and Harrison Street intersection.	Wetland C, Wetland D, and a portion of Pond 1 were delineated within this wetland.
Palustrine, Unconsolidated Bottom, Intermittently Flooded, Excavated (PUBGx)	Approximately 0.22 mile northeast of the SR 1 and Harrison Street intersection.	A portion of Pond 1 was delineated within this wetland.

2.3 County Soil Survey

The 1982 DeKalb County Soil Survey was reviewed to determine soil classification and drainage features within the study area. Soil types mapped within the investigated area include:

Soil Map Unit Summary		
Map Unit Name	Map Unit Symbol	SSURGO Hydric Rating by Map Unit
Blount silt loam, 1 to 4 percent slopes, eroded	BaB2	4
Eel loam, frequently flooded	Em	10
Glynwood loam, 2 to 6 percent slopes, eroded	GnB2	4
Landes fine sandy loam, frequently flooded	Ld	5
Morley silt loam 6 to 12 percent slopes, eroded	MoC2	3
Oshtemo sandy loam, 0 to 6 percent slopes	OhB	0
Pewamo silty clay	Pe	100
Rawson sandy loam, 2 to 6 percent slopes	RaB	5

The 1982 DeKalb County Soil Survey was reviewed to determine drainage features within the investigated area. St. Joseph River is mapped as a perennial stream within the investigated area as mapped on the USGS topographic mapping. A pond is depicted north of SR 1 at the eastern end of the investigated area. Both streams (St. Joseph River and Bear Creek) and the pond (Pond 1) were field verified during the May 31, 2019 field investigation. Bear Creek is mapped as an intermittent stream flowing through the investigated area. The 1982 DeKalb County Soil Survey also depicts that railroad tracks cross SR 1, a church is located near the intersection of SR 1 and 3rd street, and a cemetery is depicted just south of the investigated area along 3rd street.

2.4 Aerial Photography

Aerial photography from 2005 and 2012 (IndianaMap) was reviewed for the investigated area. The 2005 and 2012 aerial photography depict the area as primarily residential, with a small forested portion near the edge of the investigated area along 3rd Street and SR 1 surrounding Bear Creek. Bear Creek is visible flowing through the investigated area and makes confluence with St. Joseph River southeast of CR 60. A pond is depicted north of SR 1 near the eastern end of the investigated area approximately 470 feet west of Bear Creek. The 2016 IndianaMap aerial photography depicts the investigated area as it was observed during the May 31, 2019 field investigation.

2.5 Floodways and Floodplains

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Mapping (FIRM) was reviewed for the area. The eastern two-thirds of the investigated area (east of School Street) is located within a FEMA designated floodplain associated with St. Joseph River and Bear Creek.

2.6 Legal Drain

The DeKalb County Surveyors Office Geographic Information System (<https://beacon.schneidercorp.com/?site=DekalbCountyIN>) was accessed on August 12, 2019 by American Structurepoint, Inc. staff. No County Regulated Legal Drains are present within the investigated area.

2.7 12-Digit Hydrologic Unit Code

The USGS 12-Digit Hydrologic Unit Code (HUC) mapping was reviewed for the investigated area. The investigated area is located entirely within the limits of the Bear Creek (041000030801) and Metcalf Ditch-Saint Joseph River (041000030802) 12-Digit HUCs.

3.0 Field Reconnaissance

The SR 1 Roadway Improvement project was examined for the presence of wetlands and waters of the U.S. on the site. Data points were strategically placed to identify appropriate boundaries of delineated wetlands and to determine the presence or absence of jurisdictional wetlands and waters of the U.S. Five wetlands (Wetlands A through E) totaling 0.748 acre, two streams (St. Joseph River and Bear Creek) totaling 166 linear feet (0.135 acre), and one open water feature (Pond 1) totaling 0.497 acre were identified within the investigated area. Data sheets and a map indicating location of data points documenting the field investigation are included in the appendix.

3.1 Wetlands

3.1.1 Wetland A

Wetland A is a forested wetland and is located approximately 80 feet southeast of the CR 60 and Widney Street intersection. Wetland A is located within the floodplain associated with the St. Joseph River and Bear Creek. Wetland A appears to drain south to Bear Creek, which drains to the St. Joseph River, a TNW. Therefore, it is anticipated that Wetland A would be considered a jurisdictional waters of the U.S.

The dominant vegetation consisted of *Acer saccharinum*, *Quercus bicolor*, and *Taxodium distichum* within the tree stratum. Within the sapling/shrub stratum, the dominant vegetation was *Acer saccharinum*. Within the herbaceous stratum, the dominant vegetation was *Urtica dioica* and *Rudbeckia laciniata*. Within the woody vine stratum, the dominant vegetation was *Toxicodendron radicans*. Hydrologic indicators included Saturation (A3) at 12 inches, Drift Deposits (B3), Water-Stained Leaves (B9), and FAC-Neutral Test (D5). Hydric soil indicators included Redox Dark Surface (F6). The soil color from 0 to 6 inches was 100% 10YR 2/1. From 6-18 inches, the soil color was 95% 10YR 3/1 with 5% 10YR 5/3 as a concentration in the matrix. The soil texture from 0-18 inches was Loamy/Clayey. Wetland A would be considered a PFO1C under the Cowardin Classification System. Wetland A was delineated for 0.189 acre within the investigated area and extends northeast beyond the investigated area. Wetland A would be considered average quality due to its diverse native vegetation, but is limited by human disturbance including off road vehicle use and litter. For

reference to field data collected for this wetland see Data Point (DP) 1 included in Appendix B. DP 2 included in Appendix B is representative of the upland area surrounding Wetland A.

3.1.2 Wetland B

Wetland B is a forested wetland and is located just southwest of the crossing of SR 1 over Bear Creek. Wetland B is located within the floodplain associated with Bear Creek. Wetland B appears to drain east to Bear Creek, which drains to the St. Joseph River, a TNW. Therefore, it is anticipated that Wetland B would be considered a jurisdictional waters of the U.S.

The dominant vegetation consisted of *Populus deltoides* within the tree stratum; *Fraxinus pennsylvanica* within the sapling/shrub stratum; and *Fraxinus pennsylvanica* and *Liriodendron tulipifera* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at the surface, Saturation (A3) at the surface, and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Dark Surface (F7). The soil color from 0-3 inches was 100% 10YR 3/2. The soil color from 3-18 inches was 80% 10YR 3/2 with 20% 10YR 5/1 as a depletion in the matrix. Soil texture from 0-18 inches was Loamy/Clayey. Wetland B would be considered a PFO1C under the Cowardin Classification System. Wetland B was delineated for 0.194 acre within the investigated area and extends south and east beyond the investigated area limits. Wetland B would be considered average quality due to its diverse native vegetation, but is limited by human disturbance and litter. For reference to field data collected for this wetland, see DP 3 included in Appendix B. DP 4 included in Appendix B is representative of the upland area surrounding Wetland B.

3.1.3 Wetland C

Wetland C is an emergent wetland and is located just northwest of the crossing of SR 1 over Bear Creek. Wetland C is located within the floodplain associated with Bear Creek. Wetland C appears to drain east to Bear Creek, which drains to the St. Joseph River, a TNW. Therefore, it is anticipated that Wetland C would be considered a jurisdictional waters of the U.S.

The dominant vegetation consisted of *Poa pratensis* and *Scirpus atrovirens* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at 6 inches, Saturation (A3) at 2 inches, Drift Deposits (B3), Water-Stained Leaves (B9), and FAC-Neutral Test (D5). Hydric soil indicators included Sandy Redox (S5). The soil color from 0 to 10 inches was 90% 10YR 4/2 with 10% 10YR 4/4 as a concentration in the matrix. The soil color from 10-18 inches was 100% 10YR 5/2. The soil texture from 0 to 18 inches was sandy. Wetland C would be considered a PEM1A under the Cowardin Classification System. Wetland C was delineated for 0.178 acre within the investigated area and extends north and east beyond the investigated area limits. Wetland C would be considered poor quality due to location within the maintained right-of-way and due to the presence of invasive vegetation. For reference to field data collected for this wetland, see DP 5 included in Appendix B. DP 6 included in Appendix B is representative of the upland area surrounding Wetland C. Wetland C comprises the emergent portion of a larger wetland. Please see Wetland D for information regarding the adjacent forested wetland.

3.1.4 Wetland D

Wetland D is a forested wetland located north of SR 1, approximately 345 feet west of Bear Creek along the eastern boundary of Pond 1. Wetland D is located within the floodplain associated with Bear Creek. Wetland D extends northeast out of the investigated area and is bounded to the west by a ridge of spoil likely from the excavation of Pond 1. Wetland D appears to drain east through Wetland C to Bear Creek, which drains to the St. Joseph River, a TNW. Therefore, it is anticipated that Wetland D would be considered a jurisdictional waters of the U.S.

The dominant vegetation consisted of *Populus deltoides* within the tree stratum; *Cercis canadensis*, *Fraxinus pennsylvanica*, and *Carya laciniosa* within the sapling/shrub stratum; *Carex blanda* within the herbaceous stratum; and *Parthenocissus quinquefolia* and *Toxicodendron radicans* within the woody vine stratum. Hydrologic indicators included Sediment Deposits (B2), Water-Stained Leaves (B9), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). The soil color from 0 to 8 inches was 95% 10YR 4/2 with 5% 10YR 4/6 as a concentration in the matrix. From 8 to 18 inches, the soil cover was 100% 10YR 4/2. The soil texture from 0 to 8 inches was loamy/clayey and from 8 to 18 inches was sandy. Wetland D would be considered a PFO1C under the Cowardin Classification System. Wetland D was delineated for 0.173 acre within the investigated area and extends northeast beyond the investigated area limits. Wetland D would be considered an average wetland due to its diverse native vegetation but is limited by historic disturbance including the construction of Pond 1, logging, and off-road vehicle use in the wetland. For reference to field data collected for this wetland, see DP 7 included in Appendix B. DP 8 included in Appendix B is representative of upland conditions on the spoil ridge comprising the western edge of Wetland D. Wetland D comprises the forested portion of a larger wetland. Please see Wetland C for information regarding the adjacent emergent wetland.

3.1.5 Wetland E

Wetland E is an emergent wetland and is located north of SR 1 and approximately 700 feet west of Bear Creek, west of Pond 1. Wetland E is located within the floodplain associated with the St. Joseph River and Bear Creek. Wetland E appears to drain east through Wetland D and Wetland C to Bear Creek, which drains to the St. Joseph River, a TNW. Therefore, it is anticipated that Wetland E would be considered a jurisdictional waters of the U.S.

The dominant vegetation consisted of *Cornus amomum* within the sapling/shrub stratum and *Equisetum hyemale* within the herbaceous stratum. Hydrologic indicators included High Water Table (A2) at 5 inches, Saturation (A3) at the surface, and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). The soil color from 0 to 6 inches was 100% 10YR 4/1. From 6 to 18 inches, the soil color was 95% 10YR4/1 with 5% 10YR 4/4 as a concentration in the matrix. The soil texture from 0 to 18 inches was loamy/clayey. Wetland E would be considered a PEM1A under the Cowardin Classification System. Wetland E was delineated for 0.014 acre within the investigated area. Wetland E would be considered poor quality due to location within the maintained right-of-way and due to the presence of invasive vegetation. For reference to field data collected for this wetland, see DP 9 included in Appendix B. DP 10 included in Appendix B is representative of upland conditions surrounding Wetland E.

3.2 Open Water Features

3.2.1 Pond 1

One open water feature, Pond 1, is located north of SR 1 and approximately 480 feet west of Bear Creek. Pond 1 is located within the floodplain associated with Bear Creek. The pond was delineated at 0.497 acre within the investigated area and extends north beyond the investigated area limits. The pond appears to be man-made. The pond would be PUBGx under the Cowardin Classification System. Pond 1 appears to drain east through Wetland D and Wetland C to Bear Creek, which drains to the St. Joseph River, a TNW. Therefore, it is anticipated that Pond 1 would be considered a jurisdictional waters of the U.S.

3.3 Drainage Features, Streams, and Other Potential “Waters of the U.S.”

3.3.1 St. Joseph River

St. Joseph River enters the investigated area 477 feet southeast of the CR 60 and 3rd Street intersection. The stream flows northwest for 77 feet before exiting the investigated area. The stream is depicted on the USGS topographic mapping and the 1982 *DeKalb County Soil Survey* as a perennial stream. Stream stats (<https://streamstats.usgs.gov/ss/>) reports the upstream drainage area as 680.812 square miles. St. Joseph River is a TNW, therefore it is anticipated that St. Joseph River would be considered a jurisdictional waters of the U.S.

The flow regime appears to be perennial. The stream has heavy silt with moderate instream cover. The stream banks had little to no erosion with wide (>50m) riparian zones. The stream was 100% glide. The substrate was 100% silt. The OHWM and top of bank width was 112 feet. The OHWM and top of bank depth was 8 feet. St. Joseph River would be considered average due to good riparian habitat but was limited by lack of riffle/run complexes. St. Joseph River would be classified as Riverine, Lower Perennial, Unconsolidated Bottom, Mud (R2UB4) under the Cowardin Classification System.

3.3.2 Bear Creek

Bear Creek enters the investigated area 454 feet southeast of the CR 60 and 3rd Street intersection. The stream flows southwest for 89 feet before making confluence with St. Joseph River. The stream is depicted on the USGS topographic mapping as a perennial stream and the 1982 *DeKalb County Soil Survey* as an intermittent stream. Stream stats (<https://streamstats.usgs.gov/ss/>) reports the upstream drainage area as 27.353 square miles. Bear Creek drains to St. Joseph River, a TNW. Therefore, it is anticipated that Bear Creek would be considered a jurisdictional waters of the U.S.

Bear Creek makes confluence with St. Joseph River within the investigated area. The flow regime appears to be perennial. The stream has heavy silt with some in-stream cover and large woody debris. The banks of Bear Creek had little to no erosion with wide (>50m) riparian zones. The stream was 100% glide. The substrate was 100% silt. The OHWM width of Bear Creek was 26 feet and top of bank width was 32 feet. The OHWM depth was 1.5 feet and top of bank depth was 3 feet. Bear Creek would be considered average due to good riparian habitat but was limited by heavy silt and lack of riffle/run complexes. Bear Creek would be classified as Riverine, Lower Perennial, Unconsolidated Bottom, Mud (R2UB4) under the Cowardin Classification System.

4.0 Conclusions

Five wetlands (Wetlands A through E) totaling 0.748 acre, two streams (St. Joseph River and Bear Creek) totaling 166 linear feet (0.135 acre), and one open water feature (Pond 1) totaling 0.497 acre were identified within the investigated area. All delineated features appear to have a hydrologic connection to St. Joseph River, a TNW. These water resources are anticipated to be considered jurisdictional waters of the U.S.

All jurisdictional waters of the U.S. are under the regulatory authority of the USACE under Section 404 of the Clean Water Act. Every effort should be taken to avoid and minimize impacts to the waterway and wetlands. If impacts are necessary, 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 judgement 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.

AUTHORS:



Josh Jiddings, Project Manager
jjiddings@structurepoint.com
317-547-5580
American Structurepoint, Inc.



Leah C. Perry, Environmental Specialist
lperry@structurepoint.com
317-547-5580
American Structurepoint, Inc.

6.0 References

- Bates, R.L. and J. A. Jackson (Eds). 1987. *Glossary of Geology*, 3rd. ed. American Geological Institute. Falls Church, VA.
- Environmental Laboratory. 1987. "Corps of Engineers Wetlands Delineation Manual," Technical Report Y-87-1, U.S. Army Engineer Waterways Experiment Station, Vicksburg, Mississippi.
- Lichvar, R.W., D.L. Banks, W.N. Kirchner, and N.C. Melvin. 2016. "The National Wetland Plant List: 2016 wetland ratings." *Phytoneuron* 2016-30: 1-17. Published 28 April 2016. ISSN 2153 733X
- Ruhe, R.V. 1975. *Geomorphology*. Houghton Mifflin, Boston, MA.
- Schneider, A.F. 1966. "Physiography in Indiana." A.A. Lindsey, editor, *Natural Features of Indiana*. Indiana Academy of Science.
- Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Soil Survey Geographic (SSURGO) Database for DeKalb Counties, Indiana. Available online at <http://soildatamart.nrcs.usda.gov>. Accessed 08/9/2019.
- U.S. Fish and Wildlife Service. National Wetlands Inventory website. US Department of the Interior, Fish and Wildlife Service, Washington, D.C. <http://www.fws.gov/wetlands>.
- U.S. Department of Agriculture, Soil Conservation Service in cooperation with Purdue University Agricultural Experiment Station. 1982. *Soil Survey of DeKalb County, Indiana*. Brownfield, Shelby H., et.al.
- U.S. Geological Survey. *Saint Joe, Indiana* [map]. 1994 1:24,000. 7.5 Minute Series. Reston, Va: United States Department of the Interior, USGS.
- U. S. Army Corps of Engineers. 2010. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region (Version 2.0)*, ed. J. S. Wakeley, R. W. Lichvar, and C. V. Noble. ERDC/EL TR-10-16. Vicksburg, MS: U.S. Army Engineer Research and Development Center.

