

within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

### **What are the levels of concern for migratory birds?**

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

### **Details about birds that are potentially affected by offshore projects**

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

### **What if I have eagles on my list?**

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

### **Proper Interpretation and Use of Your Migratory Bird Report**

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no

data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

## WETLANDS

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

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

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

RIVERINE

- [R2UBH](#)

## **IPAC USER CONTACT INFORMATION**

Agency: HNTB Corporation  
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State: IN  
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Phone: 3179175328

## **LEAD AGENCY CONTACT INFORMATION**

Lead Agency: Federal Highway Administration



## United States Department of the Interior



### FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

April 11, 2022

Project code: 2022-0012143

Project Name: SR 15 at CR 146, Intersection Improvements (Des. 2000024)

Subject: Concurrence verification letter for the 'SR 15 at CR 146, Intersection Improvements (Des. 2000024)' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **SR 15 at CR 146, Intersection Improvements (Des. 2000024)** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

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

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

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

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

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

- Monarch Butterfly *Danaus plexippus* Candidate

## **Project Description**

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

### ***Name***

SR 15 at CR 146, Intersection Improvements (Des. 2000024)

### ***Description***

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving the intersection of State Route (SR) 15 and County Road (CR) 146 in Elkhart County.

The intersection improvement project is located on SR 15, 3.06 miles north of US 6 in Elkhart County. This section of SR 15 is a two-lane free flow, principal arterial running north-south. The CR 146 is a two-lane stop-controlled local road running east-west. The SR 15 and CR 146 intersection has significantly more crashes than the state average. The purpose of this project is to increase the safety of this intersection. The preferred alternative will be to install northbound and southbound left-turn lanes. There will be no work on any existing culverts or bridges.

There are multiple trees suitable for roosting by the Indiana Bat and Northern Long-Eared Bat along SR 15 within the project area. Approximately 0.09 acre of tree clearing is currently anticipated for this project. Tree clearing activities will take place during the inactive bat season. No mitigation is anticipated as part of this project. No permanent lighting is anticipated for this project, though temporary lighting may be necessary. Construction activities not associated with tree clearing and roadway work will not increase noise levels beyond what is typical for this location. A query of the USFWS Bat Database by INDOT Fort Wayne District staff conducted on December 6, 2021 did not identify any documented sites within 0.5 mile of the project area. Construction is anticipated to take place from September 2024 to July 2025.

# Determination Key Result

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

## Qualification Interview

1. Is the project within the range of the Indiana bat<sup>[1]</sup>?

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

**Automatically answered**

Yes

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

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

**Automatically answered**

Yes

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

*A) Federal Highway Administration (FHWA)*

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

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

No

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

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

No

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

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

No

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

No



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

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

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

*Yes*

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

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

*Yes*

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

*No*

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

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

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

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

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

*No*

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

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

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

*No*

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

*Yes*

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

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

*B) During the inactive season*

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

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

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

*No*

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

*Yes*

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

*B) During the inactive season*

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

*Yes*

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

*No*

20. Are *all* trees that are being removed clearly demarcated?  
Yes
21. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?  
No
22. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?  
No
23. Does the project include slash pile burning?  
No
24. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?  
No
25. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)  
No
26. Will the project involve the use of **temporary** lighting *during* the active season?  
Yes
27. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **temporary** lighting will be used?  
Yes
28. Will the project install new or replace existing **permanent** lighting?  
No
29. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?  
No
30. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?  
  
Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.  
Yes
31. Will the project raise the road profile **above the tree canopy**?  
No

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

**Automatically answered**

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

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

**Automatically answered**

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

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

**Automatically answered**

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

35. **General AMM 1**

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

Yes

36. **Tree Removal AMM 1**

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

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

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

Yes

37. **Tree Removal AMM 3**

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

Yes

38. **Tree Removal AMM 4**

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

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

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

Yes

39. **Lighting AMM 1**

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

Yes

## Project Questionnaire

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

N/A

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

N/A

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

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

0.09

## Avoidance And Minimization Measures (AMMs)

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

### LIGHTING AMM 1

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

#### TREE REMOVAL AMM 2

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

#### TREE REMOVAL AMM 3

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

#### TREE REMOVAL AMM 4

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

#### GENERAL AMM 1

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

#### TREE REMOVAL AMM 1

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

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

This key was last updated in IPaC on January 26, 2022. Keys are subject to periodic revision.

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

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

## **IPaC User Contact Information**

Agency: Indiana Department of Transportation  
Name: Jessica Poiry  
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State: IN  
Zip: 46808  
Email: [jpoiry@indot.in.gov](mailto:jpoiry@indot.in.gov)  
Phone: 2603997348

## **Lead Agency Contact Information**

Lead Agency: Federal Highway Administration



**RECORD OF TELEPHONE CALL**



<b>JOB NO.</b>	79749	<b>DATE</b>	9-1-2023
<b>CALL TO</b>	<u>Mackenzie Knotts</u>	<b>OF</b>	<u>HNTB Indiana</u>
<b>CALL FROM</b>	<u>Paul Penrose</u>	<b>OF</b>	<u>New Paris Chamber of Commerce</u>

**SUBJECT DISCUSSED**

At approximately 3:37 p.m. on September 1, 2023, Paul Penrose from New Paris Chamber of Commerce called Mackenzie Knotts of HNTB to discuss the SR 15 and CR 146 Intersection Improvement Project. Mr. Penrose indicated he had received the early coordination letter and confirmed that he had no comment on the project and does not foresee any impacts.

**ACTION TO BE TAKEN**

N/A

**COPY TO:** File

**NOTE:** This record needs to be retained in the master file.

## APPENDIX D: SECTION 106 OF NHPA

# Minor Projects PA Project Submittal and Assessment Form

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## SECTION 1

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

### **Part 1: Project Information-Completed by Applicant (Consultant/PM/Project Sponsor/INDOT District Staff)\***

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

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**Original Submission Date:** July 26, 2022

**Amended Submission Date\*:**

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

**Submitted By (Provide Name and Firm/Organization):** Christine Meador, HNTB Corporation

**Project Designation Number:** Des. No.: 2000024

**Route Number:** State Road (SR) 15 at CR 146

**Feature crossed (if applicable):** NA

**City/Township:** New Paris/Jackson Township

**County:** Elkhart

### **Project Description:\***

*\*Provide a full project description—include the same level of specificity and detail as expected in the NEPA document—in order to ensure a timely review by INDOT-CRO staff. For bridge and culvert projects, include specific details on the rehab or replacement including potential changes to width, height and materials. Be sure to include the specific elements listed below as applicable.*

This project is located on SR 15, 3.1 miles north of US 6 in Jackson Township, Elkhart County. More specifically, this project is located in Sections 9 and 16, Township 35 North, Range 6 East, in Jackson Township, Indiana.

Existing Conditions: SR 15 is a two-lane free flow, principal arterial running north-south. CR 146 is a two-lane stop controlled road running east-west.

Proposed Project: The preferred alternative is to construct a northbound and southbound left turn lane and a southbound right turn lane along SR 15. Each turn lane will have 50 feet of storage, and 480 feet of deceleration lane for a total length of 530 feet. The southbound taper to accommodate the southbound turn lane will require 1,440 feet of roadway work. The northbound taper to accommodate the right and left turn lanes will require 1,216 feet of roadway work. Turn lanes will utilize the existing shoulder to the extent possible. See Attachments for details. No trees will be cleared as part of this project. Guardrail will be replaced as needed.

Maintenance of Traffic: During construction, traffic will be maintained along SR 15 through construction with lane closures or lane shifts and flagging and will be completed in phases. Widening will be performed on one side at a time, while maintaining one lane of traffic in all four directions. CR 146 at SR 15 will be closed during construction and a local detour will be utilized.

**Minor Projects PA Project Submittal and Assessment Form**

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**If the project includes any curb, curb ramp, or sidewalk work, please specify the location(s) of such work:** The project does not include any curb, curb ramp, or sidewalk work.

**For bridge or small structure projects, please list feature crossed, structure number, NBI number, and structure type:** No existing culverts have been noted. The existing ditches will be relocated and widened. There is an existing bridge approximately 1,400 feet south of the intersection. The project tapers for the added turn lanes to the north of the bridge and will avoid any work on the bridge.

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

- Yes                       No

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

- Yes                                       No

**Inventory Page #** \_\_\_\_\_

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

- Yes                                       No

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

- Permanent                                       Temporary                                       Reacquisition

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

The current INDOT right-of-way is the edge of pavement. The project will require the acquisition of 0.010 acre of temporary right-of-way and 5.254 acres of permanent right-of-way including reacquisition of apparent existing right-of-way. INDOT proposes to acquire all of the apparent existing right-of-way between the roadway and the railroad embankment to the east. For details on the location and amount of right-of-way in each quadrant see below and the attachments.

Right-of-Way Type	Amount	Location
Temporary	0.010	Driveway reconstruction 1060 feet south of CR 146 on west side of SR 15
Permanent	0.810	West of SR 15 north of CR 146
Permanent	0.873	West of SR 15 south of CR 146
Permanent	1.692	East of SR 15 south of CR 146, includes all area between roadway and railroad right-of-way
Permanent	1.879	East of SR 15 north of CR 146, includes all area between roadway and railroad right-of-way
<b>Total</b>	<b>5.264</b>	

## Minor Projects PA Project Submittal and Assessment Form

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

Yes  No

Archaeology (check one):

**All proposed activities are presumed to occur in previously disturbed soils\***  
*\*INDOT-CRO will notify you if project area includes undisturbed soils and requires an archaeological reconnaissance.*

**Project takes place in undisturbed soils and the archaeology report is included in submission or will be forthcoming\***

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

Please specify all applicable categories and condition(s) (highlight applicable conditions in yellow)\*:

*\*Include full category text, including any conditions. INDOT-CRO will finalize categories upon their review.*

**Category A-4:** Roadway work associated with surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking within previously disturbed soils where replacement, repair, or installation of curbs, curb ramps or sidewalks will not be required.

**Category A-6:** Repair, replacement, or upgrade of existing safety appurtenances such as guardrails, barriers, glare screens, and crash attenuators in previously disturbed soils.

**Category B-3:** Construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, acceleration and deceleration lanes) and shoulder widening under the following conditions [BOTH Condition A, which must be satisfied]:

### Condition A (Archaeological Resources)

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

i. Work occurs in previously disturbed soils; OR

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

### Condition B (Above-Ground Resources)

Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

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

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

## Minor Projects PA Project Submittal and Assessment Form

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### Part II: Completed by INDOT-CRO

*Amendments will be shown in red font.*

#### Information reviewed (please check all that apply):

- General project location map  USGS map  Aerial photograph  Soil survey data   
General project area photos  Archaeology Reports  Historic Property Reports   
Indiana Historic Buildings, Bridges, and Cemeteries Map/Interim Report   
Bridge inspection information/BIAS  Historic Bridge Inventory Database   
SHAARD  SHAARD GIS  Streetview Imagery  County GIS Data/Property Cards

**Other (please specify):** Project information, photos, and maps provided by Cultural Resources Analysts, Inc. on March 16, 2023, and on file at INDOT-CRO.