Table 1 – Data Points Summary


Data Points Summary							
Data Point	Photos	Lat/ Long	Water Resource	Hydrophytic Vegetation	Hydric Soils	Wetland Hydrology	Within a Wetland
1	14-16	41.312430/ -84.899980	Wetland A	Yes	Yes	Yes	Yes
2	17-19	41.312462/ -84.900120	Upland of Wetland A	Yes	Yes	No	No
3	50-52	41.315953/ -84.892398	Wetland B	Yes	Yes	Yes	Yes
4	53-55	41.316059/ -84.892960	Upland of Wetland B	No	No	No	No
5	30-32	41.316285/ -84.893596	Wetland C	Yes	Yes	Yes	Yes
6	33-35	41.316315/ -84.893722	Upland of Wetland C	Yes	No	No	No
7	36-38	41.316635/ -84.893558	Wetland D	Yes	Yes	Yes	Yes
8	39-41	41.316645/ -84.893623	Upland of Wetland D	No	No	No	No
9	44-46	41.316330/ -84.894556	Wetland E	Yes	Yes	Yes	Yes
10	47-49	41.316346/ -84.894928	Upland of Wetland E	Yes	No	No	No

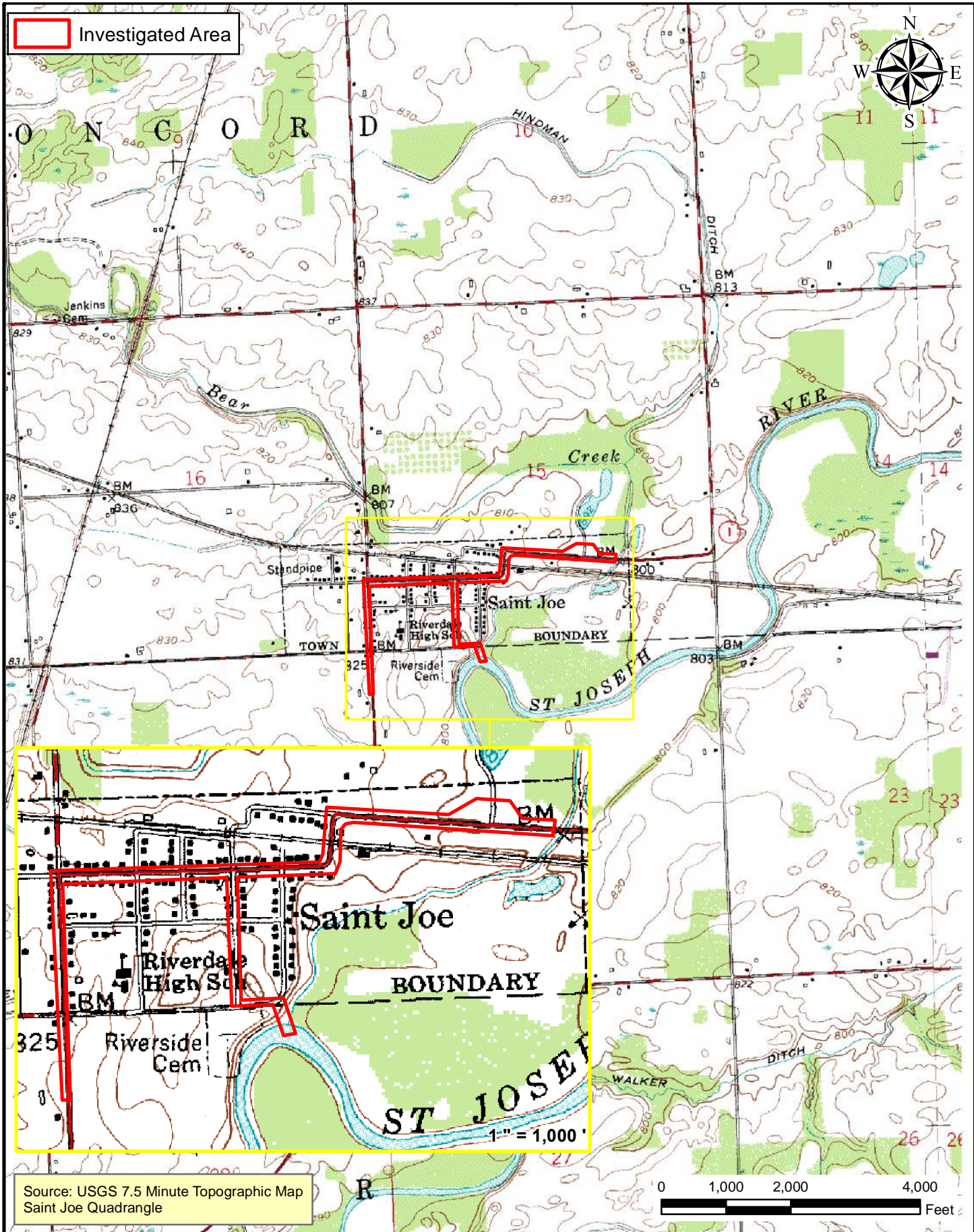
Table 2 – Aquatic Resources Summary

Aquatic Resources Summary: Wetlands						
Delineated Resource	Photos	Lat/ Long	Type	Quality	Likely Jurisdiction	Total Acreage
Wetland A	14-16	41.312430/ -84.899980	PFO1C	Average	water of the U.S.	0.189
Wetland B	50-52	41.315953/ -84.892398	PFO1C	Average	water of the U.S.	0.194
Wetland C	30-32	41.316285/ -84.893596	PEM1A	Poor	water of the U.S.	0.178
Wetland D	36-38	41.316635/ -84.893558	PFO1C	Average	water of the U.S.	0.173
Wetland E	44-46	41.316330/ -84.894556	PEM1A	Poor	water of the U.S.	0.014
Total						0.748

Aquatic Resources Summary: Streams											
Delineated Resource	Photos	Lat/ Long	USGS Blue Line & Type	OHWL Width	OHWL Depth	Quality	Riffle/Pool Presence	Substrate	Likely Jurisdiction	Total Linear Feet	Total Acres
St. Joseph River	22-23	41.312009/ -84.899968	Yes, Perennial	112 ft	8 ft	Average	No	Silt	water of the U.S.	77	0.082
Bear Creek	20-21	41.311884/ -84.899919	Yes, Perennial	26 ft	1.5 ft	Average	No	Silt	water of the U.S.	89	0.053
Total										166	0.135

Aquatic Resources Summary: Open Water				
Delineated Resource	Photos	Lat/ Long	Likely Jurisdiction	Total Acres
Pond 1	42-43	41.316526/ -84.894035	water of the U.S.	0.497
Total				0.497

 Investigated Area



Source: USGS 7.5 Minute Topographic Map
Saint Joe Quadrangle

0 1,000 2,000 4,000
Feet

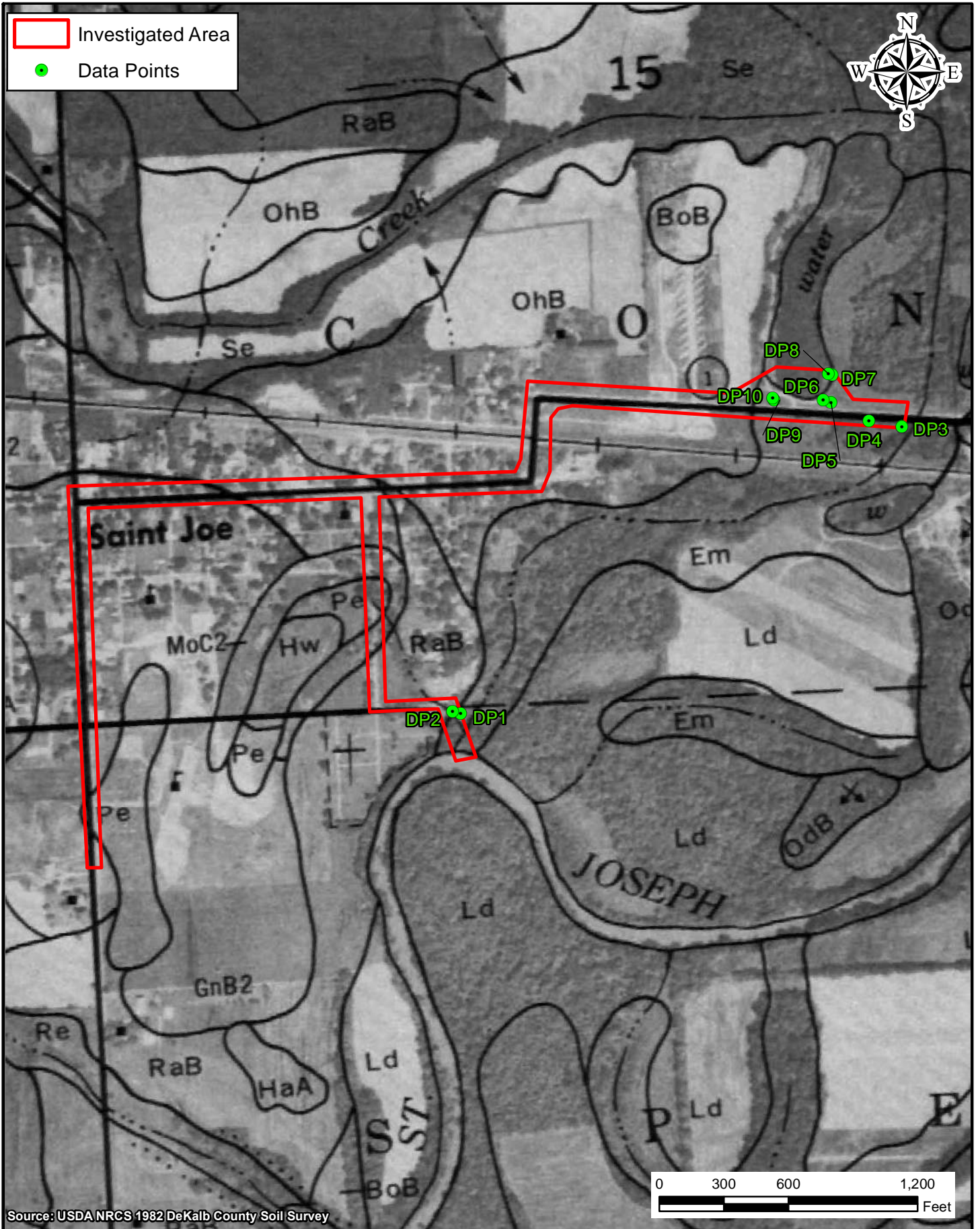


USGS Topographic Map
Indiana Department of Transportation
Fort Wayne District
5333 Hatfield Road
Fort Wayne, IN 46808

State Road 1 Roadway Improvement Project
Des. No. 1601101
Location: St. Joe
Township: Concord
County: DeKalb
State: Indiana
Date: 10/14/2019
Appendix F
Page F-15


Path: P:\2017\02101\1.D. Drawings\ArcView\SR 1 Pavement Replacement\Exhibits\Waters\2017_02101_1_EV_2019-06-03_SR1Pavement_waters.topo.mhg.mxd Date: 11/11/2019 User: lberry

Investigated Area
● Data Points

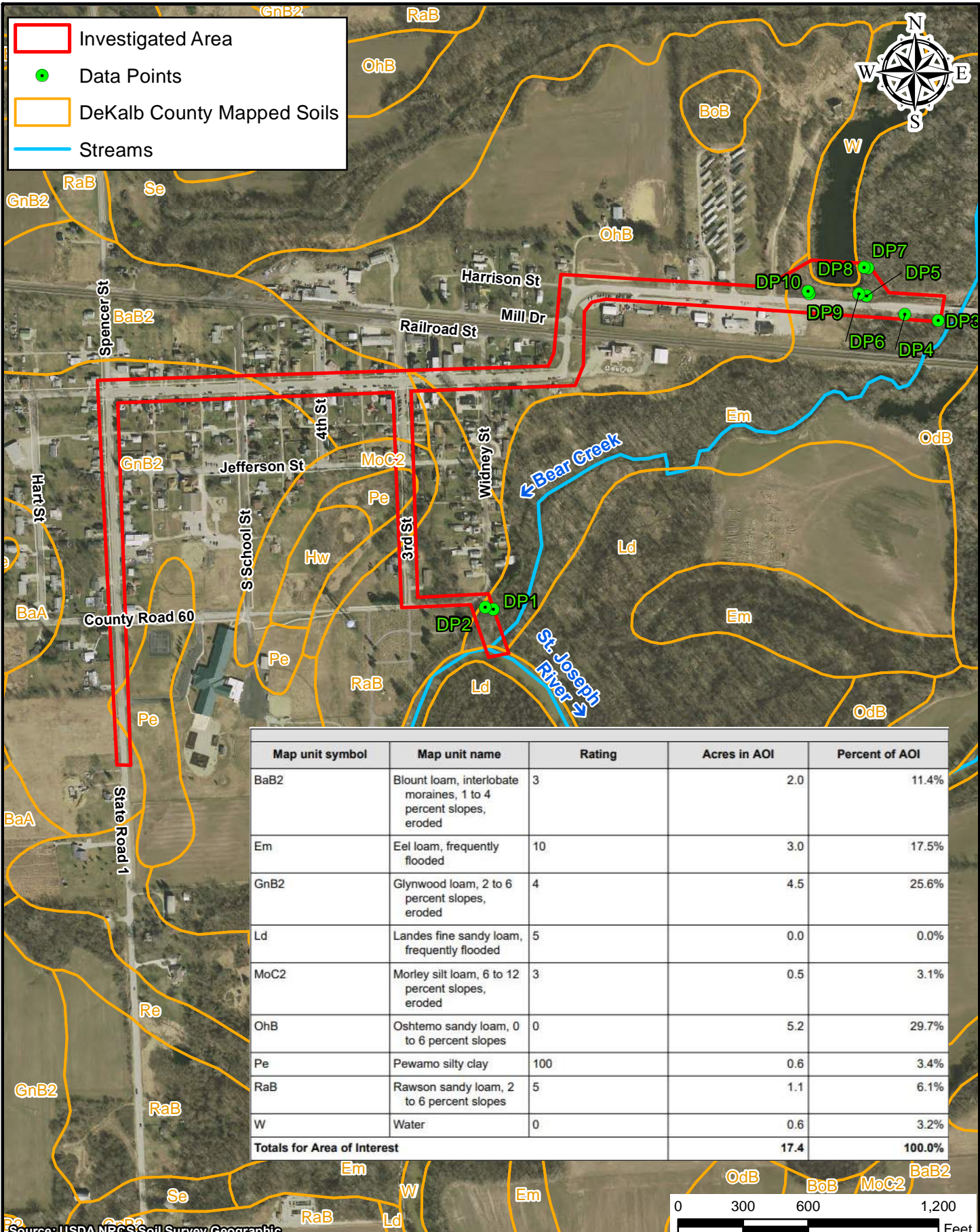


Source: USDA NRCS 1982 DeKalb County Soil Survey

Path: P:\2017\02101\1.D. Drawings\ArcView\SR 1 Pavement Replacement\Exhibits\Waters\2017.02101.EV.2019-06-03.SR1Pavement.waters.SoilSurvey.mhg.mxd Date: 10/14/2019 User: jperry

 AMERICAN STRUCTUREPOINT INC.	1982 DeKalb County Soil Survey Map	State Road 1 Roadway Improvement Project Des. No. 1601101
	Indiana Department of Transportation Fort Wayne District 5333 Hatfield Road Fort Wayne, IN 46808	Location: St. Joe Township: Concord County: DeKalb State: Indiana

Date: 10/14/2019



Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
BaB2	Blount loam, interlobate moraines, 1 to 4 percent slopes, eroded	3	2.0	11.4%
Em	Eel loam, frequently flooded	10	3.0	17.5%
GnB2	Glywood loam, 2 to 6 percent slopes, eroded	4	4.5	25.6%
Ld	Landes fine sandy loam, frequently flooded	5	0.0	0.0%
MoC2	Morley silt loam, 6 to 12 percent slopes, eroded	3	0.5	3.1%
OhB	Oshtemo sandy loam, 0 to 6 percent slopes	0	5.2	29.7%
Pe	Pewamo silty clay	100	0.6	3.4%
RaB	Rawson sandy loam, 2 to 6 percent slopes	5	1.1	6.1%
W	Water	0	0.6	3.2%
Totals for Area of Interest			17.4	100.0%

Path: P:\2017\02101\1.D. Drawings\ArcView\SR 1 Pavement Replacement\Exhibits\Waters\2017.02101.EV\2019-06-03.SR1Pavement.waters.SSURGO.mhg.mxd Date: 10/29/2019 User: jpeery



DeKalb County Mapped Soils - SSURGO
 Indiana Department of Transportation
 Fort Wayne District
 5333 Hatfield Road
 Fort Wayne, IN 46808

State Road 1 Roadway Improvement Project
 Des. No. 1601101
 Location: St. Joe
 Township: Concord
 County: DeKalb
 State: Indiana

Appendix F
 Page F-17

Date: 10/14/2019

Investigated Area

Data Points

Streams

FEMA 100-Year Flood Zone

NWI Mapped Wetlands

Wetland

Emergent

Forested



Harrison

Mill

Railroad

Washington

4th

Jefferson

State Road 1

School

3rd

Widney

County Road 60

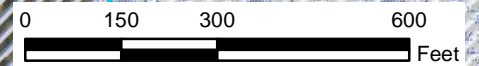
Bear Creek

R2UBH

Wetland A
0.189 acre within investigated area
Extends northeast

PFO1/EMIC

2012 IndianaMap Aerial Photography
2016 National Wetland Inventory
Federal Emergency Management Agency



Path: P:\2017\02101\1.D. Drawings\ArcView\SR_1 Pavement Replacement\Exhibits\Waters\2017.02101.EV.2019-06-03.SR1Pavement.waters.nwifema1o12.mxd Date: 10/30/2019 User: jperpy



**NWI Wetlands & FEMA
100-YR Floodplain Mapping (1 of 2)**

Indiana Department of Transportation
Fort Wayne District
5333 Hatfield Road
Fort Wayne, IN 46808

**State Road 1 Roadway Improvement Project
Des. No. 1601101**

Location: St. Joe
Township: Concord
County: DeKalb
State: Indiana

Date: 10/14/2018

Appendix F
Page F-18



Investigated Area

Data Points

FEMA 100-Year Flood Zone

NWI Mapped Wetlands

Streams

Wetland

- Emergent
- Forested
- Ponds

Wetland C
0.178 acre within the investigated area
Extends north and east

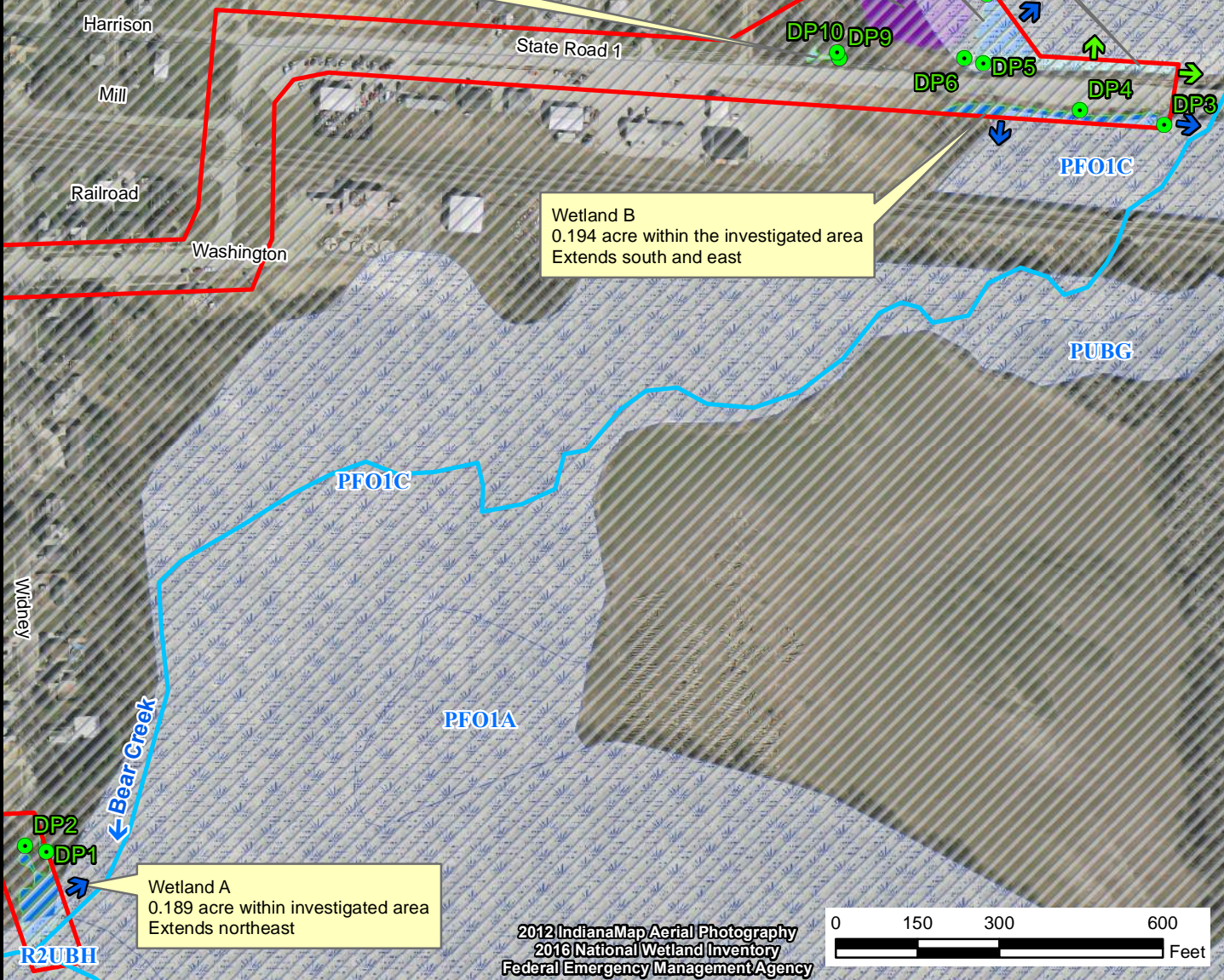
Wetland D
0.173 acre within the investigated area
Extends northeast