Lawhorn, Ashley

2023 A Phase Ia Archaeological Reconnaissance for the Proposed Road Improvements Along SR 15, 3.1 Miles North of US 6 in Elkhart County, Indiana (INDOT Des. No. 2000024). Report on file, Indiana Department of Transportation, Cultural Resources Office, Indianapolis, IN.

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

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

#### Additional Comments:

##### Above-ground Resources

An INDOT-CRO historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 performed a desktop review. The project occurs in an area of mixed use, composed primarily of agricultural, commercial and residential uses outside of New Paris.

The State and National Register of Historic Places was referenced for Elkhart County. There are no listed properties in the project area.

The Indiana Historic Sites and Structures Inventory (IHSSI) was checked via the Indiana Historic Building, Bridges and Cemeteries Map (IHBBCM) and the State Historical Architectural and Archaeological Research Database (SHAARD). There are no surveyed properties in the project area.

The QP historian also accessed aerial maps and street-level imagery to determine if any properties not previously surveyed are located in the project area. There is a mix of property types in the project area. Primarily, at the northeast corner of SR 15 and CR 146 is a large granary and to the southeast corner are commercial buildings

## Minor Projects PA Project Submittal and Assessment Form

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related to a printing press. One of these structures is an interesting mid-twentieth century commercial building. This building faces CR 146 and is separated from the project by a parking lot and a railroad track. Therefore, since it will not be affected, even if National Register eligible, it will not be further investigated for eligibility. On the west side of SR 15 is an electrical substation and agricultural fields. No other properties in the project area appear to have the prerequisite significance or integrity to be considered National Register eligible.

Therefore, based on these reasons there are no above-ground resource concerns.

### Archaeological Resources

An INDOT-CRO archaeologist who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 reviewed the Phase Ia archaeological reconnaissance submitted by Cultural Resources Analysts, Inc. on behalf of HNTB Corporation (Lawhorn 2023).

A 5.42-acre survey area was examined through a combination of systematic shovel probing (n=77), pedestrian survey, and visual inspection of disturbed areas. The area encompassing the intersection of SR 15 and CR 146 has been previously disturbed from the roadway construction, paved driveways, drainage ditches, roadside embankments, buried utilities, and the present railroad within the survey area. The entire survey area was subject to visual inspection for obvious disturbance and shovel testing in 15 m intervals. Portions of the west side of SR 15 was subject to pedestrian survey at 5 m intervals due to having 50-60 percent visibility. No archaeological sites were documented as a result of the survey and no further investigation is recommended (Lawhorn 2023).

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

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

**INDOT-CRO staff reviewer(s):** Patrick Carpenter, Matt Coon, and KayLee Blum

INDOT Approval Date: 5/16/2023

Amendment Approval Date (if applicable):

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

---

### **Please attach the following to this form:**

- **General Location Map.** This map should allow the INDOT-CRO reviewer to quickly locate the project.
- **Aerial photography map(s) of project area.** This map must include project limits. It may also include SHAARD data, but SHAARD data is not required.
- **If bridge or small structure project, please attach photographs of bridge or small structure.** Photographs can be found in inspection reports located in INDOT's Bridge Inspection Application System (BIAS), as well as other project documents, such as engineering assessments or mini-scopes.

## Minor Projects PA Project Submittal and Assessment Form

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Map depicting potential temporary and/or permanent right-of-way acquisitions. In the email submission to INDOT-CRO, please also include:

- **A GIS polygon shapefile or KMZ file of the project area** (shapefiles are preferred). Shapefiles should use “NAD\_1983\_UTM” projected coordinate system. In addition, these files should contain the following *text* attribute field: DES\_NO. The project designation number should be entered in this field.
- **If the project takes place in undisturbed soils, attach the results of the archaeological investigation, if completed.** *Note: The MPPA Submission Form may be submitted before the archaeology report. INDOT-CRO staff will process the above-ground portion of the form in advance of the archaeological portion of the form. However, a completed determination form will not be returned to the applicant until after the archaeology report has been reviewed and approved by INDOT-CRO.*



**From:** [Blum, Kaylee](#)  
**To:** [Alyssa Reynolds](#)  
**Cc:** [Coon, Matthew](#); [Branigin, Susan](#); [Christine Meador](#); [Elizabeth Heavrin](#); [Lisa Kelley](#); [Andrew Martin](#); [Blum, Kaylee](#)  
**Subject:** RE: SR 15 Road Improvement Project, Des 200024, Elkhart County, Phase 1A Approval  
**Date:** Tuesday, May 16, 2023 1:54:47 PM  
**Attachments:** [image005.png](#)  
[image009.png](#)

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Good afternoon,

Thank you for providing the ASR and related materials for our review of this project under the MPPA. We have determined that B-3 of the MPPA is applicable, and therefore no further Section 106 work is necessary. The completed determination form is available in ProjectWise for use in the CE document:

[SR15RoadImprovements\\_Des2000024\\_MPPA Determination Form\\_B3\\_2023-5-16.docx](#)  
[SR15RoadImprovements\\_Des 2000024\\_Phase1a\\_2023-5-16 signed.pdf](#)

The revised archaeological report has been reviewed and approved by INDOT-CRO. Please forward one hard copy and one PDF copy of the report to DHPA, indicating that the project qualified as a Minor Project and therefore the report is for their records only and no formal review is required under Section 106. In addition, we ask that a copy of the DHPA submittal be sent to INDOT-CRO c/o KayLee Blum during the time of submission and that the archaeological report be posted to IN SCOPE for a 30-day review period.

Please keep in mind that if the scope of the project or the project limits should change, our office will need to re-examine the information to determine whether the MPPA still applies. Please do not hesitate to contact us should you have any questions or need additional information.

Best,

**KayLee A. Blum, M.S.**

**Archaeologist**

Indiana Department of Transportation, Cultural Resources Office  
100 North Senate Ave., N758 — Environmental Services  
Indianapolis, IN 46204

**Office:** (317) 439-3337

**Email:** [kblum@indot.in.gov](mailto:kblum@indot.in.gov)





# INDIANA ARCHAEOLOGICAL SHORT REPORT

State Form 54566 (R3 / 3-22)

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

402 West Washington Street, Room W274

Indianapolis, Indiana 46204-2739

Telephone Number: (317) 232-1646

Fax Number: (317) 232-0693

E-mail: [dhpa@dnr.IN.gov](mailto:dhpa@dnr.IN.gov)

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

Name(s) of author(s) Ashley Lawhorn		Date (month, day, year) May 16, 2023
Title of project A Phase Ia Archaeological Reconnaissance for the Proposed Road Improvements Along SR 15, 3.06 Miles North of US 6 in Elkhart County, Indiana (INDOT Des. No. 2000024)		
This document is being used to report on the results of: <input type="checkbox"/> Records check only <input checked="" type="checkbox"/> Records check and Phase 1a archaeological reconnaissance <input type="checkbox"/> An addendum to a previous archaeological report. For an addendum, provide the following information.		
Name(s) of author(s) of previous report N/A		
Title of previous report N/A		
Date of previous report (month, day, year) N/A	DHPA number N/A	

### PROJECT OVERVIEW

Description of project  
 The Indiana Department of Transportation (INDOT) is proposing roadway improvements along SR 15 at the intersection of CR 146, 5.0 km (3.1 mi) north of US 6 in Elkhart County, Indiana (Figures 1 and 2). The current configuration of SR 15 is a two-lane, free flow, principal arterial road running north-south. CR 146 is a two-lane, stop-controlled road running east-west. The projected alternative is to construct a northbound and southbound left turn lane and a northbound right turn lane along SR 15. Each turn lane will have 15 m (50 ft) of storage and 146 m (480 ft) of deceleration lane for a total length of 162 m (530 ft). The southbound taper to accommodate the southbound turn lane will require 439 m (1,440 ft) of roadway work. The northbound taper to accommodate the right and left turn lanes will require 371 m (1,216 ft) of roadway work. Turn lanes will utilize the existing shoulder to the extent possible. Additionally, guardrails will be replaced as needed. The project will require the acquisition of 0.004 ha (0.010 acre) of temporary right-of-way (ROW) and 2.131 ha (5.265 acres) of permanent ROW. The survey area for the roadway improvements encompasses 2.19 ha (5.42 acres) of residential lawns, paved roadway, agricultural fields, and road ROW (Figure 3).

INDOT designation number(s) 2000024	Project number CRA No. I220449; Contract Publication Series No. 22- 485	DHPA number ER-24387	DHPA plan number N/A
Prepared for: (Company / Institution / Agency) HNTB Corporation			
Name of contact Christine Meador			
Address (number and street, city, state, and ZIP code) 111 Monument Circle, Suite 1200 Indianapolis, IN 46204			
Telephone number (317) 636-46204	E-mail address cmeador@hntb.com		
Name of principal investigator Lisa J. Kelley			
Name of company / institution Cultural Resource Analysts, Inc.			
Address (number and street, city, state, and ZIP code) 201 Northwest Fourth Street, Suite 204. Evansville, Indiana 47708			
Telephone number (812) 253-3009	E-mail address ljkelley@crai-ky.com		
Signature of principal investigator (Required) 			Date (month, day, year) May 16, 2023

### PROJECT LOCATION

County Elkhart	USGS 7.5' series topographic quadrangle Milford	Civil township Jackson
<b>Legal Location</b>		
Grid alignment NW		

## APPENDIX E: RED FLAG AND HAZARDOUS MATERIALS



# INDIANA DEPARTMENT OF TRANSPORTATION

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

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

**Eric Holcomb, Governor**  
**Michael Smith, Commissioner**

Date: May 12, 2022

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

From: Landon Little  
HNTB Corporation  
111 Monument Circle, Suite 1200  
Indianapolis, Indiana 46204  
Ltlittle@hntb.com

Re: RED FLAG INVESTIGATION  
DES # 2000024, State Project  
Intersection Improvement  
SR 15 at CR 146, 3.1 Miles North of US 6  
Elkhart County, Indiana

## PROJECT DESCRIPTION

Brief Description of Project: The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving the intersection of State Road 15 (SR 15) and County Road 146 (CR 146). The intent of the project is to improve the safety of the intersection, as the intersection has significantly more crashes than the state average. The existing condition includes one 12 foot lane in each direction and a 10 to 12 foot shoulder on SR 15. The intersection is controlled with a two way stop sign. The proposed improvements include the addition of northbound and southbound left turn lanes. A southbound right turn lane and storm sewer drains will also be installed.