Pond 1
0.497 acre within the investigated area
Extends north

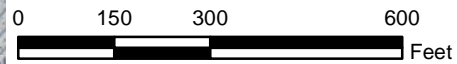
Wetland E
0.014 acre within the investigated area

Wetland B
0.194 acre within the investigated area
Extends south and east

Wetland A
0.189 acre within investigated area
Extends northeast



2012 IndianaMap Aerial Photography
2016 National Wetland Inventory
Federal Emergency Management Agency



Path: P:\2017\02101.D Drawings\ArcView\SR 1 Pavement Replacement\Exhibits\Waters\2017.02101.EV\2019-06-03.SR1Pavement.waters.nwfema2012.mxd Date:11/11/2019 User:lperry

**NWI Wetlands & FEMA
100-YR Floodplain Mapping (2 of 2)**


Indiana Department of Transportation
Fort Wayne District
5333 Hatfield Road
Fort Wayne, IN 46808

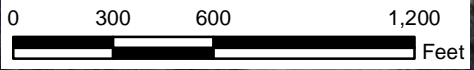
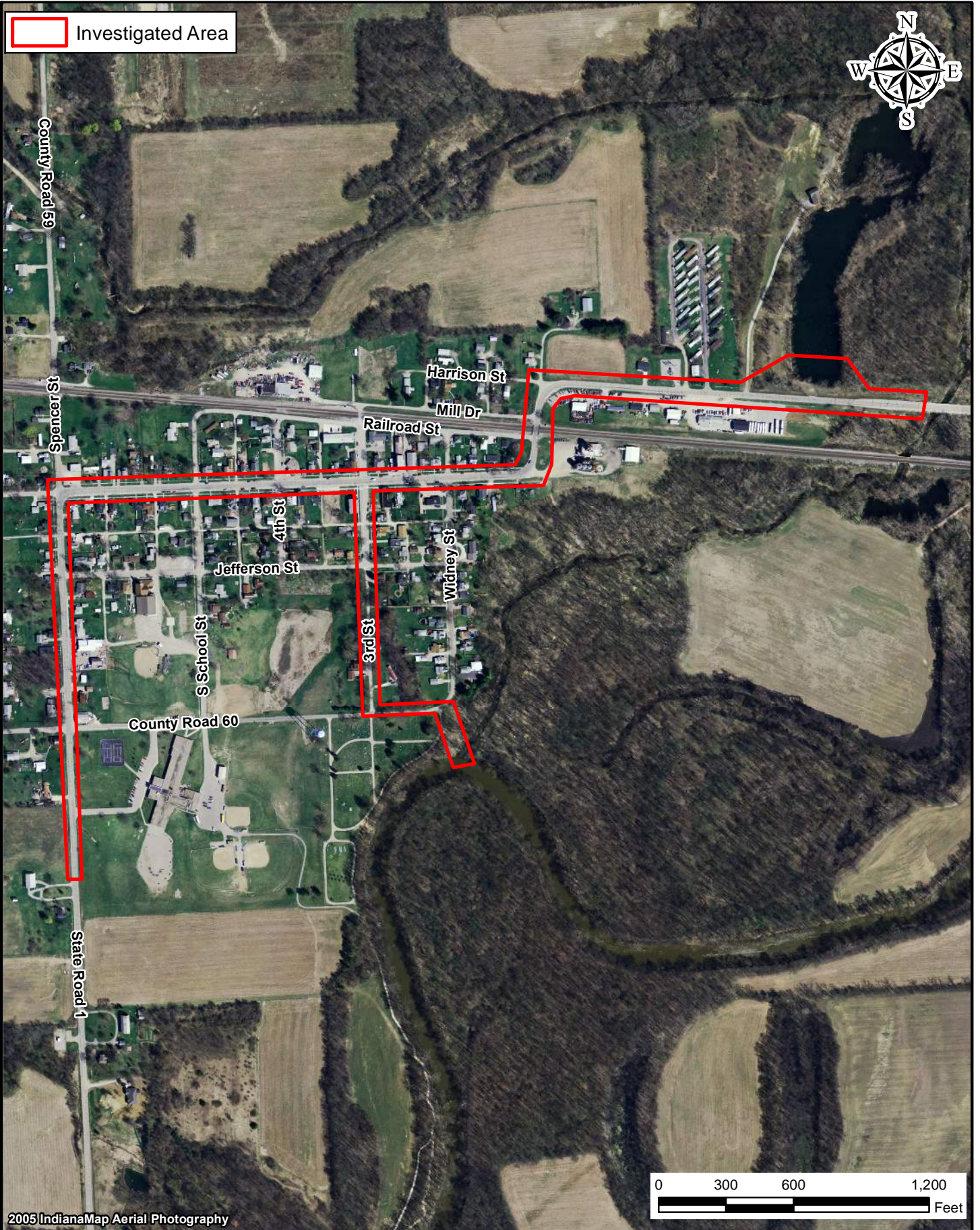
**State Road 1 Roadway Improvement Project
Des. No. 1601101**

Location: St. Joe
Township: Concord
County: DeKalb
State: Indiana

Date: 10/14/2018

Appendix F
Page F-19

 Investigated Area



2005 IndianaMap Aerial Photography

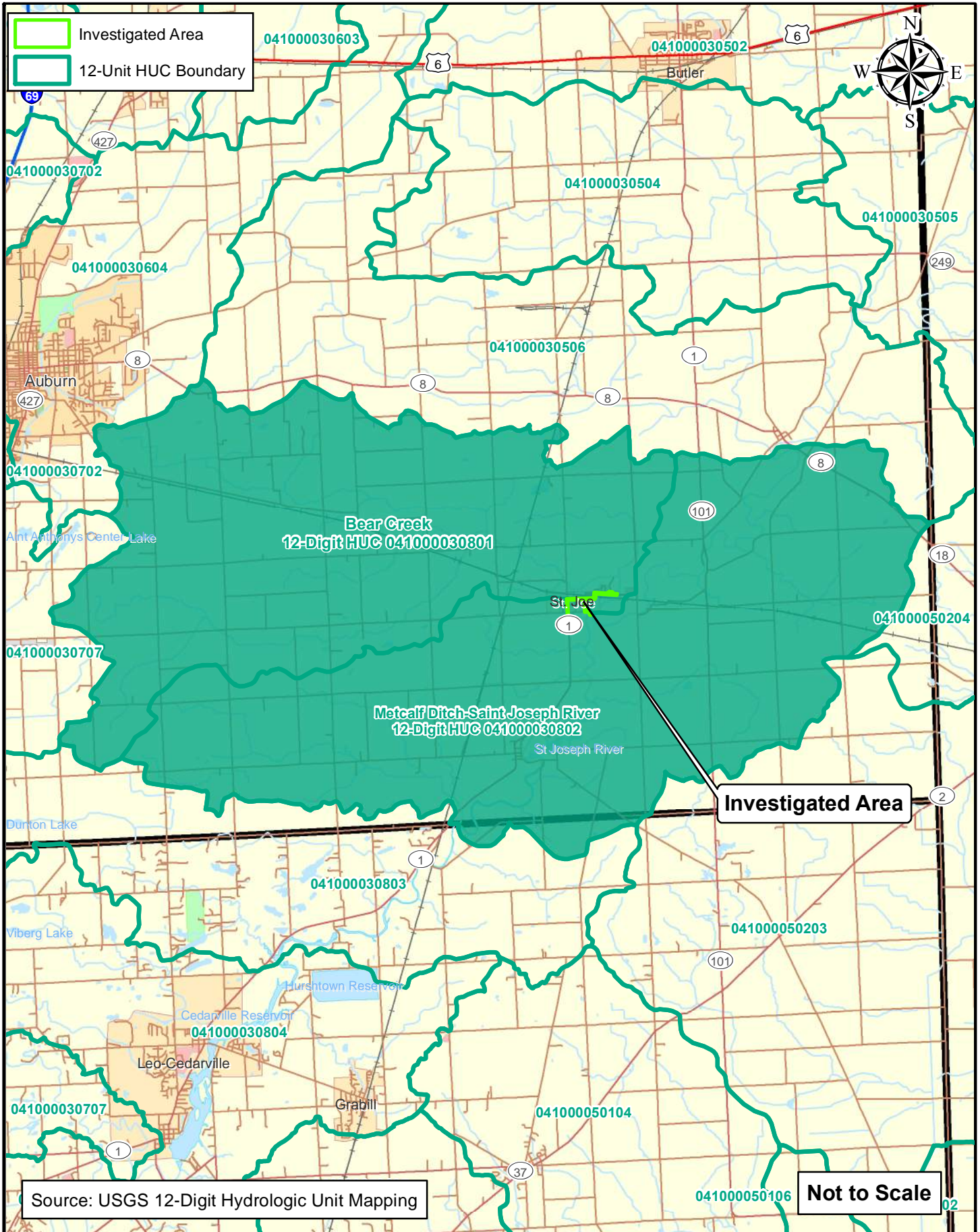
Path: P:\2017\02101\1.D. Drawings\ArcView\SR 1 Pavement Replacement\Exhibits\Waters\2017.02101.EV.2019-06-03.SR1Pavement.waters.Aerial.CEG.mxd Date:10/30/2019 User:lperry



2005 Aerial Photography
Indiana Department of Transportation
Fort Wayne District
5333 Hatfield Road
Fort Wayne, IN 46808

State Road 1 Roadway Improvement Project
Des. No. 1601101
Location: St. Joe
Township: Concord
County: DeKalb
State: Indiana
Date: 10/14/2019
Appendix F
Page F-20

Investigated Area
 12-Unit HUC Boundary



Investigated Area

Source: USGS 12-Digit Hydrologic Unit Mapping

Not to Scale

Path: P:\2017\02101\1.D. Drawings\ArcView\SR 1 Pavement Replacement\Exhibits\Waters\2017.02101.EV.2019-06-03.SR1Pavement.waters.HUC.mhg.mxd Date: 11/11/2019 User: jberry



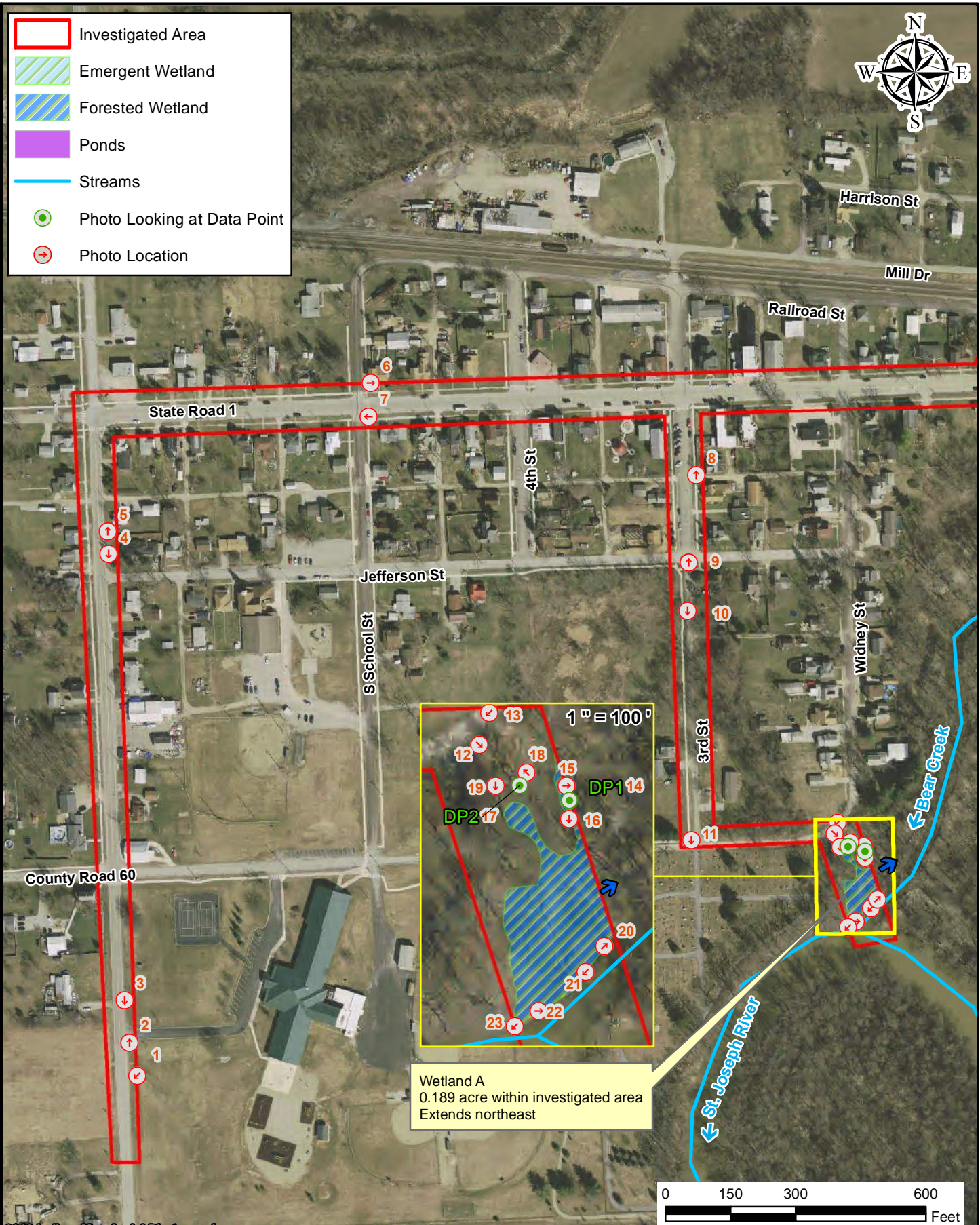
**12-Digit
HUC Watershed Mapping**
 Indiana Department of Transportation
 Fort Wayne District
 5333 Hatfield Road
 Fort Wayne, IN 46808

State Road 1 Roadway Improvement Project
 Des. No. 1601101
 Location: St. Joe
 Township: Concord
 County: DeKalb
 State: Indiana
 Date: 10/14/2019

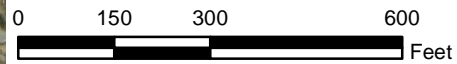
Appendix F
 Page F-21



- Investigated Area
- Emergent Wetland
- Forested Wetland
- Ponds
- Streams
- Photo Looking at Data Point
- ↕ Photo Location



Wetland A
0.189 acre within investigated area
Extends northeast



Path: P:\2017\02101\1.D. Drawings\ArcView\SR_1 Pavement Replacement\Exhibits\Waters\2017.02101.EV\2019-06-03.SR1Pavement.waters.FieldInvestigation_1.lcp.mxd Date:10/31/2019 User:jperry

2012 IndianaMap Aerial Photography

**AMERICAN
STRUCTUREPOINT
INC.**

**Field Investigation & Photo
Location Map (1 of 2)**

Indiana Department of Transportation
Fort Wayne District
5333 Hatfield Road
Fort Wayne, IN 46808

**State Road 1 Roadway Improvement Project
Des. No. 1601101**

Location: St. Joe
Township: Concord
County: DeKalb
State: Indiana

Date: 10/14/2018

Appendix F
Page F-22

- Investigated Area
- Emergent Wetland
- Forested Wetland
- Ponds
- Streams
- Photo Looking at Data Point
- Photo Location



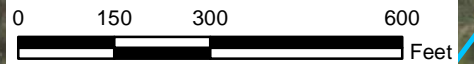
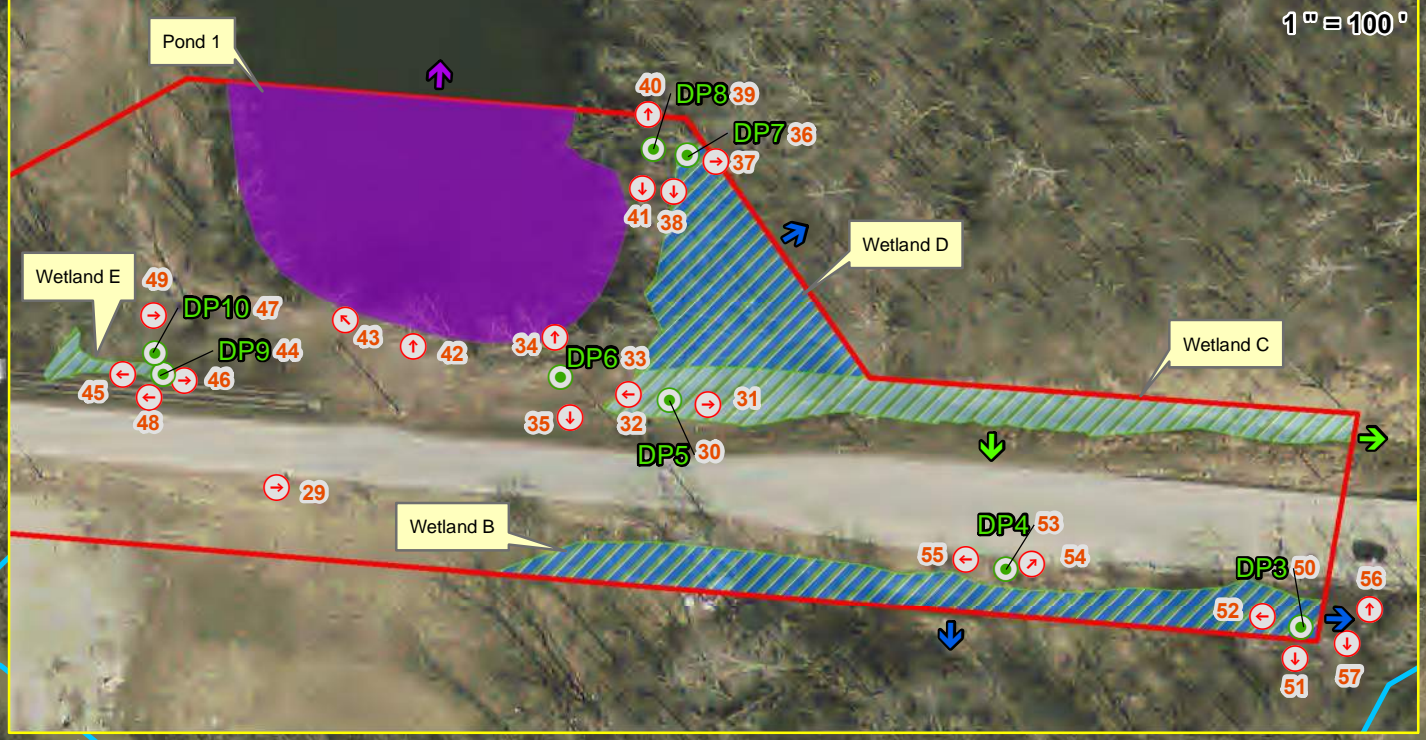
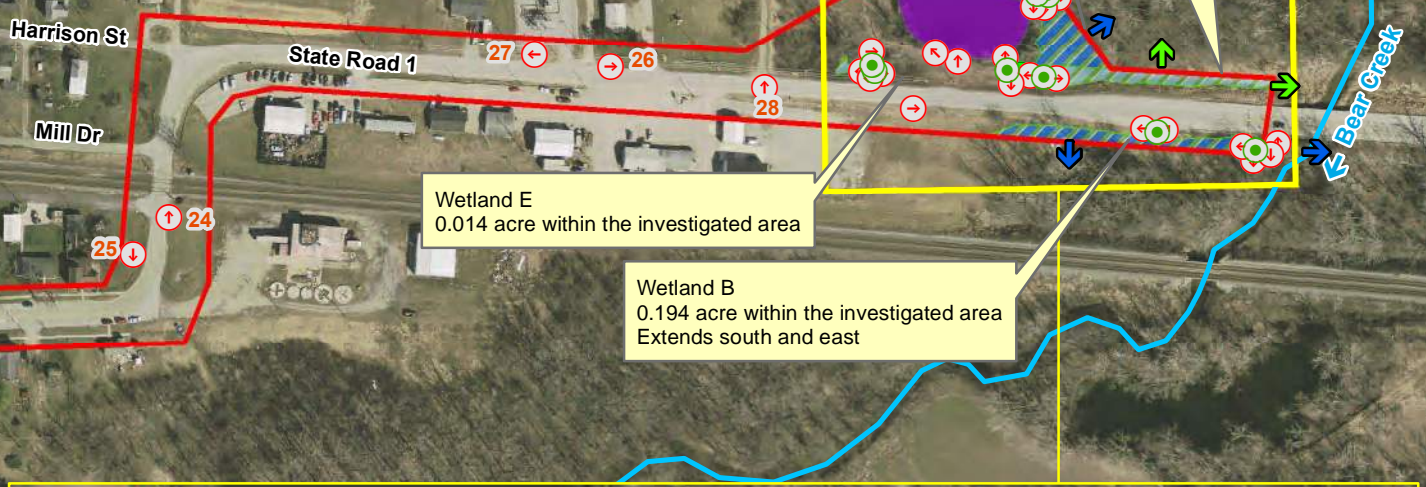
Wetland C
0.178 acre within the investigated area
Extends north and east