One existing bridge (015-20-00724 B) is located within the project area. The prestressed concrete box beam bridge carries SR 15 over Whitehead Ditch, 0.3 mile south of the SR 15 and CR 146 intersection. This bridge will not be impacted by the lane shift. The proposed lane shift taper passes the bridge and will need to be evaluated. Guardrails will be replaced as needed. Grading new ditches may be required to perpetuate the existing drainage patterns.

Bridge Work Included in Project: Yes  No  Structure #(s) \_\_\_\_\_

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

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

Culvert Work Included in Project: Yes  No  Structure #(s) \_\_\_\_\_

Proposed right of way: Temporary  # Acres \_\_\_\_\_ Permanent  # Acres \_\_\_\_\_, Not Applicable

Type and proposed depth of excavation: Excavation for roadway work is anticipated not to exceed 6 feet below existing ground surface for installation of storm sewers or ditches and guardrail.

Maintenance of traffic (MOT): Traffic will be maintained through construction with lane closures or lane shifts, and flagging and will be completed in phases. Widening will be performed on one side at a time, while maintaining one lane of traffic in all four directions.

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

State Project:  LPA:

Any other factors influencing recommendations:

**INFRASTRUCTURE TABLE AND SUMMARY**

<b>Infrastructure</b>			
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	<b>3*</b>	Recreational Facilities	<b>2</b>
Airports <sup>1</sup>	<b>1</b>	Pipelines	<b>1</b>
Cemeteries	<b>1*</b>	Railroads	<b>1</b>
Hospitals	<b>N/A</b>	Trails	<b>N/A</b>
Schools	<b>N/A</b>	Managed Lands	<b>1</b>

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

**Explanation:**

**Religious Facilities\*:** Three (3) unmapped religious facilities are located within the 0.5 mile search radius. The nearest religious facility is located 0.3 mile northeast of the project area. No impact is expected.

**Airports:** Although not located within the 0.5 mile search radius, one (1) public-use airport, Goshen Municipal Airport, is located within 3.8 miles (20,000 feet) of the project area. The public-use airport is located approximately 2.32 miles northeast of the project area; therefore, early coordination with INDOT Aviation will occur.

**Cemeteries:** One (1) cemetery is located within the 0.5 mile search radius. Although the map icon is located outside of the 0.5 mile search radius, New Paris Cemetery is located 0.46 mile northeast of the project area. No impact is expected.

**Recreational Facilities:** Two (2) recreational facilities are located within the 0.5 mile search radius. The nearest recreational facility, Sunnyside Park, is located 0.27 mile northeast of the project area. No impact is expected.

**Pipelines:** One (1) pipeline segment is located within the 0.5 mile search radius. Northern Indiana Public Service Co. is located 0.19 mile east of the project area. No impact is expected.

**Railroads:** One (1) railroad segment is located within the 0.5 mile search radius. Norfolk southern railroad is located adjacent to the project area. Standard coordination will occur with INDOT Utilities and Railroads by the Project Management Team or their consultant no later than the Ready for Contracts (RFC) date.

**Managed Lands:** One (1) managed land is located within the 0.5 mile search radius. Sunnyside Park is located 0.27 mile northeast of the project area. No impact is expected.

**WATER RESOURCES TABLE AND SUMMARY**

<b>Water Resources</b>			
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	<b>N/A</b>	Canal Routes - Historic	<b>N/A</b>
Karst Springs	<b>N/A</b>	NWI - Wetlands	<b>13</b>
Canal Structures – Historic	<b>N/A</b>	Lakes	<b>6</b>
NPS NRI Listed	<b>N/A</b>	Floodplain - DFIRM	<b>5</b>
NWI-Lines	<b>6</b>	Cave Entrance Density	<b>N/A</b>
IDEM 303d Listed Streams and Lakes (Impaired)	<b>3</b>	Sinkhole Areas	<b>N/A</b>
Rivers and Streams	<b>8</b>	Sinking-Stream Basins	<b>N/A</b>

If unmapped water features are identified that might impact the project area, direct coordination with INDOT ESD Ecology and Waterway Permitting will occur.

Explanation:

NWI-Lines: Six (6) NWI-Line segments are located within the 0.5 mile search radius. The nearest NWI-Line segment is located 0.49 mile west of the project area. No impact is expected.

IDEM 303d Listed Streams and Lakes (Impaired): Three (3) IDEM 303d Listed Streams and Lakes are located within the 0.5 mile search radius. The nearest IDEM 303d Listed Stream is located 0.49 mile west of the project area. No impact is expected.

Rivers and Streams: Eight (8) river and stream segments are located within the 0.5 mile search radius. One stream segment, Whitehead Ditch, flows through the project area. A Waters of the US Report will be prepared and coordination within INDOT Ecology and Waterway Permitting will occur.

NWI-Wetlands: Thirteen (13) wetlands are located within the 0.5 mile search radius. The nearest wetland is located 0.06 mile east of the project area. No impact is expected.

Lakes: Six (6) lakes are located within the 0.5 mile search radius. The nearest lake is located 0.29 mile northeast of the project area. No impact is expected.

Floodplain-DFIRM: Five (5) floodplain polygons are located within the 0.5 mile search radius. The nearest floodplain polygon is located 0.27 mile west of the project area. No impact is expected.

**MINING AND MINERAL EXPLORATION TABLE AND SUMMARY**

<b>Mining/Mineral Exploration</b>			
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	<b>N/A</b>	Mineral Resources	<b>N/A</b>
Mines – Surface	<b>N/A</b>	Mines – Underground	<b>N/A</b>

Explanation: There are no mining and mineral resources located within the 0.5 mile search radius.

**HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY**

<b>Hazardous Material Concerns</b>			
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	<b>N/A</b>	Manufactured Gas Plant Sites	<b>N/A</b>
RCRA Generator/ TSD	<b>N/A</b>	Open Dump Waste Sites	<b>N/A</b>
RCRA Corrective Action Sites	<b>N/A</b>	Restricted Waste Sites	<b>N/A</b>
State Cleanup Sites	<b>N/A</b>	Waste Transfer Stations	<b>N/A</b>
Septage Waste Sites	<b>N/A</b>	Tire Waste Sites	<b>N/A</b>
Underground Storage Tank (UST) Sites	<b>3</b>	Confined Feeding Operations (CFO)	<b>1</b>
Voluntary Remediation Program	<b>N/A</b>	Brownfields	<b>2</b>
Construction Demolition Waste	<b>N/A</b>	Institutional Controls	<b>2</b>
Solid Waste Landfill	<b>N/A</b>	NPDES Facilities	<b>3</b>
Infectious/Medical Waste Sites	<b>N/A</b>	NPDES Pipe Locations	<b>N/A</b>
Leaking Underground Storage (LUST) Sites	<b>2</b>	Notice of Contamination Sites	<b>N/A</b>

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

Explanation:

Underground Storage Tank (UST) Sites: Three (3) UST sites are located within the 0.5 mile search radius. One (1) UST site is located 0.23 mile northeast of the project area. No impact is expected.

Leaking Underground Storage (LUST) Sites: Two (2) LUST sites are located within the 0.5 mile search radius. One (1) LUST site is located 0.25 mile northeast of the project area. No impact is expected.

Confined Feeding Operations (CFO): One (1) CFO is located within the 0.5 mile search radius. The CFO is located 0.38 mile southeast of the project area. No impact is expected.

Brownfields: Two (2) Brownfields are located within the 0.5 mile search radius. The nearest brownfield, Nutritional Blending, Inc., AI # 104584, 68842 SR 15, New Paris, is located on the east side of the railroad tracks, which are adjacent to the project area to the east. CoCs on site were noted at the eastern side of the site and are at very low levels. IDEM listed this site as “relatively low risk” in a letter issued on April 24, 2012. No impact is expected.

Institutional Controls: Two (2) Institutional Controls are located within the 0.5 mile search radius. The nearest institutional control is located 0.25 mile northeast of the project area. No impact is expected.

NPDES Facilities: Three (3) NPDES Facilities are located within the 0.5 mile search radius. The nearest NPDES Facility is located 0.38 mile north of the project area. No impact is expected.

**ECOLOGICAL INFORMATION SUMMARY**

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

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The project area is located in a mixed rural, commercial, and residential area. The June 8, 2021, inspection report for Bridge # 015-20-00724 B states that no evidence of bats was seen or heard on the bridge. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

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

**INFRASTRUCTURE:**

Airports: One (1) public-use airport, Goshen Municipal Airport, is located 2.32 miles northeast of the project area. Early Coordination with INDOT Aviation will occur.

Railroads: One (1) railroad segment is located adjacent to the project area. Standard coordination will occur with INDOT Utilities and Railroads by the Project Management Team or their consultant no later than the Ready for Contracts (RFC) date.

WATER RESOURCES: A Waters of the US Report is recommended based on the presence of mapped features, and coordination with INDOT ESD Ecology and Waterway Permitting will occur for the following features:

- One (1) Stream segment, Whitehead Ditch, flows through the project area.

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

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

**Nicole Fohey**  
 Breting

Digitally signed by Nicole Fohey-Breting  
 Date: 2022.05.12 15:22:59 -04'00'

INDOT ESD concurrence: \_\_\_\_\_ (Signature)

Prepared by:  
Landon Little  
Scientist  
HNTB Corporation



**Graphics:**

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

SITE LOCATION: YES

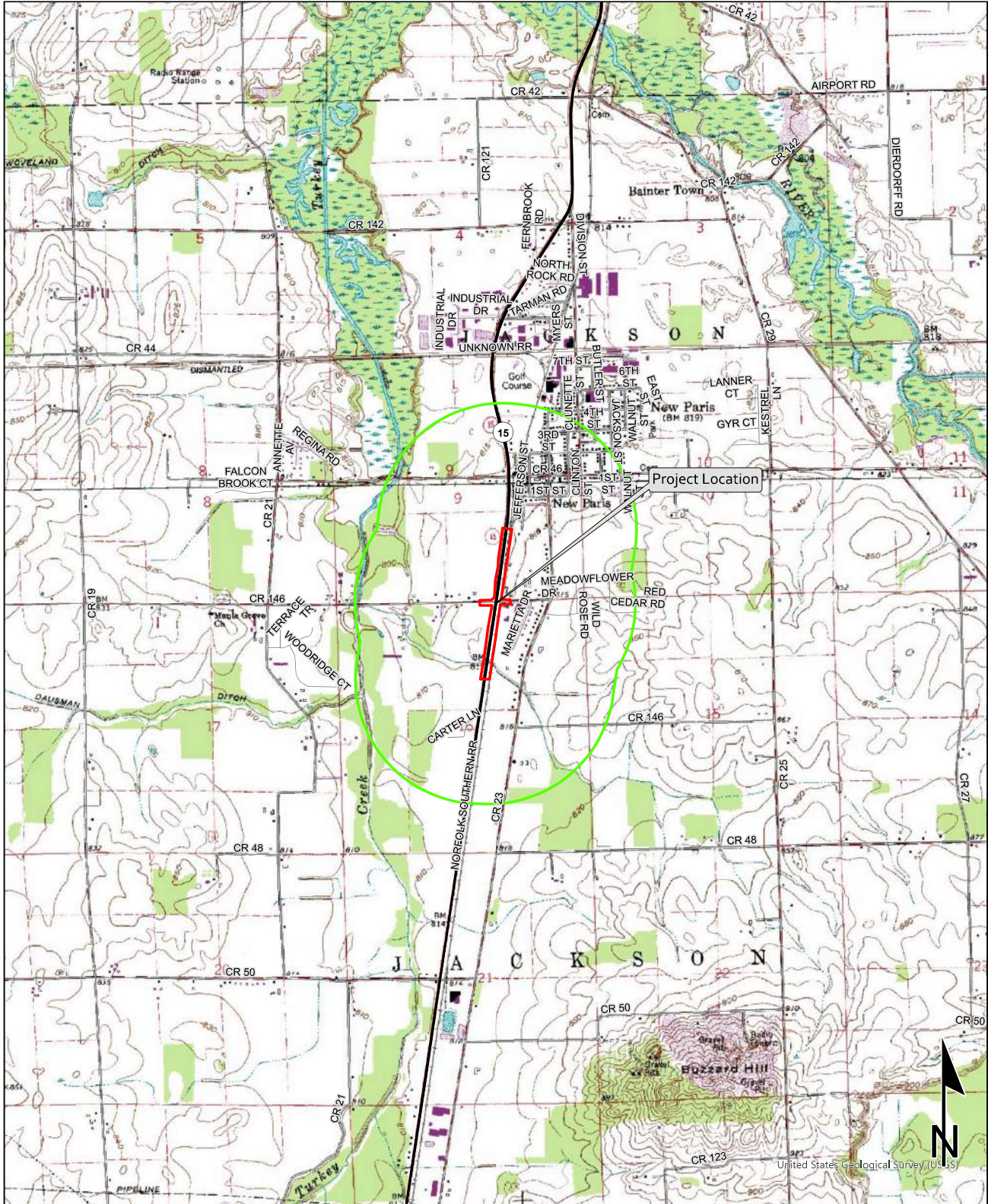
INFRASTRUCTURE: YES

WATER RESOURCES: YES

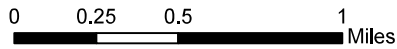
MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: YES

**Red Flag Investigation - Site Location**  
**SR 15 at CR 146, 3.1 Miles North of US 6**  
**Des. No. 2000024, Intersection Improvement Project**  
**Elkhart County, Indiana**



**Sources:**  
**Non Orthophotography**  
**Data** - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
**Map Projection:** State Plane Indiana West (FIPS 1301 Ft US)  
**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.

**MILFORD AND GOSHEN**  
**QUADRANGLES INDIANA**  
**7.5 MINUTE SERIES**  
**(TOPOGRAPHIC)**

# Red Flag Investigation - Infrastructures

## SR 15 at CR 146, 3.1 Miles North of US 6

### Des. No. 2000024, Intersection Improvement Project

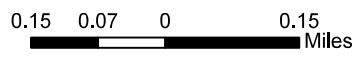
#### Elkhart County, Indiana



Indiana Office of Information Technology, Indiana University Spatial Data Portal, UTM, Wgs84, etc.

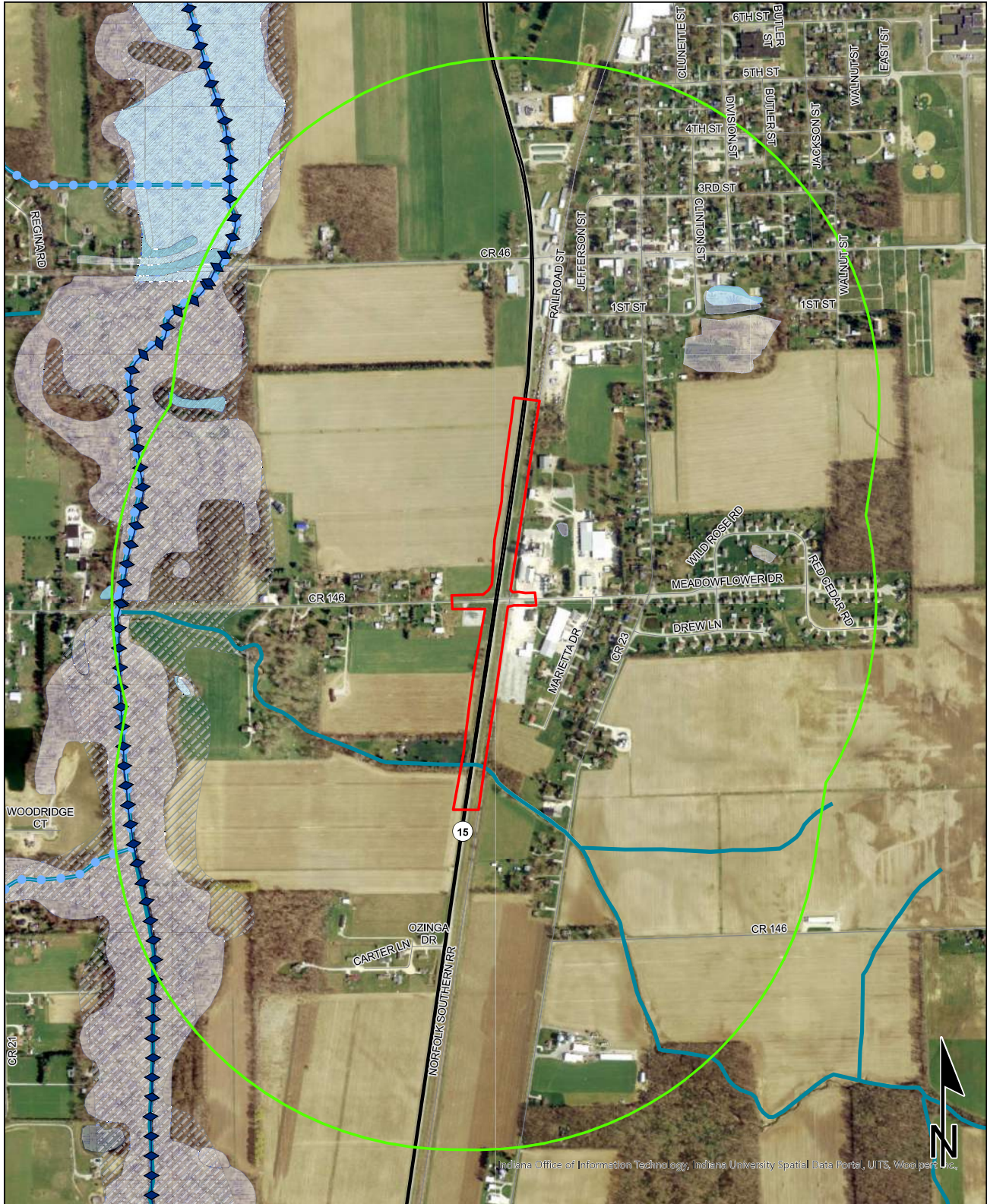
**Sources:**  
**Non Orthophotography**  
**Data** - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83

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



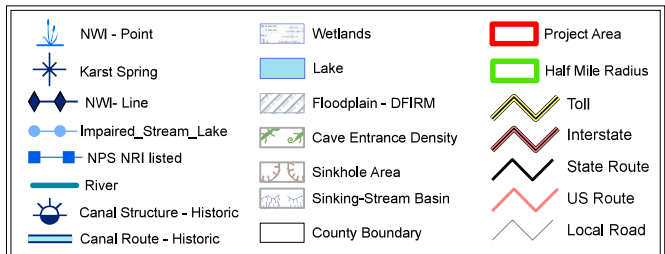
	Religious Facility		Recreation Facility		Project Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Local Road

Red Flag Investigation - Water Resources  
 SR 15 at CR 146, 3.1 Miles North of US 6  
 Des. No. 200024, Intersection Improvement Project  
 Elkhart County, Indiana



**Sources:**  
 Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library  
 Orthophotography - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://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.**

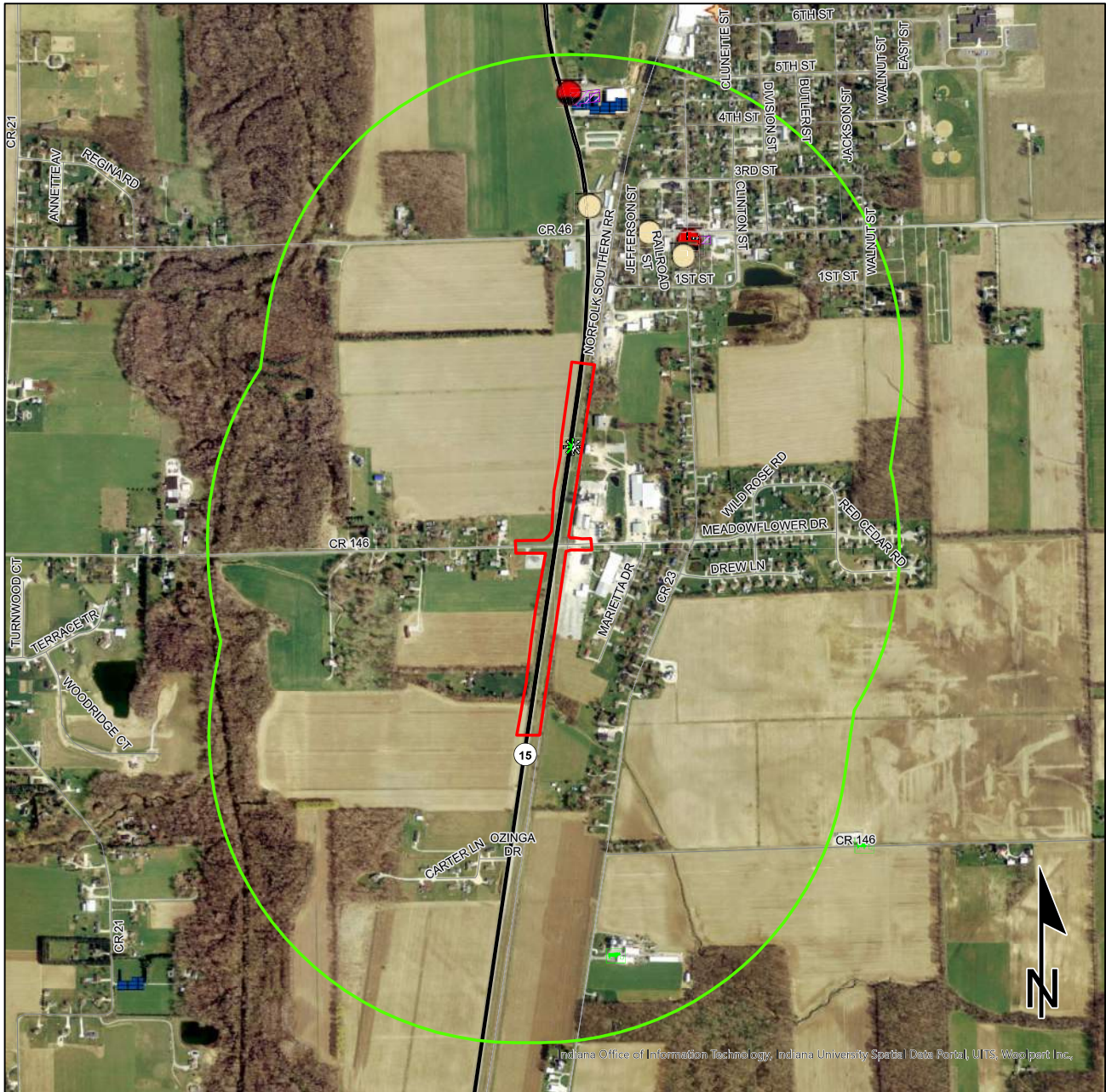


# Red Flag Investigation - Hazardous Material Concerns

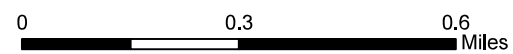
## SR 15 at CR 146, 3.1 Miles North of US 6