Wetland D
0.173 acre within the investigated area
Extends northeast

Pond 1
0.497 acre within the investigated area
Extends north

Wetland E
0.014 acre within the investigated area

Wetland B
0.194 acre within the investigated area
Extends south and east



2012 IndianaMap Aerial Photography



Field Investigation & Photo Location Map (2 of 2)

Indiana Department of Transportation
Fort Wayne District
5333 Hatfield Road
Fort Wayne, IN 46808

State Road 1 Roadway Improvement Project
Des. No. 1601101

Location: St. Joe
Township: Concord
County: DeKalb
State: Indiana

Date: 10/14/2018

Appendix F
Page F-23

Path: P:\2017\02101\1.D. Drawings\ArcView\SR_1 Pavement Replacement\Exhibits\Waters\2017.02101.EV\2019-06-03.SR1Pavement.waters.FieldInvestigation_2.lcp.mxd Date:11/4/2019 User:ipery

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 1. Looking southwest at a culvert on the shoulder of SR 1 by Riverdale Elementary School.



Photo 2. Looking north from the eastern shoulder of SR 1.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 3. Looking south from the eastern shoulder of SR 1.



Photo 4. Looking south along SR 1 past the intersection of SR 1 and Jefferson Street.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 5. Looking north along SR 1 past the intersection of SR 1 and Jefferson Street.



Photo 6. Looking east along the shoulder of the intersection of Washington Street and South School Street.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 7. Looking west along the shoulder of the intersection of Washington Street and South School Street.



Photo 8. Looking north along the sidewalk located on SR 3 between Jefferson Street and SR 1.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 9. Looking north from the intersection of 3rd Street and Jefferson Street.

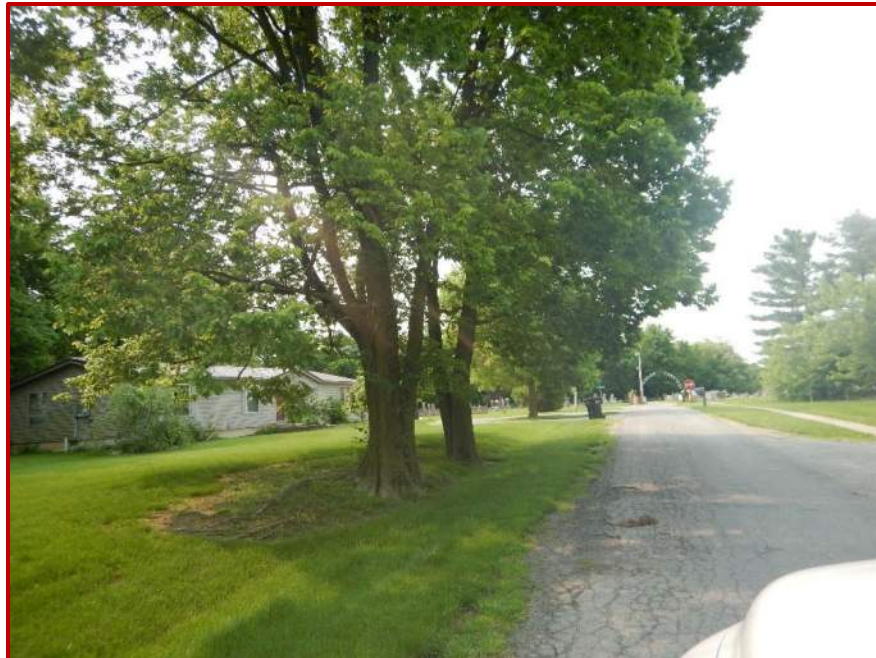


Photo 10. Looking south from the intersection of 3rd Street and Jefferson Street.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 11. Looking south at the entrance to Riverside Cemetery from just north of the intersection of CR 60 and 3rd Street.



Photo 12. Looking southeast at a trail that leads down to Wetland A and Bear Creek.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 13. Looking southwest along Widney Street towards CR 60.



Photo 14. Looking at the soils for DP1.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 15. Looking east from DP1 at Wetland A located 95 feet southeast of the intersection of CR 60 and Widney Street.



Photo 16. Looking south from DP1 at Wetland A located 95 feet southeast of the intersection of CR 60 and Widney Street.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 17. Looking at soils from DP2.



Photo 18. Looking northwest from DP2 at the upland area around Wetland A, located 60 feet from the intersection of CR 60 and Widney Street.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 19. Looking south from DP2 at the upland area around Wetland A located 60 feet from the intersection of CR 60 and Widney Street.



Photo 20. Looking northeast, downstream, Bear Creek from the northern bank.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 21. Looking southwest, upstream, Bear Creek from the northern bank.



Photo 22. Looking east at the confluence of St. Joseph and Bear Creek.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 23. Looking southwest, downstream, along St. Joseph River located near the confluence of Bear Creek.



Photo 24. Looking north from the intersection of SR 1 and the railroad.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 25. Looking south at a culvert along the intersection of SR 1 and Washington Street.



Photo 26. Looking east along SR 1 along the investigated area by AEP Electricity.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 27. Looking west along SR 1 along the investigated area by AEP Electricity.



Photo 28. Looking north along access drive north of SR 1 and west of Bear Creek.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 29. Looking east towards Wetland E located south of SR 1 between the access drive and Bear Creek.



Photo 30. Looking at soils from DP5.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 31. Looking east from DP5 at Wetland C 450 feet northwest from the intersection of Bear Creek and SR 1.



Photo 32. Looking west from DP5 at Wetland C located 430 feet northwest from the intersection of Bear Creek and SR 1.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 33. Looking at soils from DP6.



Photo 34. Looking north from DP6 at the upland area around Wetland C 460 feet northwest from the intersection of Bear Creek and SR 1.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 35. Looking south from DP6 at the upland area around Wetland C 460 feet northwest from the intersection of Bear Creek and SR 1.



Photo 36. Looking at soils from DP7.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 37. Looking east from DP7 at Wetland D located 445 feet northwest from the intersection of Bear Creek and SR 1.



Photo 38. Looking south from DP7 at Wetland D 445 feet northwest from the intersection of Bear Creek and SR 1.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 39. Looking at soils from DP8.



Photo 40. Looking north from DP8 at the upland area around Wetland C located 470 feet northwest from the intersection of Bear Creek and SR 1.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 41. Looking south from DP8 at the upland area around Wetland C located 470 feet northwest from the intersection of Bear Creek and SR 1.



Photo 42. Looking north at Pond 1 from the southern edge of Pond 1.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 43. Looking northwest at Pond 1 from the southern edge of Pond 1.



Photo 44. Looking at soils from DP9.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 45. Looking west from DP9 at Wetland E located 0.129 miles northwest of the intersection of Bear Creek and SR 1.



Photo 46. Looking east from DP9 at Wetland E located 0.129 miles northwest of the intersection of Bear Creek and SR 1.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 47. Looking at soils from DP10.



Photo 48. Looking west from DP10 at the upland area around Wetland E located 0.130 miles northwest of the intersection of Bear Creek and SR 1.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 49. Looking east from DP10 at the upland area around Wetland E located 0.130 miles northwest of the intersection of Bear Creek and SR 1.



Photo 50. Looking at soils from DP3.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 51. Looking south from DP3 at Wetland B located south of the intersection of SR 1 and Bear Creek.



Photo 52. Looking west from DP3 at Wetland B located south of the intersection of SR 1 and Bear Creek.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 53. Looking at soils from DP4.

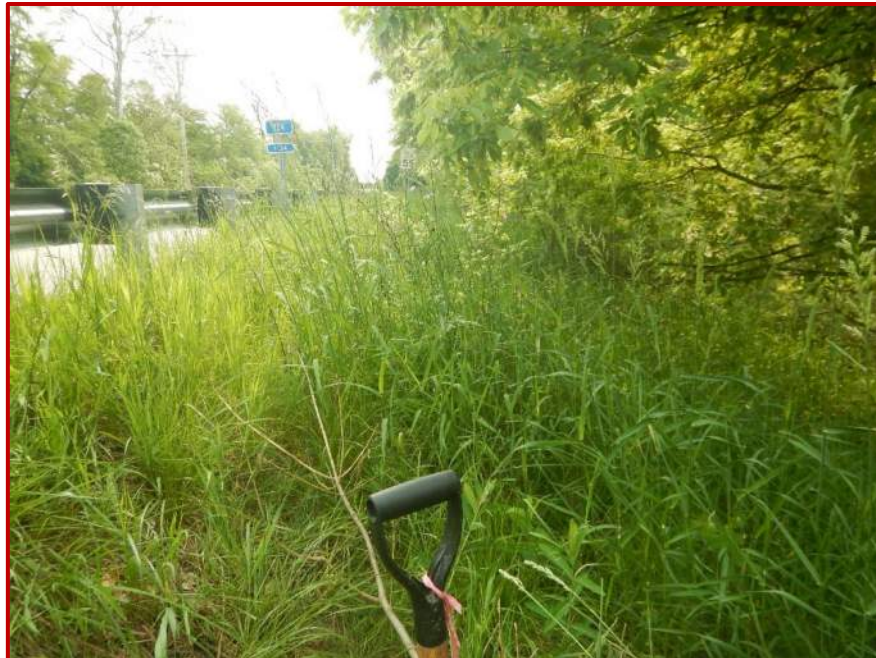


Photo 54. Looking northeast from DP4 at the upland area around Wetland B located 250 feet from the intersection of Bear Creek and SR 1.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 55. Looking west from DP4 at the upland area around Wetland B located 250 feet from the intersection of Bear Creek and SR 1.



Photo 56. Looking north at Bear Creek from the southwestern quadrant of the intersection of Bear Creek and SR 1.

**State Road 1 Roadway Improvement
Des. No. 1601101
St. Joe, DeKalb County, Indiana
May 31, 2019**



Photo 57. Looking south at Bear Creek from the southwestern quadrant of the intersection of Bear Creek and SR 1.

Wetland Delineation and Waters Report Addendum

State Road 1 Roadway Improvement

DES. NO. 1601101

ST. JOE, DEKALB COUNTY, INDIANA

41.311441 / -84.906131

Prepared for:

INDIANA DEPARTMENT OF TRANSPORTATION FORT WAYNE DISTRICT
5333 HATFIELD ROAD
FORT WAYNE, INDIANA 46808

Prepared by:

AMERICAN STRUCTUREPOINT, INC.
9025 RIVER ROAD, SUITE 200
INDIANAPOLIS, INDIANA 46240
(317) 547-5580

**Original report completed on November 11, 2019 and approved by INDOT
on November 20, 2019**

Addendum completed on August 28, 2020



AMERICAN
STRUCTUREPOINT
INC.

9025 RIVER ROAD, SUITE 200
INDIANAPOLIS, INDIANA 46256
317.547.5580

www.structurepoint.com

1.0 Project Information

Since the approval of the November 2019 Waters of the U.S. Report, design of the SR 1 Roadway Improvement Project has advanced and it has been determined the location of the storm sewer outlet will change from near the confluence of Bear Creek with the St. Joseph River to near the SR 1 crossing over Bear Creek to reduce environmental impacts. The design changes necessitated expanding the investigated area for the project. This expanded investigated area is referred to as the additional investigated area within this document. The additional investigated area extends approximately an additional 40 feet southeast from the eastern edge of the original investigated area south of SR 1 to Bear Creek. The original investigated area encompasses approximately 17.4 acres and the additional investigated area encompasses approximately 0.1 acre; the investigated areas combined total approximately 17.5 acres. Please see the May 31, 2019 Field Investigation Mapping within the attachments to see the original investigated area versus the additional investigated area. The additional investigated area was investigated and photo documented during the May 31, 2019 field investigation but not included within the November 2019 Waters of the U.S. Report. Additional site photographs were also taken on April 23, 2020 of the additional investigated area. The purpose of this addendum is to describe the conditions within the additional investigated area.

No additional wetlands or waters of the U.S. were identified within the additional investigated area. One wetland (Wetland B) and one stream (Bear Creek) identified within the original Waters of the U.S. Report extend through the additional investigated area. Unless explicitly noted in this addendum, the findings of the November 2019 Waters of the U.S. Report remain valid.

2.0 Site Reconnaissance

2.1 Wetland B

Wetland B, identified within the original Waters of the U.S. Report, extends through the additional investigated area. Wetland B is bordered to the east by Bear Creek. Approximately 0.056 acre of Wetland B is within the additional investigated area. A total of 0.250 acre of Wetland B is within the investigated areas and extends south beyond the additional investigated area. The data point (DP 3) taken during the May 31, 2019 field investigation detailed in the November 2019 Waters of the U.S. Report is representative of Wetland B in the additional investigated area. No additional data points were taken. See photo 1 in the attachments and photo 51 in the original Waters of the U.S. Report for photos of Wetland B within the additional investigated area.

2.2 Bear Creek

Bear Creek extends through the additional investigated area for 50 linear feet (0.037 acre) southwest of the crossing of SR 1 over Bear Creek. The flow regime appears to be perennial. The stream has heavy silt with some in-stream cover and large woody debris. The banks of Bear Creek had little to no erosion with wide (>50m) riparian zones. The stream was 100% glide. The substrate was 100% silt. The Ordinary High Water Mark (OHWM) width of Bear Creek was 32 feet and top of bank width was 38 feet. The OHWM depth was 2 feet and top of bank depth was 5.25 feet. Bear Creek would be considered average due to good riparian habitat but was limited by heavy silt and lack of riffle/run complexes. Bear Creek would be classified as Riverine, Lower Perennial, Unconsolidated Bottom, Mud (R2UB4) under the Cowardin Classification System. See photos 2-4 in the attachments for photos of Bear Creek within the additional investigated area.

Bear Creek crosses the investigated areas in two locations. Bear Creek is within the original investigated area at the confluence of the St. Joseph River. Bear Creek flows through the original investigated area for 89

linear feet (0.053 acre) at the confluence of the St. Joseph River and was detailed in the original Waters of the U.S. Report. A total of 139 linear feet (0.090 acre) of Bear Creek is within the investigated areas.

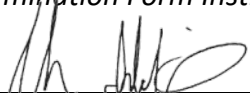
3.0 Conclusions

No additional wetlands or waters of the U.S were identified within the additional investigated area that is covered in this addendum to the original November 2019 Waters of the U.S. Report. One wetland (Wetland B) and one stream (Bear Creek) identified within the original Waters of the U.S. Report, extend through the additional investigated area. The additional investigated area contains 0.056 acre of Wetland B and 50 linear feet (0.037 acre) of Bear Creek. In total, approximately 0.804 acre of wetlands (Wetlands A-E) and 216 linear feet (0.172 acre) of streams (Bear Creek and the St. Joseph River) are within the investigated areas. All jurisdictional waters of the U.S. are under the regulatory authority of the USACE under Section 404 of the Clean Water Act. Every effort should be taken to avoid and minimize impacts to the waterway and wetlands. If impacts are necessary, 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.

4.0 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.