### Des. No. 2000024, Intersection Improvement Project

#### Elkhart County, Indiana



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



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.indianamap.org](http://www.indianamap.org))  
 Map Projection: UTM, Zone 16 N, Map Datum: NAD83

## APPENDIX F: Water Resources

*Mary M. Moffett*  
Approved 8/18/22

# Waters of the U.S. Report

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SR 15 AT CR 146

INTERSECTION IMPROVEMENT PROJECT



ELKHART  
COUNTY

DES. NO.  
2000024

Note: Some pages have been removed for brevity. Additional graphics can be found in Appendix B

Prepared by:

**HNTB**

111 Monument Circle, Suite 1200  
Indianapolis, IN, 46204  
317.636.4682

**August 16, 2022**

# 1. PROJECT INFORMATION

Date of Field Reconnaissance: June 1, 2022

## 1.1 LOCATION

The project is located along SR 15 at CR 146 intersection, 3.1 miles north of US 6

- Section 9 and 16, Township 35 N, Range 6 E
- Milford Indiana, Quadrangle
- 41.493117, -85.834823 – NAD 1983

## 1.2 PROJECT DESCRIPTION

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) intend to proceed with a project involving the intersection at SR 15 and CR 146 in Elkhart County, Indiana. Proposed project activities include installing northbound and southbound left-turn lanes. There will be no work on any existing culverts or bridges.

# 2. DESKTOP RECONNAISSANCE

Desktop reconnaissance was conducted before completing the field evaluation to assess the project area for potential Waters of the United States. This research included a review of both historic and recent aerial imagery for any areas with the water signature or sharp change in vegetation, and these areas were then assessed during field reconnaissance. Natural Resources Conservation Service (NRCS) mapped soil units, National Wetlands Inventory (NWI) mapping, United State Geological Survey (USGS) topographic mapping, USGS Hydrography data, Federal Emergency Management Agency (FEMA) Floodplain mapping, Indiana Department of Natural Resources (IDNR) Floodplain Information Portal mapping, Indiana StreamStats, and local data when available were also reviewed during desktop research.

## 2.1 SOIL ASSOCIATIONS AND SERIES TYPES

According to the Soil Survey Geographic (SSURGO) Database for Elkhart County, Indiana, the soil series summarized in Table 1 are found within the SR 15 and CR 146 project area (Attachment Pages 8-11). No hydric soils were identified within the investigated area.

TABLE 1: SOIL CLASSIFICATIONS

Soil Name	Symbol	Description	Hydric Soil Category	Hydric Rating
Bristol Loamy Sand	BtxA	Very deep, excessively drained soils formed in sandy outwash on outwash plains, outwash terraces, or kames. Slope ranges from 0 to 2 percent.	Non-hydric	0%
Bronson Sandy Loam	BufA	Very deep, moderately well-drained soils formed in loamy and sandy materials overlying loamy sand or gravelly sand deposits on outwash plains, valley trains, and low-lying moraines. Slope ranges from 0 to 1 percent.	Predominantly Non-hydric	6%
Vistula Loamy Sand	VnxA	Very deep, well-drained soils formed in sandy outwash on outwash terraces and outwash plains. Slope ranges from 0 to 1 percent.	Non-hydric	0%



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## 2.2 NATIONAL WETLANDS INVENTORY

Based on the U.S. Fish and Wildlife National Wetlands Inventory (NWI) data ([www.fws.gov/wetlands/Data/State-Downloads.html](http://www.fws.gov/wetlands/Data/State-Downloads.html)), there are no wetland polygons mapped within the investigated area. The closest NWI, identified as a riverine (R2UBH) wetland, is located approximately 0.01 mile south of the investigated area (Attachment Page 6) and represents the channel of Whitehead Ditch which is tributary to Turkey Creek.

## 2.3 HYDROLOGY

The 12-digit Hydrologic Unit Code (HUC) for the entirety of the project area is #040500011709 which identifies the Swoveland Ditch-Turkey Creek Watershed. According to the Indiana Floodplain Information Portal, the project is not within a 100-year floodplain or regulatory floodway (<https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e>). According to the USGS StreamStats (<https://streamstats.usgs.gov/ss/>), the majority of the investigated area is within the watershed of the Whitehead Ditch located just south of the investigated area. The floodplain of Whitehead Ditch has not been delineated, but the stream has a drainage area of 2.448 square miles; therefore, the stream has a regulated floodway.

## 2.4 NATIONAL HYDROGRAPHY DATASET (NHD) FLOWLINES

NHD flowline data has been compiled by the USGS and made available for use in GIS. A review of the local-resolution NHD flowlines, current as of January 23, 2018, was completed as part of the desktop review. There are no NHD classified flowlines present within the investigated area.

## 2.5 REGULATED DRAINS

According to the Jackson Township Regulated Drains map obtained on the Elkhart County website (<https://surveyor.elkhartcounty.com/en/elkhart-county-regulated-drains/>), there are no county-regulated drains within the investigated area.

## 3. FIELD RECONNAISSANCE

HNTB Indiana staff performed a field review of the investigated area on June 1, 2022. The purpose was to determine the presence of Waters of the U.S. within the investigated area. HNTB Indiana staff collected data during the field review to appropriately characterize the investigated area and determine the presence or absence of jurisdictional waters. The field investigated area encompassed the area required for construction access. HNTB staff photographed select features and areas of interest throughout the investigated area. A photo location map and selected photographs are included as Attachment Pages 12-22.

The proposed investigated area was analyzed using the methods outlined in the Routine Determination, On-site Inspection Necessary procedure in the *Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory, 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual Northeast and Northcentral Region* (US Army Corps of Engineers, 2010). Identification indicator status of plant species utilized the 2020 Northeast and Northcentral Region National Wetland Plant List. Field GIS data was collected using ArcGIS Field Maps utilizing location services from Trimble® GNSS GPS with sub-meter accuracy.

## 4. WATERS

The June 2022 field reconnaissance for the SR 15 at CR 146 intersection improvement project did not locate any potential jurisdictional features. The investigated area consisted of mowed and maintained right-of-way for both SR 15 and the adjacent Norfolk Southern Railroad. No areas within the investigated area were identified as dominated by hydrophytic vegetation nor were any primary

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indicators of hydrology noted. The right-of-way was dominated by Kentucky bluegrass (*Poa pratensis*, FAC), tall false rye grass (*Schedonorus arundinaceus*, FACU), smooth brome (*Bromus inermis*, FACU), Virginia wild rye (*Elymus virginicus*, FACW), great ragweed (*Ambrosia trifida*, FAC), and goldenrod (*Solidago altissima*, FACU). Information obtained during the field investigation is provided in detail below.

#### 4.1 WETLANDS

No wetlands were observed within the investigated area during the June 2022 field review. The nearest NWI mapped, noted as a riverine wetland (R2UBH) wetland, is located south outside of the investigated area. This wetland was identified as Whitehead Ditch.

The investigated area consists of mowed and maintained roadway and railroad right-of-way, active agricultural land, or residential yard with constructed roadside ditches that drain the existing right-of-way south to Whitehead Ditch. The existing local topography is flat with the town of New Paris to the north and east of the investigated area and agricultural land to the west. Adjacent agricultural land appears to have field tiles and irrigation indicating well-drained soils are present. Mapped soils are predominantly non-hydric. Local topography and the presence of well-drained soils inhibit the formation of wetlands at this location. The vegetation throughout the investigated area was dominated by non-wetland species.

#### 4.2 STREAMS

No streams were observed within the investigated area during the June 2022 field review. The nearest stream, Whitehead Ditch, is located south of the investigated area. Whitehead Ditch was previously delineated as a jurisdictional stream by HNTB on November 1, 2018, under Des. No. 1801147.

#### 4.3 ROADSIDE DRAINAGE FEATURES

One roadside ditch, RSD-1, was observed within the investigated area during the June 2022 field review. RSD-1 was identified south of CR 146 on the west side of SR 15 draining south to Whitehead Ditch. This channel is a constructed trapezoidal ditch at the edge of the roadway embankment. The channel is fully vegetated and does not exhibit any characteristics associated with a jurisdictional waterway such as a defined bed and bank (Attachment Pages 15-22).

#### 4.4 OPEN WATERS

No open waters were observed within the investigated area during the June 2022 field review. The nearest NWI mapped open water is 0.16 mile east outside of the investigated area. This area is noted as a palustrine freshwater emergent persistent seasonally flooded (PEM1C) wetland. This area was identified in the field as the stormwater detention basin for Miller Poultry.

### 5. CONCLUSION

No potentially jurisdictional water features were identified within the investigated area during the June 2022 field review for the SR 15 and CR 146 intersection improvement project. One roadside ditch has been identified south of CR 146 and west of SR15 within the investigated area.

Every effort should be taken to avoid and minimize the impacts on potential off-site water resources. If construction exceeds the limits of the investigated area illustrated in this document, further field investigation will be needed. This report is this office's best judgment of water resources that are likely to be under federal jurisdictional.

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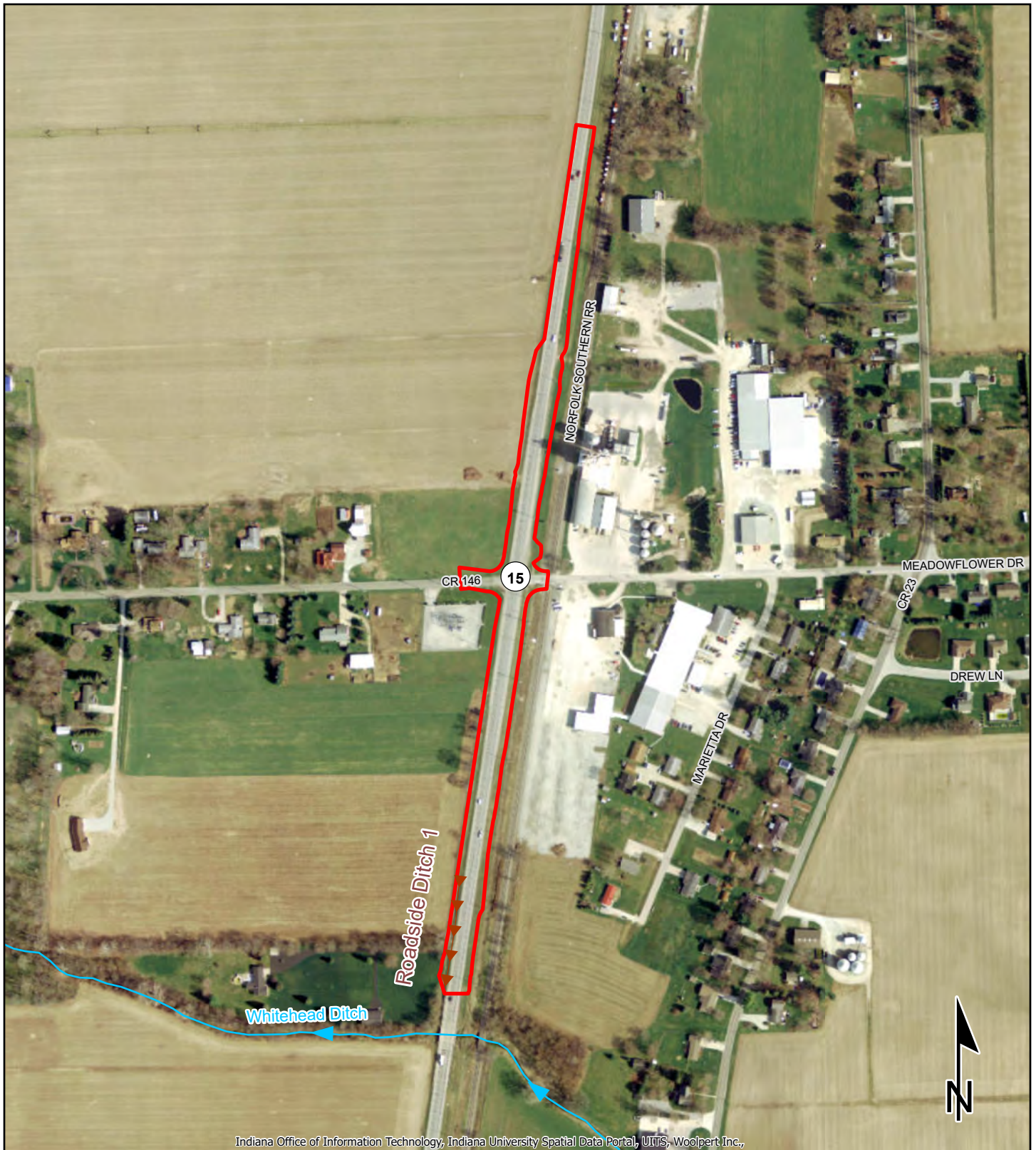
This waters determination has been prepared based on the best available information, interpreted in the light of the investigator's training, experience, and professional judgment in conformance with the 1987 *Corps of Engineers Wetlands Delineation Manual*, the appropriate regional supplement, the USACE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



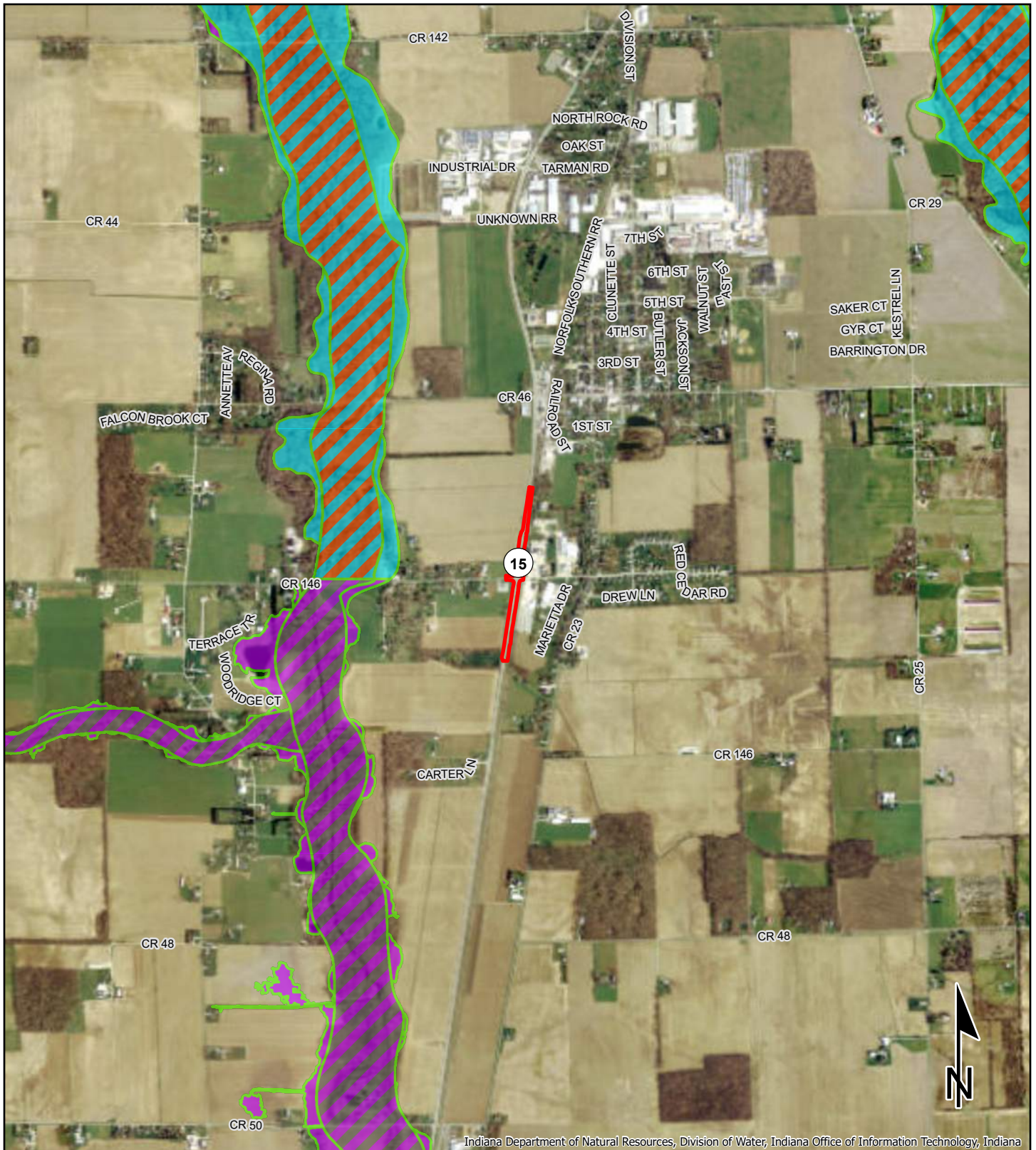
Landon Little, Environmental Planner II

PREPARERS:

HNTB Inc., Staff	Position	Contributing Effort
Christine Meador	Science Project Manager	Project Management
Landon Little	Environmental Planner II	Field Data Collection Report Preparation

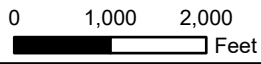


Investigated Area	<u>NHD Lines (Local Resolution)</u>	<p align="center"><b>Delineated Features Map</b>          SR 15 at CR 146, 3.1 Miles North of US 6          Intersection Improvement Project          Elkhart County, Indiana</p>	
Roadside Ditch	Stream/River		
<p align="center">0      200      400            Feet</p>		1 inch = 400 ft	



Indiana Department of Natural Resources, Division of Water, Indiana Office of Information Technology, Indiana

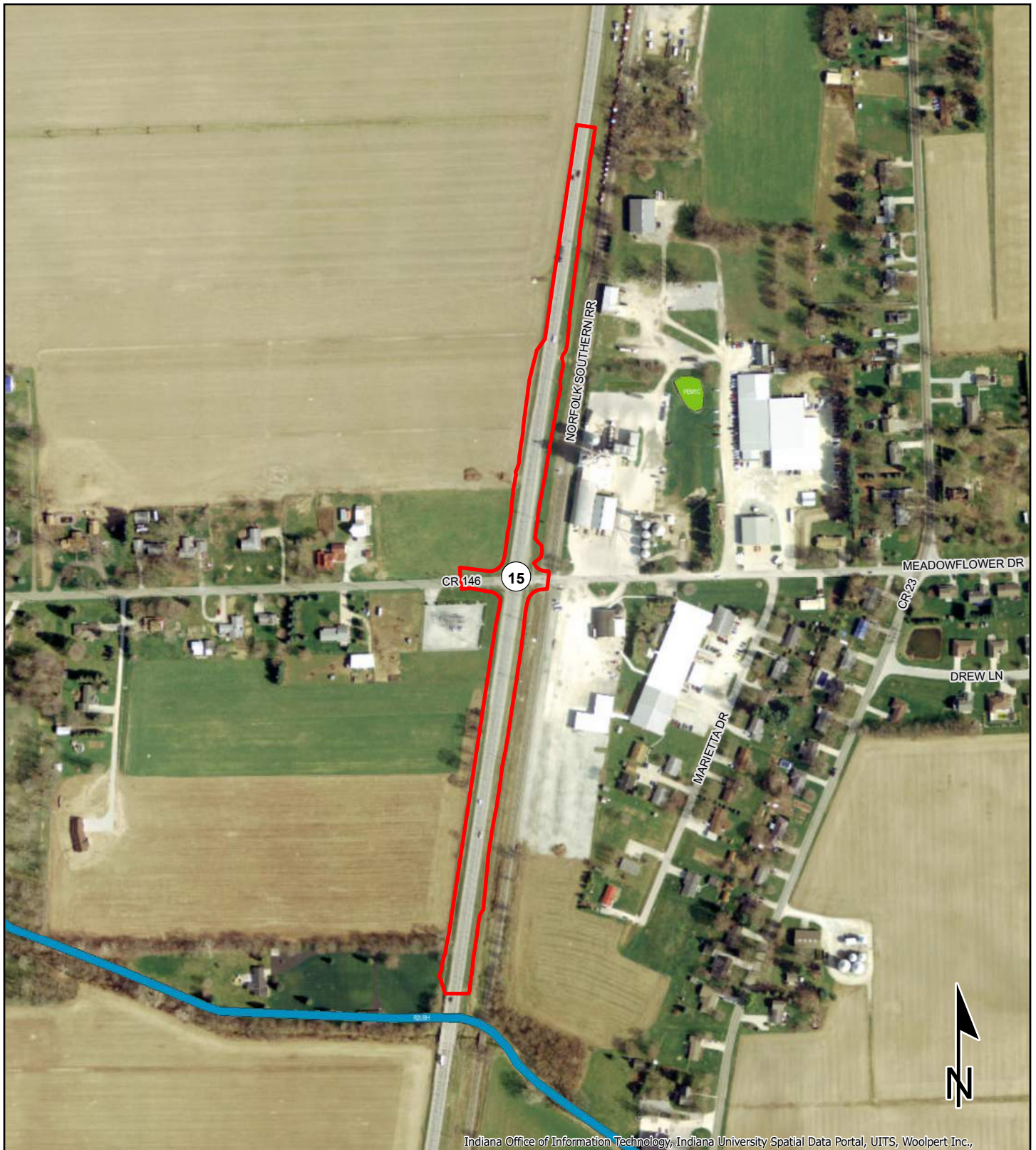
- FEMA Zone AE Floodway
- DNR Approximate Floodway
- DNR Detailed Fringe
- FEMA Zone A
- FEMA Zone AE
- DNR Detailed Fringe
- DNR Approximate Fringe
- Additional Floodplain Area
- FEMA Protected by Levee
- FEMA Floodplain - Ponding (Depth)
- FEMA Floodplain - Sheet Flow (Depth)
- Investigated Area