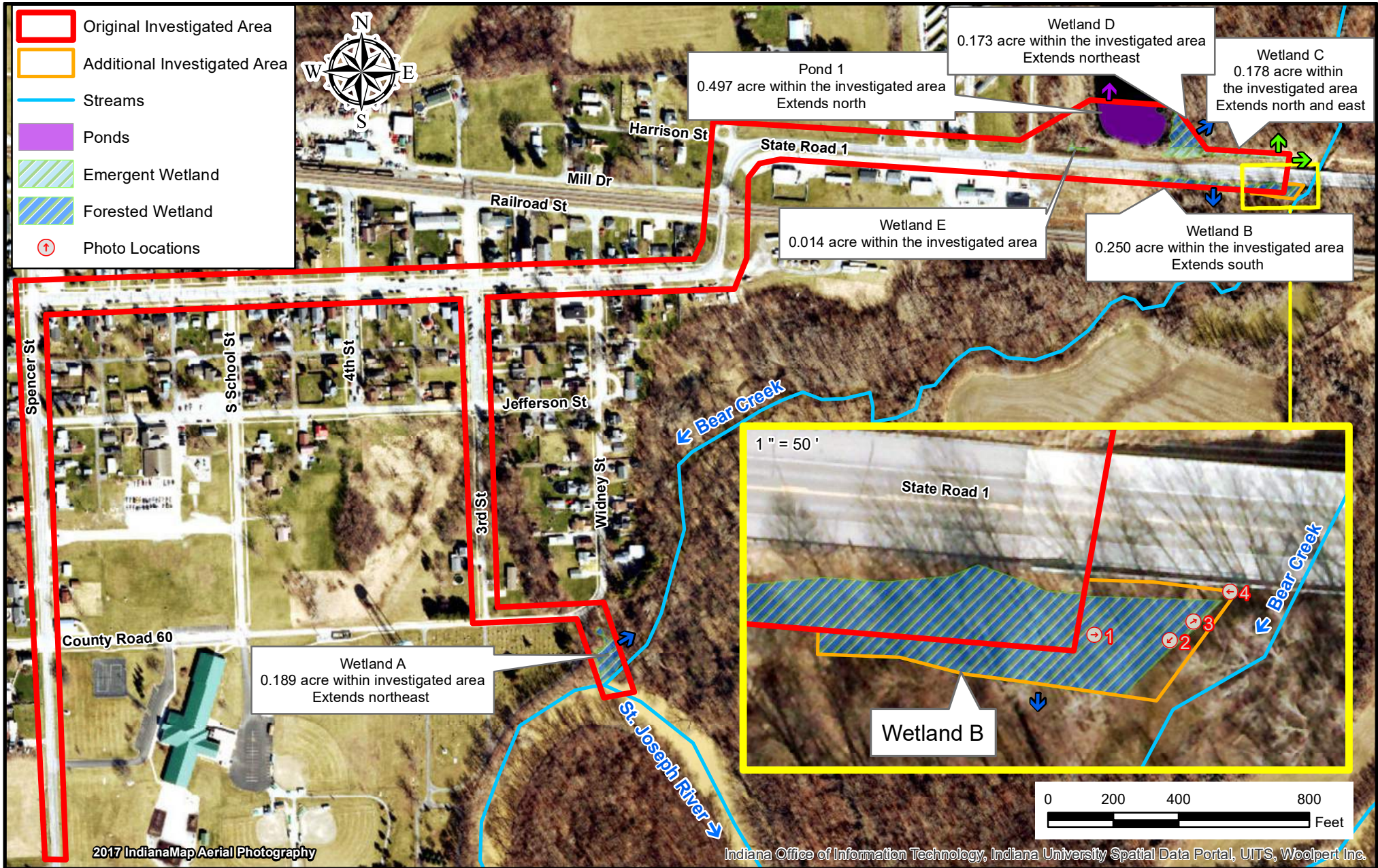
AUTHORS:


08/28/2020
Josh Iddings, Project Manager
jiddings@structurepoint.com
317-547-5580
American Structurepoint, Inc.


08/28/2020
Leah Perry, Environmental Specialist
lperry@structurepoint.com
317-547-5580
American Structurepoint, Inc.

Attachments

- Revision to May 31, 2019 Field Investigation Map
- Additional May 31, 2019 and April 23, 2020 Site Photographs
- Preliminary Jurisdictional Determination Form (PJD)



Revised Field Investigation Map

Indiana Department of Transportation
 Fort Wayne District
 5333 Hatfield Road
 Fort Wayne, IN 46808

State Road 1 Roadway Improvement Project Des. No. 1601101

Location: St. Joe
 Township: Concord
 County: DeKalb
 State: Indiana

Date: 08/24/2020

Appendix F
 Page F-56



Photo 1. Looking east from DP 3 along Wetland B and additional investigated area.



Photo 2. Looking southwest, downstream, along Bear Creek, from the southwest quadrant of the crossing of SR 1 over Bear Creek.



Photo 3. Looking northeast, upstream, along Bear Creek, from the southwest quadrant of the crossing of SR 1 over Bear Creek.



Photo 4. Looking west across Bear Creek and additional investigated area from the crossing of SR 1 over Bear Creek.

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: 8/28/2020

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Leah Perry; American Structurepoint, Inc.
9025 River Road Suite 200, Indianapolis, IN 46240

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

DES NO 1601101: The proposed project is located on SR 1 beginning approximately 4.3 miles south of SR 8. The total length of the project area is approximately 1.1 miles, extending generally north along SR 1. The project area also extends south along 3rd street for approximately 0.2 mile, then east along County Road (CR) 60 for 0.07 mile, then southeast for 0.05 mile to St. Joseph River. The total width of the investigated area varies from 80 feet to 250 feet throughout the investigated area limits. Five wetlands (Wetlands A through E) totaling 0.804 acre, two streams (St. Joseph River and Bear Creek) totaling 216 linear feet (0.172 acre), and one open water feature (Pond 1) totaling 0.497 acre were identified within the investigated area.

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

State: Indiana County/parish/borough: DeKalb City: St. Joe

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

Lat.: 41.310631 Long.: -84.906192

Universal Transverse Mercator: 16T 675268 4575355

Name of nearest waterbody: St. Joseph River

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

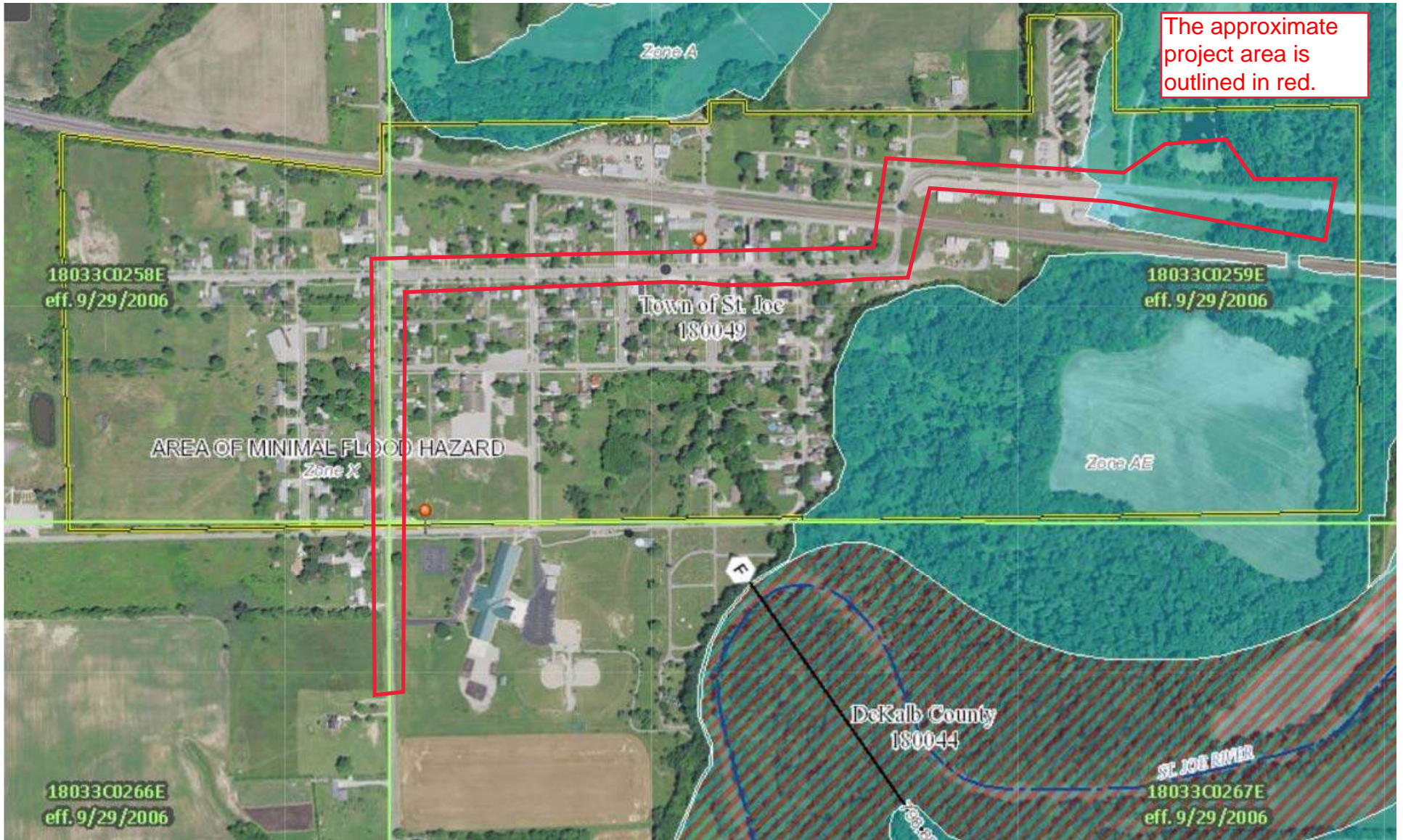
Office (Desk) Determination. Date:

Field Determination. Date(s):

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

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource “may be” subject (i.e., Section 404 or Section 10/404)
Wetland A	41.312430	-84.899980	0.189 acre	Wetland	Section 404
Wetland B	41.315953	-84.892398	0.250 acre	Wetland	Section 404
Wetland C	41.316285	-84.893596	0.178 acre	Wetland	Section 404
Wetland D	41.316635	-84.893558	0.173 acre	Wetland	Section 404
Wetland E	41.316330	-84.894556	0.014 acre	Wetland	Section 404
St. Joseph River	41.312009	-84.899968	0.082 acre (77 linear feet)	Non-wetland Waters	Section 404
Bear Creek	41.311884	-84.899919	0.090 acre (139 linear feet)	Non-wetland Waters	Section 404
Pond 1	41.316526	-84.894035	0.497 acre	Non-wetland Waters	Section 404

- Flood Plain Mapping: FEMA Firmette, 18033C0258E, 18033C0259E, 18033C0266E, and 18033C0267E





AMERICAN
STRUCTUREPOINT
INC.

March 6, 2018

Example Notice of Survey Letter

Re: Notice of Survey and Environmental Study

Dear Property Owner:

Our firm, American Structurepoint, Inc., has been retained by the Indiana Department of Transportation to perform an environmental study and to prepare a survey for a road improvement project along S.R. 1. The general limits along S.R. 1 are from approximately 1400 feet South of C.R. 60 to approximately 1,300 feet west of C.R. 63.

Our information indicates you either own or occupy property near this proposed improvement project. Our employees will begin conducting environmental and topographic surveys of the project area in the near future and may continue for several months. It may be necessary for us to enter upon your property to complete this work. This is permitted by Indiana Code (IC) 8-23-7-26 (www.in.gov/legislative/ic/code). Our employees have been instructed to identify themselves to you, if you are available, before they enter your property. If you no longer own this property, or it is currently occupied by someone other than yourself, please let us know the name and address of the new owner or occupant so we may contact them about the survey and environmental study.

The work may include, but is not limited to: archaeological investigation; assessment of structures for architectural or historic significance; identification and mapping of wetlands and waterways; geotechnical investigation; topographic survey (including mapping the location of features, such as buildings, trees, fences, drives and obtaining ground elevations); and evaluation of land use for completion of environmental documentation. The information we obtain from the above-mentioned work is necessary for the design of this project.

Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If any issues do occur, please contact me at (260) 402-6271.

Very truly yours,
American Structurepoint, Inc.

Scott M. Crites, PE
Project Manager

NOTICE OF PUBLIC MEETING

American Structurepoint, Inc., acting on behalf of the Indiana Department of Transportation (INDOT), will convene a virtual public information meeting for the State Road (SR) 1 Roadway Improvement Project (Des 1601101) on **Thursday, November 12, 2020, from 6-7 p.m. online.** Please register by November 11, 2020 to attend the meeting by going to this website <https://www.structurepointpublic.com/sr1stjoe> or calling Leah Perry at (317) 547-5580 if you do not have internet access and need a call-in option. Once registered, you will receive an email with a link and instructions on how to access the Microsoft Teams meeting.

The purpose of the public information meeting is to offer all interested persons an opportunity to review and comment on the project. The project is located on SR 1, from 4.30 miles south of SR 8 to 3.12 miles south of SR 8 in the town of St. Joe, DeKalb County, Indiana. The need for the project is evidenced by the age-related deterioration of the existing pavement, curbs, and sidewalks. The town of St. Joe is also experiencing drainage issues along the project corridor. Additionally, some curb ramps along the project corridor do not appear to meet current Americans with Disability Act (ADA) standards. The purpose of this project is to address the deterioration of the existing pavement, curb, and sidewalks along with inadequate drainage along the SR 1 project corridor.

Additionally, a Virtual Open House is available to view the meeting presentation, exhibits, and provide comments on the proposed project at your convenience. The Virtual Open House can be accessed at this webpage: <https://www.structurepointpublic.com/sr1stjoe>. Although there will be opportunity to submit comments following the virtual public information meeting, we highly encourage you to submit comments and questions prior to the virtual public information meeting. All comments are requested by December 3, 2020.

With advance notice, INDOT can provide special accommodation for persons with differing abilities, limited English speaking ability, and/or persons needing auxiliary aids or services such as interpreters, signers, readers, or large print. Should special accommodations be needed please contact Leah Perry, Environmental Specialist, American Structurepoint, Inc., at (317) 547-5580, or email lperry@structurepoint.com by November 6, 2020.

For any questions or comments, please contact Leah Perry, American Structurepoint, Inc., at (317) 547-5580, or email lperry@structurepoint.com.

NOTICE OF PUBLIC MEETING

American Structurepoint, Inc., acting on behalf of the Indiana Department of Transportation (INDOT), will convene a virtual public information meeting for the State Road (SR) 1 Roadway Improvement Project (Des 1601101) on Thursday, November 12, 2020, from 6-7 p.m. online. Please register by November 11, 2020 to attend the meeting by going to this website <https://www.structurepointpublic.com/sr1stjoe> or calling Leah Perry at (317) 547-5580 if you do not have internet access and need a call-in option. Once registered you will receive an email with a link and instructions on how to access the Microsoft Teams meeting.

The purpose of the public information meeting is to offer all interested persons an opportunity to review and comment on the project. The project is located on SR 1, from 4.30 miles south of SR 8 to 3.12 miles south of SR 8 in the town of St. Joe, DeKalb County, Indiana. The need for the project is evidenced by the age-related deterioration of the existing pavement, curbs, and sidewalks. The town of St. Joe is also experiencing drainage issues along the project corridor. Additionally, some curb ramps along the project corridor do not appear to meet current Americans with Disability Act (ADA) standards. The purpose of this project is to address the deterioration of the existing pavement, curb, and sidewalks along with inadequate drainage along the SR 1 project corridor.

Additionally, a Virtual Open House is available to view the meeting presentation, exhibits, and provide comments on the proposed project at your convenience. The Virtual Open House can be accessed at this webpage: <https://www.structurepointpublic.com/sr1stjoe>. Although there will be opportunity to submit comments following the virtual public information meeting, we highly encourage you to submit comments and questions prior to the virtual public information meeting. All comments are requested by December 3, 2020.

With advance notice, INDOT can provide special accommodation for persons with differing abilities, limited English speaking ability, and/or persons needing auxiliary aids or services such as interpreters, signers, readers, or large print. Should special accommodations be needed please contact Leah Perry, Environmental Specialist, American Structurepoint, Inc., at (317) 547-5580, or email lperry@structurepoint.com by November 6, 2020.

For any questions or comments, please contact Leah Perry, American Structurepoint, Inc., at (317) 547-5580, or email lperry@structurepoint.com.

TS,2065828,10/29,11/5,hspaxlp

To: KPC Media Group Inc
P.O. Box 39, KENDALLVILLE, IN 46755
PUBLISHERS OF THE STAR
Private Legal Advertising
(Payment not from public treasury)
PUBLISHER'S CLAIM

Advertiser: AMERICAN STRUCTURE POINT ENVIRON

COMPUTATION OF CHARGE

378.0 words, at 0.4400 cents per word (\$6.60 minimum charge).

(This charge is applied at the discretion of the publisher to all legal advertising copy which does not conform to the usual standards of size and space.)

\$166.89

Charge for extra proofs of publication
(\$1.00 for each proof in excess of 2)

\$0.00

Data for computing cost:

Width of single column - 9.9 ems

number of insertions: 2

Total Amount of Claim \$166.89

1 insertion \$.33 per word, 2 insertions \$.44, 3 insertions \$.55

"Pursuant to the provisions and penalties of Chapter 155, Act 1953, (s)he further says 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: 11/05/2020

LANETTE MCGUIRE
Legal Clerk

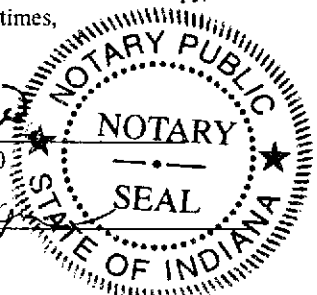
Ad#: 2065828
AMERICAN STRUCTURE POINT ENVIRON

PUBLISHER'S AFFIDAVIT
DEKALB County
State of Indiana } SS:

Personally appeared before me, a notary public in and for said county and state, the undersigned LANETTE MCGUIRE who being duly sworn said that (s)he is of competent age and is Legal Clerk of KPC Media Group Inc, publisher of a daily newspaper in Kendallville, county of Noble, State of Indiana, a weekly newspaper in Ligonier, county of Noble, State of Indiana, a weekly newspaper in Albion, county of Noble, State of Indiana, a daily newspaper in Auburn, county of DeKalb, State of Indiana, a daily newspaper in Angola, county of Steuben, State of Indiana, a weekly newspaper in Garrett, county of DeKalb, State of Indiana, Butler a weekly newspaper in Butler, county of DeKalb, State of Indiana, a weekly paper in Hometown, & Fort Wayne, county of Allen, State of Indiana, a weekly paper in Churubusco, & Columbia City county of Whitley, State of Indiana and which during that time have been newspapers of general circulation, having bona fide paid circulations, printed in the English language and entered, authorized and accepted by the post office department of the United States of America as mailable matter of the second-class as defined by the Act of Congress of the United States on March 3, 1879, and that the printed matter attached is a true copy, which was duly published in said newspaper 2 times, the dates of publication being as follows:
10/29/2020, 11/05/2020

Affiant [Signature]
Subscribed and sworn before me on 11/05/2020

Notary Public [Signature]
My commission expires: 10/14/22



SR 1 Roadway Improvement- St. Joe Virtual PIM Registration	
Name	Email Address
Angela Nicholson	anicholson1@indot.in.gov
Steve Seculoff	sseculoff@indot.in.gov
Doug Burgess	dburgess@indot.in.gov
Karen Novak	knovak@indot.in.gov
Madeline Mettler	mmettler1@indot.in.gov
Brad McNair	bmcnair@indot.in.gov
Jesse Boley	jboley@indot.in.gov
Jason Kaiser	jasonkaiser@indot.in.gov
Ashley Taylor	ataylor@indot.in.gov
Tim Schweigel	tmschweigel@yahoo.com
Harry E. Albers, jr.	halbersjr@gmail.com
Richard Musser	mussersusan@aol.com
Christine Meador	cmeador@hntb.com
Adin McCann	adinmccann@yahoo.com
Damien Perry	dperry1@indot.in.gov
Elwood Simcox	efsinc@aol.com
Jennifer Poper	jen.indy12@gmail.com
Rob Goldner	fj40goldner@aol.com
Sherry Roberts	psroberts57@yahoo.com
Cindy	cindys0126@gmail.com
Marc Rape	marc_rape@msn.com
Todd Johnson	tjohnson@indot.in.gov
Matt Witt	mwitt@indot.in.gov



**State Road 1
Roadway Improvement Project**
St. Joe, Indiana
Virtual Public Information Meeting
Des. No. 1601101
November 12, 2020 at 6 p.m.



AMERICAN
STRUCTUREPOINT
INC.

Question and Answer (Q+A) Summary

- Q: Will I be able to get to my driveway during construction?
 - A: Yes; access to all properties along the project will be maintained during construction.

- Q: Are you taking parking away?
 - A: No; the parking that exists along Washington Street will remain after the project has been completed.

- Q: Are all the sidewalks getting replaced?
 - A: No; a majority, but not all of the sidewalk will be replaced along the project corridor. Existing sidewalk that needs to be replaced due to construction activities and any sidewalk not meeting American Disabilities Act (ADA) requirements (such as how steep they are) will be replaced.

- Q: What will the sidewalk look like by the iron fence and big tree?
 - A: The proposed sidewalk at this location (206 Washington Street) will be replaced with the path veering away from the fence and being located between the existing tree and the back of the proposed curb and gutter (in between the roadway and tree). The new sidewalk will not disturb the historic fence or large tree.

Perry, Leah

From: Harry Albers <halbersjr@gmail.com>
Sent: Wednesday, November 11, 2020 8:00 AM
To: Perry, Leah
Cc: Hope, Briana; Byrd, Jeff; Crites, Scott
Subject: Re: SR 1 Roadway Improvement Project (Des. 1601101) Property Specific Questions
Attachments: image002.png

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for your response. I am thankful all of you are reaching out to keep us informed so there are no surprises.

Harry Albers

On Mon, Nov 9, 2020, 9:09 AM Perry, Leah <lperry@structurepoint.com> wrote:

Mr. Albers,

I received your questions regarding the SR 1 Roadway Improvements project (Des. 1601101) that were submitted to the project website.

A copy of your message is below:

“My property is south of Riverdale Elementary, 1. Will I have access to and from our driveway? 2. Any disruptions on our property? 3. We my property be exempt from any land acquisition attempts? Thanks”

Please find our response below:

1. Yes, access to your driveway will be maintained at all times.
2. No, your property is south of the proposed construction limits so there is not expected to be any disruptions on your property.
3. Yes, no right-of-way is proposed to be acquired from this property.

Please let me know if you have any additional questions or comments.

Thank you,



PHONE CALL RECORD

Date: 11/10/2020 **Time:** 10 am

Person Called: Leah Perry **of** American Structurepoint

Person Calling: Jerry Culler **of** (Property owner)

cc:

Project Name: Sr 1 Roadway Improvement

Project Number: 2017.02101

Subject:

Summary of Conversation

Jerry received the public notice and asked where the proposed project limits are .

The project limits were discussed as well as a brief overview of the project work.

We discussed that the end of the project is at the Bear Creek Bridge.

They own the property just south of SR 1, just east of the Bear Creek bridge.

I discussed with them how to access the exhibit, video, and invited them to attend the public info meeting. Jerry's major concern was flooding. They stated that the area did

not use to flood until something was done with a dam in Leo. They want to make sure the flooding won't be worse due to this project and that the proposed storm sewer

outlet will drain.

Perry, Leah

From: Byrd, Jeff
Sent: Tuesday, November 10, 2020 11:06 AM
To: Perry, Leah
Cc: Crites, Scott; Hope, Briana
Subject: RE: Phone Call- SR1 roadway improvements
Attachments: Jerry Culler-Phone call 11.10.2020.lcp.docx

Leah:

Thanks for the message, I have called Jerry and left a message.

Jeffrey M. Byrd, PE
Sr. Project Engineer

205 West Jefferson Boulevard, Suite 404
South Bend, Indiana 46601
574-287-2231 [OFFICE](#)
structurepoint.com [WEB](#)



Best Places to Work in Indiana
Best Employers in Ohio

From: Perry, Leah
Sent: Tuesday, November 10, 2020 10:23 AM
To: Byrd, Jeff <jbyrd@structurepoint.com>
Cc: Crites, Scott <SCrites@structurepoint.com>; Hope, Briana <bhope@structurepoint.com>
Subject: Phone Call- SR1 roadway improvements

Hi Jeff,

I just got off the phone with Jerry Culler. They own the property just south of SR 1, east of the Bear Creek bridge. I discussed with them how to access the exhibit, video, and invited them to attend the meeting. Jerry's major concern was flooding. They stated that the area didn't use to flood until something was done with a dam in Leo. I believe Jerry wants to make sure the flooding won't be worse due to this project and that the proposed storm sewer outlet will drain. Can you please reach out to discuss their concerns. 1-260-438-3424.

Thanks!

Leah Perry
Environmental Specialist
9025 River Road, Suite 200
Indianapolis, IN 46240
317.547.5580 [OFFICE](#)
structurepoint.com [WEB](#)



Perry, Leah

From: Perry, Leah
Sent: Monday, November 23, 2020 8:42 AM
To: 'lagriffin822@yahoo.com'
Cc: Hope, Briana; Crites, Scott; Byrd, Jeff
Subject: SR 1 Roadway Improvements Question

Ms. Griffin,

We received your question regarding the SR 1 Roadway Improvement Project.

Question:

My husband was planning to put up a flagpole in the front yard; will this project move the existing sidewalk? Should he wait until this is complete?

Answer:

The proposed sidewalk will match the location of the existing sidewalk in front of 211 Washington Street. The construction limits for this project will extend from the roadway to about 6 inches beyond the back of the existing sidewalk. If the flag pole is located outside of these limits, I see no reason why not to install the flag pole now before road construction begins. I do not recommend placing the flag pole between the existing curb and sidewalk as this is within INDOT's right-of-way and the flag pole could be impacted by the project.

Please let us know if you have any additional questions or comments. All comments are requested by December 3, 2020.

Thank you,

Leah Perry

Environmental Specialist

9025 River Road, Suite 200

Indianapolis, IN 46240

317.547.5580 [OFFICE](tel:317.547.5580)

structurepoint.com [WEB](#)



*Best Places to Work in Indiana
Best Employers in Ohio*

Perry, Leah

From: Byrd, Jeff
Sent: Tuesday, December 1, 2020 2:49 PM
To: Perry, Leah
Cc: Crites, Scott; Hope, Briana
Subject: RE: SR 1 ROADWAY IMPROVEMENTS DES. NO. 1601101

Leah:

I was able to speak with Brent on the phone today (December 1, 2020 – 2:10 pm). He understands that a drive approach will be added to the construction plans along Washington Street in the same location as the existing drive. I informed him that the drive approach would be constructed out of concrete and would not extend beyond the right of way line. He understands and realizes that a driveway will not be constructed on his property. He said he uses the existing approach to drive onto his property to park his truck next to the house.

Brent relayed concerns that his neighbor (103 Washington Street) has regarding the amount of right-of-way being taken for this project. I mentioned that I could meet his neighbor onsite to talk about his property specific concerns. Brent asked that I send him an email with a date and time to meet.

FYI, Brent and his neighbor work for the Town of St. Joe. I believe it was for the street department.

Thanks,

Jeffrey M. Byrd, PE
Sr. Project Engineer

205 West Jefferson Boulevard, Suite 404
South Bend, Indiana 46601
574-287-2231 OFFICE
structurepoint.com WEB



Best Places to Work in Indiana
Best Employers in Ohio

From: Byrd, Jeff
Sent: Tuesday, December 1, 2020 12:26 PM
To: 'gordonbleigh@gmail.com' <gordonbleigh@gmail.com>
Cc: Perry, Leah <lperry@structurepoint.com>
Subject: RE: SR 1 ROADWAY IMPROVEMENTS DES. NO. 1601101

Brent:

Thanks for reaching out.

A 12 foot wide concrete Class I (Residential) drive will be provided off of Washington Street and will be added to the plans. This drive approach will be positioned to match the existing driveway location and the length of the approach will extend to the limits of existing public right of way, which is roughly to the back of the existing sidewalk.

Can I call you to talk about this drive approach and any other questions you might have? If so, when would be a good time to call you at the following number, 260-908-0525?

Thanks,

Jeffrey M. Byrd, PE
Sr. Project Engineer

205 West Jefferson Boulevard, Suite 404
South Bend, Indiana 46601
574-287-2231 OFFICE
structurepoint.com WEB



Best Places to Work in Indiana
Best Employers in Ohio

From: Brent Gordon <gordonbleigh@gmail.com>
Sent: Thursday, November 26, 2020 11:04 PM
To: Perry, Leah <lperry@structurepoint.com>
Subject: RE: SR 1 ROADWAY IMPROVEMENTS DES. NO. 1601101

my name is Brent Gordon and I own 107 washington st in saint joe indiana, I was looking over the sr1 exhibit and noticed there is a proposed curb where i have a partial driveway, to clarify there is pavement from the road to the sidewalk but ends there. I do use this as I park in my yard and I will now allow you to install a curb there. Please do not mistake this for a discussion or an opinion, Under no circumstance will you replace my drive with a curb but instead, like every other drive in town you will replace the asphalt.

thank you,
Brent Gordon
260-908-0525

Perry, Leah

From: Byrd, Jeff
Sent: Wednesday, December 9, 2020 1:45 PM
To: kory ferguson
Cc: Perry, Leah; Crites, Scott
Subject: RE: 103 washington saint joe property

Kory:

Thanks for taking the time yesterday to talk about the SR 1 improvement project with Scott and I . Hopefully the meeting was informative. Below is a list of the questions you submitted via email and our responses from yesterday's meeting.

Question: How are you going to expand the road with a drain in the yard?

Answers: The roadway widening will occur by removing the existing inlet and pipe. A new inlet will be located at the toe of the proposed fill slope and will connect into the proposed storm sewer trunk line.

Question: Is the yard going to be leveled up so there's not so much of a slope?

Answers: The proposed side slopes from the back of sidewalk will be 4:1 or flatter. The existing side slope ranges from 3:1 to 4:1.

Question: Will I have access to this side of my yard and for the front?

Answers: Yes, access will still be provided to the side and front yards.

Question: Are you going to have to remove any trees and move my mailbox?

Answers: Yes, there will be two trees removed due to the project.
The location of the mailbox will be adjusted to match the new curb line.

Question: Will there be parking out front on the side of the road for family and friends to visit?

Answered: Yes, parking is still being provided along the north side of Washington Street. The first available parking space is moving west away from the curve due to widening at the horizontal curve and truck turning movements.

If you have any questions regarding what we talked about during the meeting, let me know.

Thanks,

Jeffrey M. Byrd, PE
Sr. Project Engineer

205 West Jefferson Boulevard, Suite 404
South Bend, Indiana 46601
574-287-2231 [OFFICE](tel:574-287-2231)
structurepoint.com [WEB](tel:574-287-2231)



Best Places to Work in Indiana
Best Employers in Ohio

From: kory ferguson [mailto:koryferguson@yahoo.com]
Sent: Tuesday, December 1, 2020 3:43 PM
To: Byrd, Jeff <jbyrd@structurepoint.com>
Subject: 103 washington saint joe property

Hi my name's kory Ferguson. I live at 103 Washington street In Saint Joe Indiana. My neighbor Brent Gordon spoke with you earlier today about some issues with his property. He also spoke with you about some issues that I may have with my property when the state road one project comes through Saint Joe. I would just like to know How you are going to expand the road with a drain in the yard. are able to level my yard up some So there's not so much of a slope. Will I have access to this side of my yard. And for the front , Are you going to have to remove any trees and move my mailbox and will there be parking out front on the side of the road for family and friends to visit. Brent also stated that you would like to meet with us in the near future to talk about the project in person.i am available anytime Monday through Thursday my phone number is 2609084038 .
Thanks for your time.

[Sent from Yahoo Mail on Android](#)

Indiana Department of Transportation (INDOT)
 State Preservation and Local Initiated Projects FY 2020 - 2024

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2020	2021	2022	2023	2024
Indiana Department of Transportation	2000974	A 19	US 6	HMA Overlay, Preventive Maintenance	From 3.52 miles East of SR 3 East Jct to I-69.	Fort Wayne	8.02	NHPP	\$7,050,516.00	Road Construction	CN	\$4,959,259.20	\$1,239,814.80				\$6,199,074.00	
										Road Consulting	PE	\$681,153.60	\$170,288.40		\$851,442.00			
Comments:NO MPO for DES 2000974. Adding PE for \$851,442 to FY 2021 and CN for \$6,199,074 to FY 2023.																		
Indiana Department of Transportation	2001166	A 22	SR 8	HMA Overlay, Preventive Maintenance	From SR 327 to 0.39 Miles West of I-69 (Peckhart Ditch Bridge).	Fort Wayne	2.46	STBG	\$1,488,024.00	Road Construction	CN	\$1,049,500.80	\$262,375.20					\$1,311,876.00
										Road Consulting	PE	\$140,918.40	\$35,229.60		\$176,148.00			
Comments:NO MPO for DES 2001166. Adding PE for \$176,148 to FY 2021 and CN for \$1,311,876 to Phase is illustrative of FY 2024.																		
Indiana Department of Transportation	39901 / 1600977	Init.	SR 8	HMA Overlay Minor Structural	From SR 3 S Jct to SR 327	Fort Wayne	4.218	STPBG		Road Construction	CN	\$3,947,602.40	\$986,900.60		\$4,934,503.00			
Indiana Department of Transportation	40474 / 1601101	Init.	SR 1	Pavement Replacement	From 4.30 miles S. of SR 8 to 3.12 miles S. of SR 8 (St Joe).	Fort Wayne	1.155	STPBG		Bridge Construction	CN	\$567,059.20	\$141,764.80			\$708,824.00		
										Bridge ROW	RW	\$4,000.00	\$1,000.00	\$5,000.00				
										Road Construction	CN	\$10,467,417.60	\$2,616,854.40			\$13,084,272.00		
										Road ROW	RW	\$313,600.00	\$78,400.00	\$256,000.00	\$136,000.00			
Indiana Department of Transportation	41083 / 1800545	Init.	SR 101	HMA Overlay, Preventive Maintenance	From 2.60 Miles North of 37 (Allen/Dekalb CL) to SR 8	Fort Wayne	5.976	STPBG		Road Construction	CN	\$4,025,924.80	\$1,006,481.20		\$5,032,406.00			
Indiana Department of Transportation	41083 / 1800545	A 01	SR 101	HMA Overlay, Preventive Maintenance	From 2.60 Miles North of 37 (Allen/Dekalb CL) to SR 8	Fort Wayne	5.976	STPBG	\$5,922,281.00	Toll Lease Amendment Proceeds	RW	\$80,000.00	\$20,000.00	\$100,000.00				
Comments:NO MPO. DES 1601022 adding RW to FY 2020 into FY 2020 - 2024 STIP.																		
Dekalb County	41141 / 1702950	Init.	IR 1018	Road Reconstruction (3R/4R Standards)	CR 56: from SR 327 to E Jct of CR 17	Fort Wayne	1.64	STPBG		Group IV Program	RW	\$156,000.00	\$0.00		\$156,000.00			
										Group IV Program	CN	\$2,079,979.20	\$0.00				\$2,079,979.20	
										Local Funds	RW	\$0.00	\$39,000.00		\$39,000.00			
										Local Funds	CN	\$0.00	\$519,994.80				\$519,994.80	
Indiana Department of Transportation	41545 / 1800053	Init.	US 6	Bridge Replacement, Other Construction	Bridge Over Cedar Creek, 0.39 Miles East of SR 427.	Fort Wayne	.999	NHPP		Bridge Construction	CN	\$2,979,403.20	\$744,850.80				\$3,724,254.00	
										Bridge ROW	RW	\$80,000.00	\$20,000.00			\$100,000.00		

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

ProjectNumber	SubProjectCode	County	Property
1800297	1800297	Dekalb	Feick Memorial Park & Garrett Municipal Pool
1800369	1800369F	Dekalb	Feick Memorial Park & Garrett Municipal Pool
1800389	1800389	Dekalb	Smith Acres Park

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

Analysis of Need for Project(s)

Improved storm water drainage is needed throughout the Town of St. Joe. As identified earlier, the Town of St Joe is experiencing flooding and poor drainage throughout the Town especially along Washington Street (State Road 1). The existing storm water collection system is a combination of old field tiles, town storm sewers and INDOT storm sewer structures for State Road 1. In order to provide detailed analysis we identified 10 shed areas in the town for review and recommendation. All ten sheds have deficiencies that need to be addressed to improve storm water handling.




Alternatives Considered

The ten sheds areas each have deficiencies that need to be addressed to improve storm water conveyance. We have identified alternatives available. Most solutions (Alt 1) require significant improvements to nearly every aspect of the collections system. In each shed we have identified an Alternative 2 (Alt 2) that is a lower cost. It should be understood that Alt 2 solutions are, in most cases, a minimum “band-aid” solutions that could provide some storm water handling improvements.

Proposed Project(s)

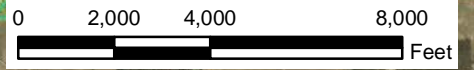
Due to the magnitude of deficiencies and the impact on both the State and local residents, we are proposing all ten shed areas be addressed. The projects are identified and broken into groups with the desired timeline for completion. The highest priorities should be completed as soon as possible.

ASAP Project Cost			
Shed	Phase		Cost
VI	1		\$28,512
VII	1		\$19,924
IX	1		\$12,966
Total Estimated Cost with Contingencies & Engineering			\$61,402
Legal & Admin (5%)			\$3,070
Total Project Costs			\$64,472

 Project Area
 AC: Census Tract 208
 COC: Dekalb County



2010 Census Data



Path: P:\2017\02101\1.D. Drawings\ArcView\SR 1 Pavement Replacement\Exhibits\2017_02101_EV_2019-12-20_SR1 Pavement_EJLCP.mxd Date: 12/20/2019 User: jperry

AMERICAN
STRUCTUREPOINT
INC.

**Environmental Justice
Analysis Map**

Indiana Department of Transportation
Fort Wayne District
5333 Hatfield Road
Fort Wayne, IN 46808

State Road 1 Roadway Improvement Project
Des. No. 1601101

Location: St. Joe
Township: Concord
County: DeKalb
State: Indiana

Date: 12/20/2019

Appendix I
Page I-3



B03002

HISPANIC OR LATINO ORIGIN BY RACE

Universe: Total population

2013-2017 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

	DeKalb County, Indiana		Census Tract 208, DeKalb County, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	42,524	*****	4,276	+/-307
Not Hispanic or Latino:	41,349	*****	4,096	+/-312
White alone	40,454	+/-24	3,909	+/-323
Black or African American alone	74	+/-51	0	+/-11
American Indian and Alaska Native alone	23	+/-20	5	+/-10
Asian alone	129	+/-55	1	+/-3
Native Hawaiian and Other Pacific Islander alone	0	+/-24	0	+/-11
Some other race alone	0	+/-24	0	+/-11
Two or more races:	669	+/-80	181	+/-117
Two races including Some other race	0	+/-24	0	+/-11
Two races excluding Some other race, and three or more races	669	+/-80	181	+/-117
Hispanic or Latino:	1,175	*****	180	+/-111
White alone	900	+/-113	171	+/-111
Black or African American alone	52	+/-57	0	+/-11
American Indian and Alaska Native alone	0	+/-24	0	+/-11
Asian alone	0	+/-24	0	+/-11
Native Hawaiian and Other Pacific Islander alone	0	+/-24	0	+/-11
Some other race alone	146	+/-84	8	+/-10
Two or more races:	77	+/-54	1	+/-2
Two races including Some other race	16	+/-12	1	+/-2
Two races excluding Some other race, and three or more races	61	+/-54	0	+/-11

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '****' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.



B17001

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

Universe: Population for whom poverty status is determined
2013-2017 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

	DeKalb County, Indiana		Census Tract 208, DeKalb County, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	41,988	+/-163	4,249	+/-313
Income in the past 12 months below poverty level:	5,262	+/-893	662	+/-388
Male:	2,338	+/-450	319	+/-213
Under 5 years	426	+/-189	32	+/-43
5 years	147	+/-79	16	+/-23
6 to 11 years	406	+/-125	93	+/-85
12 to 14 years	113	+/-86	6	+/-9
15 years	19	+/-17	0	+/-11
16 and 17 years	51	+/-35	13	+/-15
18 to 24 years	112	+/-58	13	+/-16
25 to 34 years	220	+/-101	58	+/-52
35 to 44 years	192	+/-84	11	+/-11
45 to 54 years	274	+/-118	10	+/-15
55 to 64 years	160	+/-74	65	+/-53
65 to 74 years	113	+/-62	2	+/-3
75 years and over	105	+/-63	0	+/-11
Female:	2,924	+/-501	343	+/-224
Under 5 years	208	+/-105	55	+/-73
5 years	2	+/-4	0	+/-11
6 to 11 years	469	+/-201	124	+/-150
12 to 14 years	182	+/-112	0	+/-11
15 years	69	+/-69	0	+/-11
16 and 17 years	46	+/-37	10	+/-14
18 to 24 years	246	+/-93	48	+/-45
25 to 34 years	600	+/-136	45	+/-49
35 to 44 years	373	+/-135	19	+/-17
45 to 54 years	150	+/-54	13	+/-13
55 to 64 years	247	+/-69	29	+/-22
65 to 74 years	137	+/-64	0	+/-11
75 years and over	195	+/-99	0	+/-11
Income in the past 12 months at or above poverty level:	36,726	+/-879	3,587	+/-373
Male:	18,576	+/-456	1,932	+/-209
Under 5 years	884	+/-194	95	+/-41

	DeKalb County, Indiana		Census Tract 208, DeKalb County, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error
5 years	182	+/-92	12	+/-13
6 to 11 years	1,379	+/-188	163	+/-72
12 to 14 years	821	+/-159	115	+/-68
15 years	287	+/-91	49	+/-43
16 and 17 years	598	+/-100	13	+/-16
18 to 24 years	1,706	+/-74	166	+/-65
25 to 34 years	2,251	+/-118	218	+/-82
35 to 44 years	2,390	+/-99	291	+/-73
45 to 54 years	2,772	+/-121	330	+/-97
55 to 64 years	2,695	+/-81	333	+/-64
65 to 74 years	1,705	+/-67	109	+/-39
75 years and over	906	+/-52	38	+/-24
Female:	18,150	+/-492	1,655	+/-225
Under 5 years	1,019	+/-108	50	+/-43
5 years	271	+/-104	34	+/-43
6 to 11 years	1,304	+/-205	154	+/-66
12 to 14 years	649	+/-142	72	+/-43
15 years	218	+/-89	29	+/-26
16 and 17 years	595	+/-129	25	+/-22
18 to 24 years	1,469	+/-94	130	+/-65
25 to 34 years	1,942	+/-138	167	+/-66
35 to 44 years	2,143	+/-160	211	+/-72
45 to 54 years	2,839	+/-71	273	+/-56
55 to 64 years	2,657	+/-74	308	+/-66
65 to 74 years	1,786	+/-71	106	+/-43
75 years and over	1,258	+/-115	96	+/-50

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '****' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

EJ Analysis Summary Table for SR 1 Roadway Improvements, Des. 1601101

	COC	AC 1
	Dekalb County	Census Tract 208
LOW-INCOME POPULATION		
Total Population for Whom Poverty Status is Determined	41988	4249
Total Population Below Poverty Level	5262	662
Percent Low-Income	12.53215204	15.5801365
125 Percent of COC	15.66519005	
AC Percent Low-Income Greater Than 125 Percent of COC?		N
AC Percent Low-Income Greater Than 50 Percent?		N
Population of EJ Concern?		N
MINORITY POPULATION		
Total Population	42,524	4,276
Minority Population	2,070	367
Percent Minority	4.867839338	8.58278765
125 Percent of COC	6.084799172	
AC Percent Minority Greater Than 125 Percent of COC?		Y
AC Percent Minority Greater Than 50 Percent?		N
Population of EJ Concern?		Y

Perry, Leah

From: Bales, Ronald <rbales@indot.IN.gov>
Sent: Friday, April 24, 2020 7:54 AM
To: Perry, Leah
Cc: Hope, Briana; Crites, Scott; Miller, Brandon; Malone, Barbara
Subject: FW: EJ Analysis, SR 1, Des. No. 1601101, St. Joe, Indiana
Attachments: EJ Analysis_Des 1601101.pdf; SR1RoadwayImprovement_Des1601101_ECL_RonBales.pdf

INDOT-Environmental Services Division (ESD) has reviewed the project information along with the Environmental Justice (EJ) Analysis for the above referenced project. The project would require minimal right-of-way, no relocations, would not disrupt community cohesion or create a physical barrier. With the information provided, INDOT-ESD would not consider the impacts associated with this project as causing a disproportionately high and adverse effect on minority and/or low incomes populations of EJ concern relative to non EJ populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a. Should changes occur to the project scope and/or right-of-way, coordination with INDOT ESD should occur to determine if a reassessment of the EJ analysis is needed.

Please ensure safety measures are in place for pedestrian movement i.e. painted crosswalks, signs, crossing railroad, etc.

Ron Bales

INDOT-Environmental Services Division

Office: (317) 234-4916

Email: rbales@indot.in.gov

From: Perry, Leah <lperry@structurepoint.com>
Sent: Wednesday, April 22, 2020 10:14 AM
To: Miller, Brandon <BrMiller1@indot.IN.gov>; Bales, Ronald <rbales@indot.IN.gov>
Cc: Hope, Briana <bhope@structurepoint.com>; Crites, Scott <SCrites@structurepoint.com>
Subject: EJ Analysis, SR 1

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

Good morning,

I have completed an EJ analysis for the SR 1 Roadway Improvement Project (Des. 1601101) in St. Joe, Indiana and am requesting INDOT's review of the EJ for the project. Census Tract 208 was identified as a population of EJ concern due to percent minority when compared to DeKalb County (please see attached calculations).

Based upon the scope of the proposed project, the identified populations will not experience a disproportionately high and adverse impact from the project. This project is acquiring right-of-way along both sides of SR 1 throughout the corridor, where needed, to complete the project. The purpose of this project is to address the deterioration of the existing pavement and sidewalks along with inadequate roadway drainage along the SR 1 project corridor. The project will also add sidewalks along both sides of SR 1 to improve pedestrian access along the corridor. The St. Joe Mobile home park is currently not accessible by sidewalk and sidewalk only exists on one side of the roadway up to Riverdale Elementary School. Therefore, this project is anticipated to enhance pedestrian and vehicular mobility as well as improve drainage for the identified communities. A do-nothing alternative was considered for this project and while it would avoid any impacts to the identified communities, it would not meet the purpose and need of the project. While

the identified populations may experience delays during construction, this impact will be temporary and as a result of the project they will have enhanced access and improved drainage. This project will not disrupt community cohesion or create a physical barrier. This project will require no relocations. The project requires approximately 1.75 acres of permanent right-of-way from residential, commercial, agricultural, forested, and school property. Of the total only 0.55 acre is from residential property. The project also requires approximately 0.67 acre of temporary right-of-way. The current existing right-of-way varies between 20-feet and 30-feet wide from the centerline along both sides of the roadway. After acquisition of right-of-way, the right-of-way widths will vary from approximately 20-feet to 35-feet wide from the centerline along both sides of the roadway.

I have attached the EJ calculations as well as the early coordination letter that was prepared for this project. Please let me know if you have any questions or if you need any additional information.

Thank you,

Leah Perry

Environmental Specialist

9025 River Road, Suite 200

Indianapolis, IN 46240

317.547.5580 [OFFICE](tel:317.547.5580)

structurepoint.com [WEB](#)



Best Places to Work in Indiana
Best Employers in Ohio

DISCLAIMER: This message contains confidential information and is intended only for the individual named. If you are not the named addressee, you should not disseminate, distribute, utilize, or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake, and delete this e-mail from your system. No design changes or decisions made by e-mail shall be considered part of the contract documents unless otherwise specified, and all design changes and/or decisions made by e-mail must be submitted as an RFI or a submittal unless otherwise specified. All designs, plans, specifications and other contract documents (including all electronic files) prepared by the sender shall remain the property of the sender, and the sender retains all rights thereto, including but not limited to copyright, statutory and common-law rights thereto, unless otherwise specified by contract. E-mail transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. The sender therefore does not accept liability for any errors or omissions in the contents of this message which arise as a result of e-mail transmission. If verification is required, please request a hard-copy version. <https://www.structurepoint.com/>



**Final Engineering Assessment
Prepared For:
INDOT**

SR 1 Pavement Replacement



**Town of St. Joe, DeKalb County, Indiana
Des. No. 1601101**



**Prepared By:
American Structurepoint, Inc.
7260 Shadeland Station
Indianapolis, Indiana 46256**

Scott M. Crites

Scott Crites, P.E.

5/9/19

Date

Engineering Assessment

Des. No. 1601101
Type of Work: Pavement Replacement, Small Town
Route: SR 1
Functional Classification: Major Collector
County: DeKalb County
Posted Speed Limit: 30 mph, 35 mph and 40 mph

PURPOSE OF REPORT

The purpose of this report is to document the engineering assessment phase, including an outline of the proposal for a pavement replacement of SR 1. This report includes relevant background data associated with the development of this project's recommended improvements. This report also provides recommendations and conclusions that will serve as a guide for preparing ongoing environmental studies and subsequent design.

PROJECT LOCATION

The project is located on SR 1, from 4.30 miles south of SR 8 to 3.12 miles south of SR 8, a distance of 1.1 miles (RP 173+38 to 174+48). The project is located within the town limits of St. Joe in DeKalb County, Indiana all within INDOT's Fort Wayne District.

Refer to **Appendix A** for maps further detailing the location of the project.

PROJECT NEED AND PURPOSE

The primary need for this project is to address the deteriorating pavement through the town of St. Joe. SR 1 is a major collector and is the primary route through the town. The pavement is coming to the end of its useful life, exhibited by moderate longitudinal and transverse cracking and an IRI only in the satisfactory range.

Another primary need for this project is to address deteriorating conditions of the sidewalk, curb, and storm sewer. Most of the curb ramps along this route do not appear to meet current standards. All curb ramps and sidewalk will be verified for ADA compliance. Existing curb ramps and sidewalks determined not to be in compliance will be reconstructed.

The purpose of this project will address the deteriorating pavement, sidewalk, curb, and storm sewer condition and reconstruct the roadway to meet current design standards.

PROJECT HISTORY, PRIOR STUDIES

In 2016, the Town of St. Joe completed a storm water study, prepared by Jones & Henry Engineers, to assess the existing drainage infrastructure and provide recommendations for improvements. There are no other known studies within this area.

The Storm Water Study is included in **Appendix C** of this report.

EXISTING FACILITY

See **Appendix A** for aerial mapping and **Appendix B** for ground-level photographs.

- **Roadway Classification and Speed Limit**

SR 1 is classified as an Urban Major Collector and has a posted speed limit of 35 mph within the proposed project limits from just south of CR 60 to Washington St. (SR 1). The speed limit decreases to 30 mph from Spencer St. (SR 1) to just east of Railroad St. and increases to 40 mph from just east of Railroad St. to the Bear Creek Bridge.

- **Roadway Cross Section**

SR 1

From the southern project limits to CR 60 (395 feet), SR 1 is a two-lane facility consisting of two 11'-0" travel lanes, one in each direction, with 1'-0" paved shoulders and open ditches for drainage. No pedestrian facilities exist in this section of the corridor. The existing right-of-way appears to be 30 ft east and west of the centerline of the roadway.

From CR60 to Washington St. (0.20 miles), SR 1 is a two-lane facility consisting of two 11'-0" travel lanes with 2'-0" paved shoulders and shallow swales for drainage. There is also a varying width grass buffer and 5'-0" sidewalk running along the west side of the roadway. The existing right-of-way appears to be 30 ft west and 20 ft east of the centerline of the roadway.

From Spencer St. to the CSX railroad tracks (0.44 miles), SR 1 is a two-lane facility consisting of two 11'-0" travel lanes, one in each direction, with 8'-6" wide parallel on-street parking lane on each side of the roadway. This section has curb, a 6'-0" to 9'-0" wide grass buffer, and a 5'-0" wide sidewalk along both sides of the roadway. Several curb ramps appear to meet ADA standards while some do not. Drainage inlets are present along the curb line. The existing right-of-way appears to be 35 ft east and west of the centerline of the roadway.

From the CSX railroad tracks to the Bear Creek Bridge (0.35 miles), SR 1 is a two-lane facility consisting of two 11'-0" travel lanes, one in each direction, with 1'-0" paved shoulders and open ditches for drainage. No pedestrian facilities exist in this section of the corridor. The existing right-of-way appears to be 25 ft east and west of the centerline of the roadway.

- **Existing Condition:**

The pavement on SR 1 was last resurfaced in 2007. The pavement has age related rutting that is approaching 0.20" and an IRI in the satisfactory range. There is moderate longitudinal and transverse cracking. The curbs and sidewalks are experiencing varying degrees of deterioration as well. Not all ramps are ADA compliant and are experiencing some cracking.

All of the intersections appear to have a sufficient turning radii. There is no deterioration in curbs or rutting in the turning radius due to substandard turning radii.

- **Cross Streets and Intersections**

At the south end of the project, SR 1 intersects with CR 60. SR 1 intersects with multiple local streets and alleys; Jefferson Street, Washington Street, S School Street, 4th Street, 3rd Street, Widney Street, Railroad Street, Mill Drive and Harrison Street. SR 1 is known as Spencer Street between County Road 60 and Washington Street. SR 1 is also known as Washington Street between Spencer Street and the end of the project. SR 1 crosses two tracks of the CSX Railroad between Railroad Street and Mill Drive. The intersection of Spencer St. and Washington St. is a 4-way stop-controlled intersection. All other intersections are two-way stop-controlled on the minor approaches.

- **Horizontal and Vertical Alignment**

At the beginning of the project, the existing horizontal alignment of SR 1, also known as Spencer Street, runs north and south, bearing approximately 1 degree west of north. SR 1 comes to a four way stop at Washington Street. SR 1 is also known as Washington Street for the remainder of the project limits. SR 1 then traverses east, bearing approximately 1 degree north of east. The road then traverses a reverse curve north and south of the CSX railroad crossing. In the middle of the reverse curve, the road crosses over two sets of railroad tracks. After the reverse curve, the route continues in an easterly direction, bearing roughly 5 degree south of east. The two existing horizontal curves have substandard radii. The curve south of the railroad tracks has a radius of 80 ft and the curve north of the tracks has a radius of 120 ft. Both curves meet criteria for 20 mph design speed vs. the required design speed of 30 mph.

The existing vertical alignment is relatively flat within the projects limits.

- **Land Use**

Land use within the project limits is primarily residential.

Residential and commercial properties stretch the length of the project on both sides of the centerline. There are forty-eight drive approaches and nine street approaches through the projects limits. Some of the properties have two drive approaches per property. Near the east end of the project there are several commercial properties on the south side of SR 1. The commercial properties include an auto repair, a bar/restaurant, and an amusement company.

- **Railroad Crossing**

The CSX Railroad crossing consists of two sets of tracks that cross SR 1. There are pavement markings and signs present to indicate a crossing is present. Traffic at the railroad tracks is controlled by grade crossing signals and gates, one on each approach. These tracks are identified as 505397 and the railroad crossing is identified as 155297M according to the Federal Railroad Administrations database. The railroad crossing appears to be in good condition.

- **Existing Utilities**

There are several utilities located within the project limits. However, there are no known high transmission gas lines, liquid fuel, or petroleum lines.

Beginning at the south end of the project, near the intersection of SR 1 and CR 60, overhead electric is present on the west side of the road. On the east side, an overhead communication line is present. Minor crossovers occur from east to west. A gas line is marked at the edge of the pavement on the east side of SR 1 with service lines crossing to the west. A water line and sanitary sewer are also present along the east side of the roadway.

Heading east from the intersection of SR 1 and CR 59 (Spencer Street and Washington Street), there is a water line located on the south side of the road with services crossing over to the north side of the road. The lighting alternates between the north and the south side of the road, powered from side streets and alleys. There are also some overhead crossings of electric facilities. A gas line is present on the south side of the road between Spencer St. and School St.

Between Railroad St. and Harrison St., a water line crosses from the east side of the road to the west. Overhead electric is present on the east side of the roadway.

From Harrison St. to the Bear Creek Bridge, overhead electric and communication lines and a buried fiber optic line are located on the north side of SR 1. A water line is present on the north side of the road and terminates approx. 675 ft east of Harrison St. A transmission electric line crosses over SR 1 at a substation located on the north side of SR 1. A sanitary sewer is present on the south side of the road with a lift station located approx. 800 ft east of Harrison St. A gas line and a buried communication line are present along the south side of the road.

The Utility Assessment is included in **Appendix C** of this report.

- **Existing Lighting, Signage, and Signals**

There are no traffic signals located within the project limits. Cobra head lights are present on wood poles throughout the project limits on both sides of the roadway.

Roadside sheet signage is present throughout the project corridor. There is one solar flashing beacon located just north of CR 60. There are no overhead signs within the project limits.

- **Existing Bridge Structures**

There are no existing bridge structures within the project limits. However, there is a bridge, structure number 1-17-6096, present immediately east of the eastern terminal of the project. No work will be done to the bridge as part of this project.

- **Existing Drainage**

Drainage within the project limits is primarily by sheet flow. The roadway segment from Spencer St. to Railroad St. is curbed with drainage inlets along both sides of the roadway. A 12 inch enclosed storm sewer is located under the northbound/eastbound travel lane of the roadway. The storm sewer appears to outlet at the eastern limit of this segment. The remainder of the project limits sheet flows to open ditches and swales. A 12 inch culvert

crosses SR1 just south of the railroad crossing and will be replaced and sized appropriately with the project.

- **Environmental**

An environmental red-flag investigation has been completed for this project. The purpose of this investigation was to gain an understanding of the environmental condition of the area and to identify areas that may require additional environmental investigation. Areas of investigation included infrastructure, hazardous material sites, hydrology, geology, natural heritage data, and historic resources.

The results of the investigation are summarized below. The Red Flag Investigation and maps are included in **Appendix C**.

- Infrastructure

- Two religious facilities are within a half mile radius of the project area. St. Mark Lutheran Church is located immediately south of the project area in the southwest quadrant of the intersection of SR 1 and 3rd St. No impact is expected; however, coordination with the St. Mark Lutheran Church will occur.
- One cemetery is located within a half mile radius of the project area. Riverside Cemetery is located 0.22 miles east of the project area. No impact is expected.
- One school is located within a half mile radius of the project area. Riverdale Elementary School is located immediately east of the southern portion of the project area. No impact is expected; however, coordination with the DeKalb County Eastern Community School District will occur.
- Four recreational facilities are within a half mile radius of the project area. The nearest facility is located immediately east of the southern portion of the project area and is associated with Riverdale Elementary School. No impact is expected; however, coordination with Riverdale Elementary School will occur.
- Two pipelines and two railroads are within a half mile radius of the project area. One pipeline is located adjacent to the project area and both railroads are located within the project area. Coordination with INDOT Utilities and Railroads should occur.
- Three trail segments are located within a half mile radius of the project area. The nearest trail segment is located 0.07 miles north of the project area. No impact is expected.
- One managed land is located within a half mile radius of the project area, located 0.25 miles east of the project area. No impact is expected.
- There are no recorded airports or hospitals within a half mile radius of the project.

- Hazardous Material Sites

- One State Cleanup site is located within the project area. Saint Joe Service Center, 315 Washington Street, Agency Interest (AI) ID #7834. According to documentation reviewed on the Indiana Department of Environmental Management (IDEM), this site is located within the project area at the intersection of State Road 1 and 4th Street. Analytical results from a recent Quarterly Monitoring Report, dated April 20, 2018, indicated contaminants of concern at the

site including benzene and naphthalene exist above IDEM Remediation Closure Guidelines (RCGs). If excavation occurs in this area, proper removal and disposal of soil and/or groundwater will be necessary. Therefore, coordination will be conducted with IDEM before site excavation occurs. Monitoring wells associated with the site may be within the right of way. If groundwater monitoring wells are encountered in the project area, they should be maintained in place. If they cannot be maintained, the contractor must contact the INDOT Project Manager who will notify the INDOT Permits Group. The INDOT Permits group will notify the permit holder that the well must be removed prior to construction. The permit holder is responsible for coordination with IDEM and the INDOT Permits group for replacement or relocation of the well. If a property owner cannot be found in connection with the monitoring well, then well abandonment will be included in the contract. All well abandonment activities must be completed by an Indiana Licensed Well Driller in accordance with IAC 312-13-10. Regardless of whether the well is abandoned by the contractor or the property owner, a record of well abandonment, including the well driller's license number, must be provided to the INDOT Project Manager once the well has been abandoned.

- Three LUST sites are located within the project area.
 - (1) Saint Joe Service Center, 315 Washington Street, AI ID #7834. According to documentation reviewed on the IDEM VFC, this site is also listed on the State Cleanup site database. See the listing of this site under the State Cleanup site database section for further information regarding contamination at this site. If excavation occurs in the area near this site, proper removal and disposal of soil and/or groundwater will be necessary. Therefore, coordination will be conducted with IDEM before site excavation occurs.
 - (2) Jack Freeman, Main Street, AI ID #3694. . No impact is expected.
 - (3) Jiggs Motor Service, SR 1, AI ID #3043. No impact is expected.
- One (1) Institutional Control site is located within the 0.5 mile search radius.

Vulcraft, 6610 County Road 60, AI ID #14861. This site is located approximately 0.49 mile southeast of the project area. No impact is expected.
- Three NPDES facilities are within a half mile radius of the project area. The nearest NPDES Facility, Saint Joe Service Center, 315 Washington Street, AI ID #7834, is located within the project area. This site is also listed on the State Cleanup site database. Coordination will be conducted with IDEM before site excavation occurs.
- Four NPDES Pipe locations are within a half mile radius of the project area. The nearest NPDES Pipe location, Saint Joe Service Center, 315 Washington Street, AI ID #7834, is located adjacent to the north boundary of the project area. This site is also listed on the State Cleanup site and NPDES facility databases. Coordination will be conducted with IDEM before site excavation occurs.
- There are no recorded brownfield sites, corrective action sites, confined feeding operations, construction demolition, infectious/medical waste sites, underground storage tank sites, voluntary remediation program, notice of contamination sites, manufactured gas plant sites, open dump sites, restricted waste sites, seepage

waste sites, solid waste landfills, tire waste sites, waste transfer stations, RCRA waste treatment, storage, and disposal site (TSD/s), or superfund sites.

- Hydrology
 - Fifteen NWI-Line segments are located approximately 0.5 miles northeast of the project area. The NWI-Line is located within the proposed project area. A Waters of the US Report will be prepared and coordination with INDOT Ecology and Waterway Permitting will occur.
 - Two 303d Listed Streams are located within the half mile radius of the project. The nearest 303d Listed Stream is located 0.22 miles south of the project area. The 303d Listed Stream is mapped outside of the extent of the proposed project area; therefore, no impact is expected.
 - Fourteen river and stream segments are located within the half mile radius of the project. One river and stream segment is located within the project area. A Waters of the US Report will be prepared and coordination with INDOT Ecology and Waterway Permitting will occur.
 - Thirteen NWI-Wetlands are located within the half mile radius of the project. Three NWI-Wetlands are located within the project area. A Waters of the US Report will be prepared and coordination with INDOT Ecology and Waterway Permitting will occur.
 - Four lakes are located within the half mile radius of the project. The closest mapped lake is approximately 0.02 miles north of the project area. The lake is mapped outside of the extent of the proposed project area; therefore, no impact is expected.
 - There are five floodplain areas located within the half mile radius of the project. One floodplain is located within the project area. Coordination with INDOT Ecology and Waterway Permitting will occur.
 - There are no recorded NWI points, karst springs, historic canal structures, NWI lines, impaired IDEM 303d listed rivers and streams, historic canal routes, NPS NRI Listed, cave entrance densities, sinkhole areas, or sinking-stream basins.
- Geology
 - There are no recorded mines, on the surface or underground, petroleum wells, or petroleum fields within a half mile radius of the project.
- Natural Heritage Data
 - Review of the Indiana Natural Heritage Data Center indicated the presence of the endangered Indiana bat and Northern Long-Eared Bat within a half mile radius of the project area. As a result, preparation of the scoping worksheet for the Indiana bat and Northern Long-Eared Bat Range-Wide Programmatic Information Consultation will be required.
- Cultural Resources
 - There are no contributing resources located within the half mile radius of the project area. Coordination shall occur with the Miami Nation tribe if required.

FIELD CHECK

A field check meeting was held with American Structurepoint and INDOT Fort Wayne District personnel on August 3, 2018. The purpose of this meeting was to discuss the scope of the project. See **Appendix C** for scoping meeting minutes.

TRAFFIC DATA AND ANALYSIS

The Indiana Department of Transportation's Traffic Statistics Unit has provided the following current and projected traffic data. See **Appendix C** for traffic data.

AADT (2022): 2,050 VPD

AADT (2044): 2,440 VPD

DHV (2044): 225 VPD

Trucks: 6.63% DHV

CRASH DATA AND ANALYSIS

The ARIES Crash Data Report shows, from October 2014 thru September 2017, a total of 2 crashes involving 3 motor vehicles occurred on SR 1 within the project limits. Of the 2 crashes, there was one injury due to a medical emergency. After reviewing the crashes for trends, none were established. The RoadHat 3.0 Report for the road segment returned acceptable ICF and ICC ratings.

See **Appendix C** for summary of the crash data.

IDENTIFICATION OF ALTERNATIVES

The proposed project will follow the current INDOT Design Guidelines for 4R Projects. Chapter 53 of the INDOT Design Manual will be applicable to this project.

Alternate No. 1 – No Build (Existing to Remain in Place)

This alternate consists of leaving the corridor as is, with no corrective actions taken. With no improvements to the existing corridor, pavement conditions would continue to deteriorate and the areas of sidewalk and curb ramps would remain ADA non-compliant. Traffic patterns would not change. This alternate would not address the purpose and need as defined in this report. For these reasons, the No Build alternative was not further pursued.

Alternate No. 2 (Preferred) – Pavement Replacement, Small Town Project

This alternate would replace pavement, curbs, and replace ADA non-compliant sidewalk and curb ramps within the project limits. ADA compliant sidewalks and curb ramps not affected by the proposed construction will be retained. Storm sewer and curb inlets will be constructed through the full reconstruction limits. This alternate will add a minimum of 20 years of additional life to both the pavement and other infrastructure. INDOT has indicated that this is the preferred alternative.

ESTIMATED COSTS – PREFERRED ALTERNATIVE

Phase	Year	Cost Pavement Replacement
Preliminary Engineering	(2018)	\$ 696,500
Right of Way	(2020)	\$ 225,000
Utility Relocations	(2021)	\$ 300,000
Roadway Construction	(2021)	\$ 5,529,000
Railroad	(2021)	\$ 200,000
TOTAL SECTION COST		\$ 6,950,500

Refer to the preliminary project cost estimates in **Appendix D** for additional information.

DISCUSSION OF ALTERNATIVES AND IDENTIFICATION OF PROPOSAL

- **Design Standards**

Recommended Alternative: Described in the Project Recommendation Portion of this Report.

Geometrics: Current INDOT Design Standards for 4R Projects
INDOT Design Manual, Chapter 53

Functional Classification: Urban Major Collector (IDM Fig 53-8)

The project is classified as a rural collector on INDOT mapping. However, due to project location within the small town limits and the existing curbing present throughout much of the project, the design criteria for an urban collector is recommended.

Design Speed: 30 mph (From Spencer St. to just east of Railroad St.)
35 mph (From just south of CR 60 to Washington St.)
40 mph (From just east of Railroad St. to Bear Creek Bridge)

Posted Speed: 30 mph (From Spencer St. to just east of Railroad St.)
35 mph (From just south of CR 60 to Washington St.)
40 mph (From just east of Railroad St. to Bear Creek Bridge)

Terrain: Level
Clear Zone: 10'-0" from the edge of travel way
Lane Width: 11'-0" minimum; 12'-0" desirable
Curb Offset: 2'-0" minimum
Parking Lane: 8'-0" minimum; 11'-0" desirable

- **Proposed Roadway Typical Sections**

From the southern project limits to CR 60, SR 1 will be milled and resurfaced. The existing typical section consisting of two 11'-0" travel lanes, one in each direction, with 1'-0" paved shoulders will be maintained.

From CR60 to Washington St., SR 1 will be reconstructed and consist of two 11'-0" travel lanes with curb and gutter. A 5'-0" sidewalk with a 5'-0" grass buffer will be constructed on both sides of the roadway. However, due to potential utility conflicts and existing grades, 6'-0" curb face sidewalk may be required on the east side of the road. Drainage inlets and storm sewer will be constructed in this section.

From Spencer St. to just south of the CSX railroad tracks, SR 1 will be reconstructed and consist of two 11'-0" travel lanes, one in each direction, an 8'-0" wide parallel on-street parking lane, and curb and gutter on each side of the roadway. A 5'-0" sidewalk with a 6'-0" to 9'-0" grass buffer will be constructed on both sides of the roadway. Drainage inlets and storm sewer will be constructed in this section.

From just south of the CSX railroad tracks to just east of the St. Joe Mobile Home Trailer park, SR 1 will be reconstructed and consist of two 11'-0" travel lanes, one in each direction, with curb and gutter. A 6'-0" curb face sidewalk will be constructed on the west/north side of the roadway. Drainage inlets and storm sewer will be constructed in this section.

From just east of the St. Joe Mobile Home Trailer park to the Bear Creek Bridge, SR 1 will be milled and resurfaced. The existing typical section consisting of two 11'-0" travel lanes, one in each direction, with 1'-0" paved shoulders will be maintained.

All existing ADA compliant sidewalk and curb ramps not affected by the proposed construction will be retained. All existing crosswalk locations will be matched. Existing steps located between the back of the proposed curb and sidewalk will be reconstructed. Handrail will be added at step locations, if required.

During the Field Check meeting, it was noted that a potential abandoned coal vault may exist under the sidewalk at 207 Washington Street. Further coordination with the Town of St. Joe will be required to verify. If present, the existing sidewalk may need to remain in place or the vault will have to be appropriately backfilled and new sidewalk constructed.

See **Appendix D** for typical sections.

- **Hydraulic Recommendations**

A new storm sewer with drainage inlets shall be installed in curbed segments and spaced per INDOT guidelines. In non-curbed sections, new ditches and swales will be implemented, as needed, to propagate positive drainage. An existing 12 in. culvert that crosses SR 1 just south of the railroad tracks will be replaced and sized appropriately.

A drainage study that was recently prepared for the Town of St. Joe will be reviewed for applicability to this project and implemented as necessary. The Town prefers that the proposed

storm sewer network for SR 1 be extended south along 3rd Street and outlet directly into the St. Joseph River. Further coordination with the Town of St. Joe and INDOT will be required to determine the storm sewer outfall location and extent of additional work. The designer shall coordinate with IDEM, IDNR, and/or the Army Corps of Engineers, as applicable, to determine permitting needs.

- **Lighting, Signage, Utilities, and Railroads**

Existing roadway lighting are not expected to be impacted and will be maintained within the project limits.

Existing roadside signage shall be replaced within the project limits. If the existing solar flashing beacon located just north of CR 60 is impacted, it will be reset on a new foundation.

Underground and overhead utility relocations are anticipated within the project limits. The designer shall coordinate will INDOT and utility companies to determine the extent of such impacts and relocations. Storm sewer design should attempt to eliminate conflicts with underground gas, sanitary, and water facilities. Coordination should be made with municipal utilities to determine if the condition of water or sanitary facilities warrants relocation or replacement. Subsurface utility engineering, SUE, may be required to accurately locate existing utilities and identify potential conflicts.

The railroad signal pole located on the north/west side of SR 1 will be relocated further west to accommodate a proposed pedestrian crossing across the tracks. The designer shall coordinate with INDOT regarding impacts to the railroad signal and equipment. Railroad coordination will be required.

- **Intersection Improvements**

All existing intersections shall be maintained as part of the project, modified as necessary for incorporation of the proposed improvements. Existing stop control measures shall be retained throughout the corridor. The four-way stop controlled intersection of SR 1 and CR 59 will be reconstructed to accommodate WB-65 truck turning movements. Drive approaches which exceed INDOT requirements will be reduced to meet the maximum widths.

ENVIRONMENTAL CONCERNS

The environmental impacts of this project are minimal. Vegetative clearing is anticipated for trees that are in conflict with the project. The number to trees to be impacted will be determined in the design phase of the project. No significant impacts are anticipated to wetlands, streams or floodplains, despite their presence within the vicinity of the project limits. No change in the air quality, noise impacts or consumption of energy resources should occur.

The environmental area of potential effect must include the existing storm sewer outfalls as the project may require the storm sewer network to be increased in size.

One school is located near the beginning of the project. No specific impacts are anticipated to the school property.

Although wildlife population losses are not anticipated from this pavement replacement project, coordination with IDNR and USFWS will be needed regarding the potential for impacts to threatened and endangered species.

Further investigation will be needed for archeological and historic resources, for compliance with Section 106 of the National Historic Preservation Act. These investigation results will need to be coordinated with the INDOT Cultural Resources Office, the State Historic Preservation Officer, and other consulting parties as appropriate.

A Waters of the US Report will be required and coordination will need to occur with the INDOT Environmental Services Ecology and Waterway Permitting Office for potential impacts to waterway resources, including one NWI-Line, one river, three wetlands, and one floodplain within the project area.

Coordination with IDEM will be required during construction to address the potential contamination issues associated with one LUST site, one state clean-up site, one NPDES facility, and one NPDES pipe location. The above mentioned sites are located at 315 Washington Street at the St. Joe Service Center, near SR 1 and 4th Street. Proper removal and disposal of any excavated soil will be required as part of the project.

Construction impacts are usually of short duration, typically ending soon after the project is complete. The anticipated short-term construction related impacts would be mitigated by the completion of construction activities.

From analysis of these environmental impacts, it is anticipated that the pavement replacement project should not generate any significant impacts to human or natural environment. A Level 2 Categorical Exclusion Document is anticipated for the project.

SURVEY REQUIREMENTS

A topographic survey was completed by American Structurepoint in March 2018. Supplemental survey will be required once an acceptable outlet for the proposed storm sewer network is determined. A geotechnical investigation will be required to aid in the design process. The designer shall coordinate with the geotechnical engineer the during design phase.

RIGHT-OF-WAY IMPACTS

Reacquisition of existing right of way may be required at various locations within the project limits. Acquisition of permanent right of way could be necessary for corner cuts and storm sewer construction. Temporary right of way is anticipated for drive reconstruction and grading. A public informational meeting will be held and it is anticipated that a public hearing will be held.

TRAFFIC MAINTENANCE DURING CONSTRUCTION

Traffic shall be maintained by detour. The official State Detour will utilize I-69 and SR 8. Construction will be phased to minimize disruption to local traffic. A one-way travel lane will be provided during construction for local traffic to allow circulation within the town on SR 1 (Washington

Street) from CR 59 to Widney Street. Access to all properties along the project will be maintained during construction. Pedestrian detour routes shall be provided during construction to maintain pedestrian connectivity within the Town of St. Joe. Further coordination will occur with DeKalb County, the Town of St. Joe, and INDOT officials to finalize construction phasing and detour routes during design.

RELATED PROJECTS, CONSISTENCY

The subject project has a proposed letting date of 7/14/2021. A review of the current INDOT STIP and Eighteen Month Letting list identifies the following programmed projects within the vicinity of the subject project.

Des No	Route	Work Type	Location	Letting
1801102	SR 1	Small Structure Repair	Carries Wade Ditch, 4.63 Miles South of SR 8	2/5/2020

The design of this pavement replacement project shall be coordinated with the construction and maintenance of traffic activities of the above noted project, as necessary, as well as any other local projects within the Town of St. Joe.

COORDINATION

Coordination of the proposed project has been undertaken with the following divisions and District of the Indiana Department of Transportation:

- 1) INDOT Fort Wayne District (Susan Doell, Dave Somerlott, Doug Kelly, Cheryl Culler, Steve Seculoff, Jenny Bass)
- 2) Traffic Statistics Unit, Roadway Management – Crash & Traffic Data

CHANGES TO ENGINEER’S REPORT

Fort Wayne District Technical Services and Capital Program Management shall be consulted if deviation from the proposal is determined to be necessary during a later phase of project development. The person initiating changes shall route a memo detailing the changes, including justification for the change and the estimated cost difference, to the Fort Wayne District System Asset Manager, Scoping Manager and the Project Manager for concurrence.

RECOMMENDATIONS/CONCLUSIONS/CONCURRENCE

Based upon the collected data, site visits and the information gathered in this report, it is recommended – with District concurrence – that SR 1 to be improved by a full pavement replacement with new curb, storm sewer, and replacing non ADA compliant sidewalk and curb ramps. The project shall be designed using current INDOT design standards for 4R non-freeway projects. No adverse environmental impacts are anticipated as a result of this project.

Concurrence: Jenny Bass **Date:** 05/10/2019
Jenny Bass
Project Manager, INDOT

Concurrence: Susan J. Doell **Date:** 5/10/19
Susan Doell, P.E.
Scoping Manager, INDOT

Concurrence: Randall Post **Date:** 2019.06.14 11:46:34 -04'00'
Randall Post, P.E.
System Asset Manager, INDOT