### IDNR Floodplain Map

SR 15 at CR 146, 3.1 Miles North of US 6  
Intersection Improvement Project  
Elkhart County, Indiana

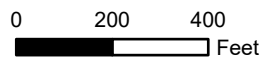
Des. No. 2000024	<p>Graphics created by HNTB Corporation (2022)</p>
1 inch = 2,000 ft	



**Wetlands**

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Riverine
- Other

Investigated Area



**National Wetlands Inventory Map**

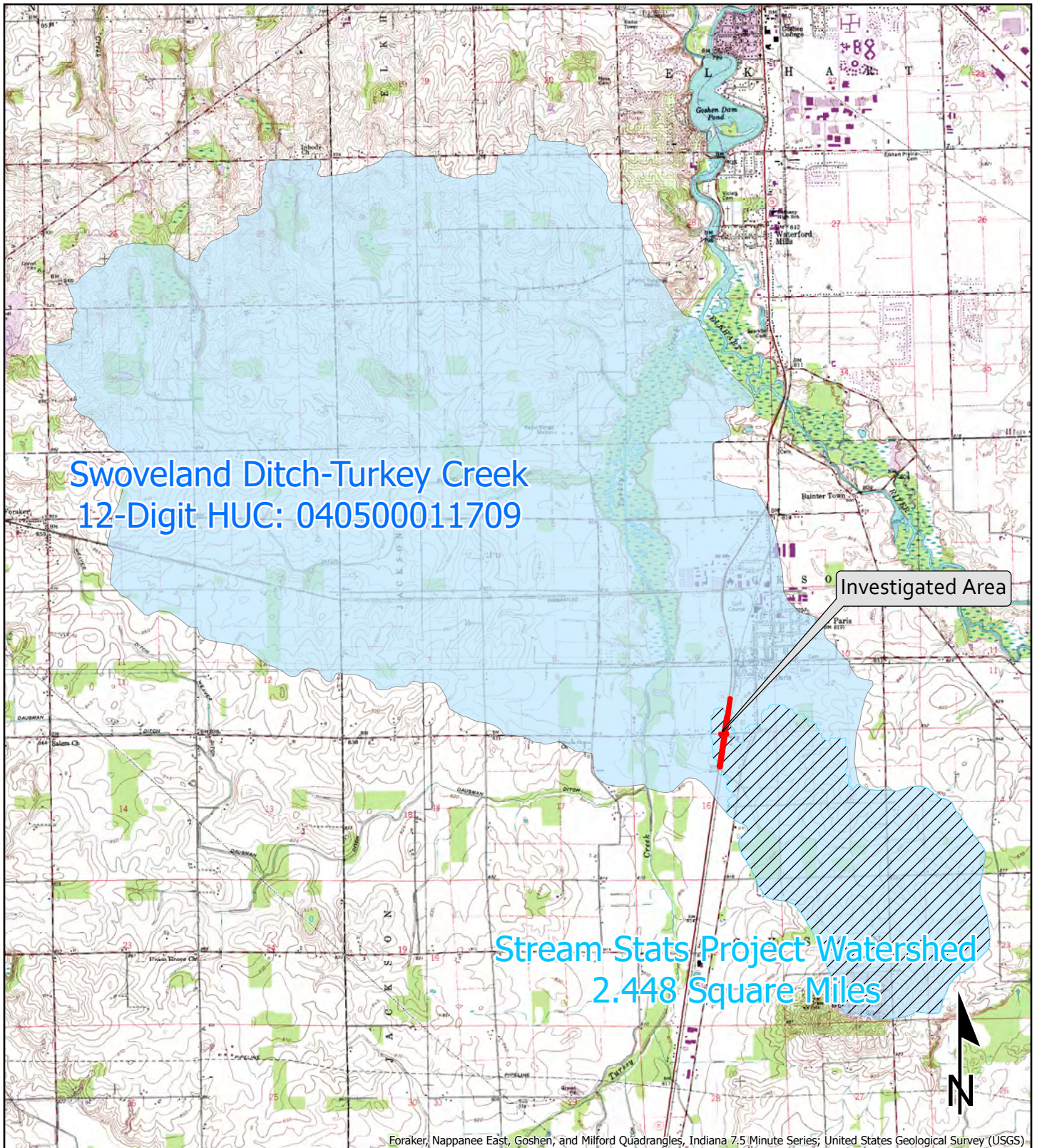
SR 15 at CR 146, 3.1 Miles North of US 6  
 Intersection Improvement Project  
 Elkhart County, Indiana

Des. No. 2000024

1 inch = 400 ft

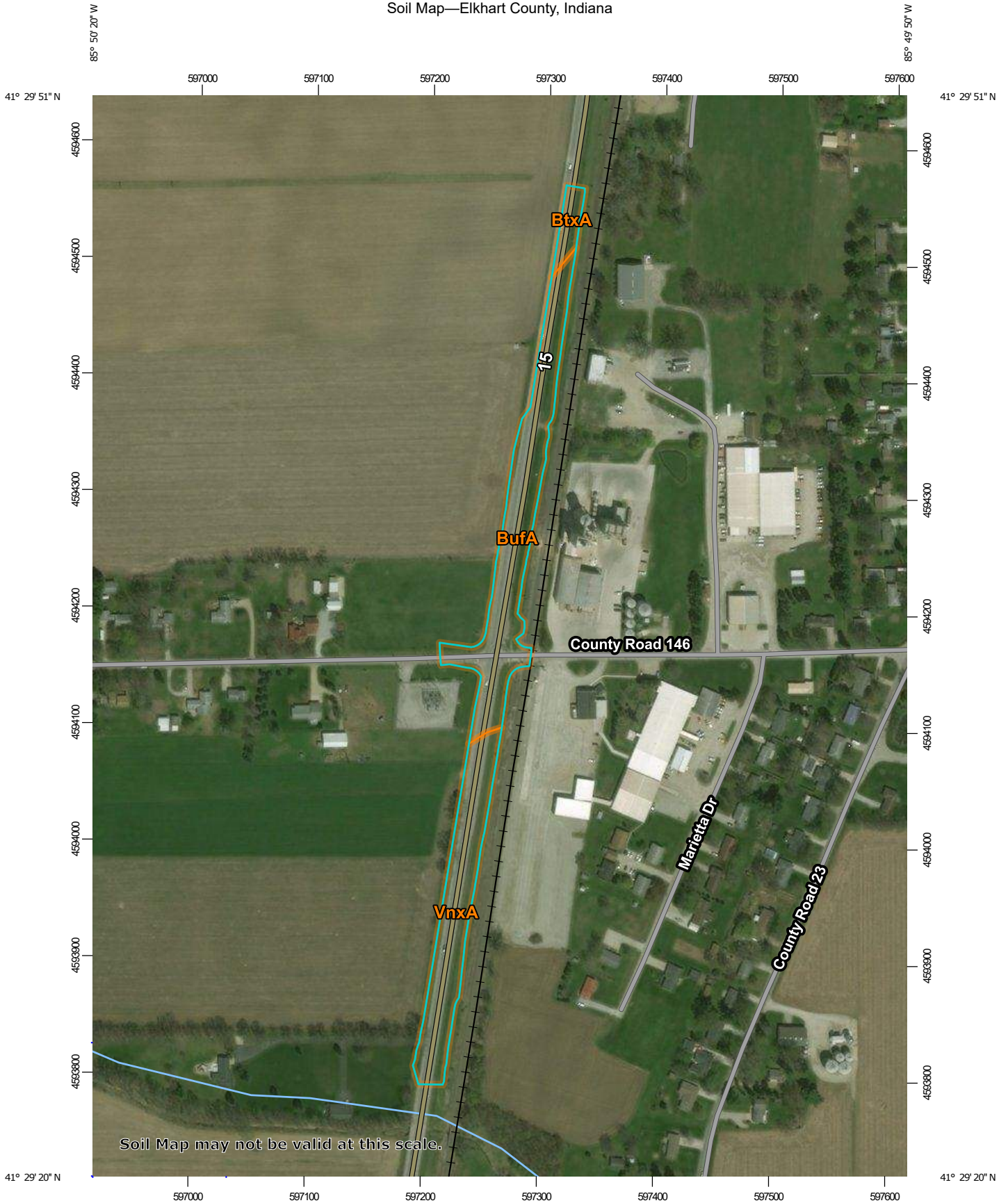


Graphics created by HNTB Corporation (2022)

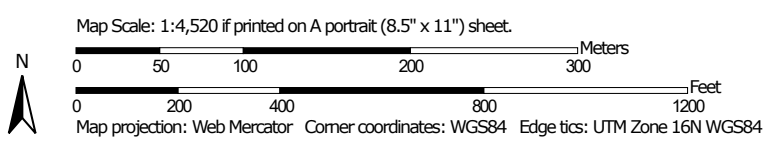


<ul style="list-style-type: none"> <li><span style="border: 1px solid red; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Investigated Area</li> <li><span style="background-color: lightblue; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> 12 Digit Watershed</li> <li><span style="background: repeating-linear-gradient(45deg, transparent, transparent 2px, lightblue 2px, lightblue 4px); display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> StreamStat Project Watershed</li> </ul>	<p><b>Watershed Map</b></p> <p>SR 15 at CR 146, 3.1 Miles North of US 6 Intersection Improvement Project Elkhart County, Indiana</p>
<p>0 <span style="display: inline-block; width: 100px; border-bottom: 1px solid black; margin: 0 5px;"></span> 5,000 Feet</p>	<p>Des. No. 2000024</p> <p>1 inch = 5,000 ft</p>
<p><b>HNTB</b></p> <p>Graphics created by HNTB Corporation (2022)</p>	

Soil Map—Elkhart County, Indiana



Soil Map may not be valid at this scale.





## Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
BtxA	Bristol loamy sand, 0 to 2 percent slopes	0.3	5.6%
BufA	Bronson sandy loam, 0 to 1 percent slopes	2.6	54.7%
VnxA	Vistula loamy sand, 0 to 1 percent slopes	1.9	39.7%
<b>Totals for Area of Interest</b>		<b>4.8</b>	<b>100.0%</b>

## Hydric Rating by Map Unit

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
BtxA	Bristol loamy sand, 0 to 2 percent slopes	0	0.3	5.6%
BufA	Bronson sandy loam, 0 to 1 percent slopes	6	2.6	54.7%
VnxA	Vistula loamy sand, 0 to 1 percent slopes	0	1.9	39.7%
<b>Totals for Area of Interest</b>			<b>4.8</b>	<b>100.0%</b>

## Report—Hydric Soil List - All Components

Hydric Soil List - All Components—IN039-Elkhart County, Indiana					
Map symbol and map unit name	Component/Local Phase	Comp. pct.	Landform	Hydric status	Hydric criteria met (code)
BtxA: Bristol loamy sand, 0 to 2 percent slopes	Bristol	85	Outwash terraces,outwash plains	No	—
	Vistula	5	Outwash plains	No	—
	Osolo	5	Outwash plains,outwash terraces	No	—
	Tyner	5	Outwash plains	No	—
BufA: Bronson sandy loam, 0 to 1 percent slopes	Bronson	85	Outwash plains,moraines	No	—
	Brady	6	Outwash plains,outwash terraces	No	—
	Gilford	6	Flats on outwash plains,drainageways on outwash plains,depressions on outwash plains	Yes	2
	Bristol	3	Outwash terraces,outwash plains	No	—
VnxA: Vistula loamy sand, 0 to 1 percent slopes	Vistula	90	Outwash plains	No	—
	Bronson	8	Outwash plains,moraines	No	—
	Brady	2	Outwash plains,outwash terraces	No	—

### Data Source Information

Soil Survey Area: Elkhart County, Indiana  
 Survey Area Data: Version 24, Sep 7, 2021

## APPENDIX G: Public Involvement

October 29, 2021

LIST

Re: Elkhart County Tax Parcel – Parcel

### NOTICE OF SURVEY

Dear Property Owner:

HNTB, on behalf of The Indiana Department of Transportation (INDOT), will perform a survey to improve arterial progression on SR 15 by improving intersection movement and adding turn lanes at SR 15 and CR 146 in Elkhart County, Indiana, Des No. 2000024. A portion of this survey work may be performed on your property in order to provide design engineers information for project design. The survey work will include mapping the location of features such as trees, buildings, fences, drives, ground elevations, etc. The survey is needed for the proper planning and design of this highway project.

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

Indiana Code 8-23-7-26 allows HNTB, as the authorized employees of INDOT, *Right of Entry* to the project site (including private property) upon proper notification. A copy of a Notice of Survey discussion sheet, as found on INDOT's website (<http://www.in.gov/indot/2888.htm>), is attached to this letter. Pursuant to Indiana Code 8-23-7-27, this letter serves as written notification that we will be performing the above noted survey in the vicinity of your property on or after October 29, 2020.

HNTB employees will show you their identification, if you are available, before coming onto your property.

If you own but are not the tenant of this property (i.e. rental, sharecrop), please inform us so that we may also contact the actual tenant of the property prior to commencement of our work. If you have any questions or concerns regarding our proposed survey work or schedule, please contact the HNTB Project Manager. This contact information is as follows:

William M. Jones  
111 Monument Circle, Suite 1200  
Indianapolis, IN 46204  
(317) 917-5248

Under Indiana Code 8-23-7-28, you have a right to compensation for any damage that occurs to your land or water as a result of the entry or work performed during the entry. To obtain such compensation, you should contact the INDOT Central Office; contact information is below. The INDOT Central Office can provide you with a form to request compensation for damages. Once you fill out this form, you can return it to the INDOT Central Office for consideration. If you are not satisfied with the compensation that INDOT determines is owed to you, Indiana Code 8-23-7-28 provides the following:

The amount of damages shall be assessed by the county agricultural extension educator of the county in which the land or water is located and two (2) disinterested residents of the county, one (1) appointed by the aggrieved party and one (1) appointed by the department. A written report of the assessment of damages shall be mailed to the aggrieved party and the department by first class United States mail. If either the department or the aggrieved party is not satisfied with the assessment of damages, either or both may file a petition, not later than fifteen (15) days after receiving the report, in the circuit or superior court of the county in which the land or water is located.

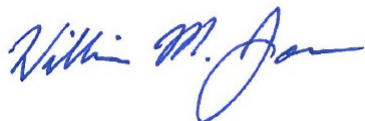
If you have questions regarding the rights and procedures outlined in this letter, please contact the Indiana Department of Transportation Central Office. This contact information is as follows:

1-855-INDOT4U (463-6848)  
www.INDOT4U.com

Thank you in advance for your cooperation in this matter.

Sincerely,

HNTB Corporation

A handwritten signature in blue ink that reads "William M. Jones". The signature is written in a cursive style with a large, looping 'J' at the end.

William M. Jones  
Supervisory Survey Technician

## APPENDIX H: Air Quality



# INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

**Eric Holcomb, Governor**  
**Michael Smith, Commissioner**

April 26, 2022

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

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

Dear Mr. Hannon /Ms. Brookins:

The Indiana Department of Transportation is pleased to submit its Draft FY 2022-2026 Statewide Transportation Improvement Program (STIP) for review and comment by your offices.

Included in the final submitted document is a listing of the state’s expansion/preservation and local small urban and rural and rural transit projects. The following Metropolitan Planning Organization TIP’s will be included in the FY 2022-2026 STIP by reference, pending FHWA approval in May 2022.

Area Plan Commission of Tippecanoe County (APCTC)	FY 2022-2026
• <i>Version 3/10/2022</i>	
Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)	FY 2022-2026
• <i>Version 3/11/2022</i>	
Columbus Area Metropolitan Planning Organization (CAMPO)	FY 2022-2026
• <i>Version 3/22/2021</i>	
Delaware-Muncie Metropolitan Plan Commission (DMMPC)	FY 2022-2025
• <i>Version 12/15/2021</i>	
Evansville Metropolitan Planning Organization (EMPO)	FY 2022-2026
• <i>Version 3/10/2022</i>	
Kokomo-Howard County Governmental Coordinating Council (KHCGCC)	FY 2022-2026
• <i>Version 3/10/2022</i>	
Kentuckiana Regional Planning and Development Agency (KIPDA)	FY 2020-2025
• <i>Version 3/29/2022</i>	
Indianapolis Metropolitan Planning Organization (IMPO)	FY 2022-2025
• <i>Version 8/18/2021</i>	
Michiana Area Council of Governments (MACOG)	FY 2022-2026
• <i>Version 3/09/2022</i>	



Madison County Council of Governments (MCCOG)	FY 2022-2026
• <i>Version 7/13/2021</i>	
Northeastern Indiana Regional Coordinating Council (NIRCC)	FY 2022-2026
• <i>Version 3/28/2022</i>	
Northwestern Indiana Regional Planning Commission (NIRPC)	FY 2022-2026
• <i>Version 3/17/2022</i>	
Ohio-Kentucky-Indiana Regional Council of Governments (OKI)	FY 2020-2023
• <i>Version 03/10/2022</i>	
Terre Haute Area Metropolitan Planning Organization (THAMPO)	FY 2020-2024
• <i>Version 08/26/2021</i>	

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

We greatly appreciate FHWA/FTA support in the development of the STIP 2022-2026 and look forward to working together to achieve our mutual goals. Should you have any questions pertaining to this amendment, please contact Michael McNeil, STIP Specialist at 317-232-0223 or at [mmcneil@indot.in.gov](mailto:mmcneil@indot.in.gov).

Sincerely,



Michael Smith, Commissioner  
Indiana Department of Transportation

cc: (w/enclosure): FTA  
Michelle Allen, FHWA  
Jeffrey Brooks, INDOT  
Kristin Brier, INDOT  
Kathy Eaton-McKalip, INDOT  
Louis Feagans, INDOT  
Roy Nunnally, INDOT  
Larry Buckel, INDOT  
Jay Mitchell, INDOT  
Jason Casteel, INDOT  
Michael McNeil, INDOT



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

U.S. Department  
of Transportation

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

June 17, 2022

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

**SUBJECT: Indiana FY2022-2026 STIP Approval and Associated Federal Planning Finding**

Dear Mr. Smith:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the FY2022-2026 Indiana Statewide Transportation Improvement Program (INSTIP), which was submitted by the INDOT request letter dated April 27, 2022.

Based on our review of the information provided, certifications of the Statewide and Metropolitan transportation planning processes for and within the state of Indiana, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), FHWA and FTA are jointly approving the FY2022-2026 STIP, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) directly incorporated into the STIP, subject to the corrective actions identified in the attached Federal Planning Finding (FPF) report. FHWA and FTA consider the projects in the 5<sup>th</sup> year for informational purposes only, and our approval does not exceed four years per 23 CFR 450.220(c).

FHWA and FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FY2022-2026 STIP. At a minimum, the FPF verifies that the development of the STIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements. FHWA and FTA find that the Indiana FY2022-2026 STIP substantially meets the transportation planning requirements and are approving the STIP subject to the corrective actions outlined in the FPF. This approval is effective June 17, 2022, and is given with the understanding that an eligibility determination of individual projects for funding must be met, and INDOT must ensure the satisfaction of all administrative and statutory requirements, as well as address the corrective actions outlined in the attached report. FHWA and FTA will continue to partner with INDOT to ensure the previously developed action plan (attached) is implemented to address the corrective actions. If progress is not made in addressing the corrective actions, future amendments to the FY2022-2026 STIP, or adoption of the FY2024-2028 STIP, may not be approved by USDOT.

If you have questions or need additional information concerning our approval and the FPF, please contact Ms. Michelle Allen of the FHWA Indiana Division at (317) 226-7344, or by email at michelle.allen@dot.gov, or Mr. Jason Ciavarella of the FTA Region 5 Office at (312) 353-1653, or by email at jason.ciavarella@dot.gov.

Sincerely,

**KELLEY  
BROOKINS** Digitally signed by  
KELLEY BROOKINS  
Date: 2022.06.13  
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Kelley Brookins  
Regional Administrator  
FTA Region V

Sincerely,

**JERMAINE  
R HANNON** Digitally signed by  
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HANNON  
Date: 2022.06.13  
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Jermaine R. Hannon  
Division Administrator  
FHWA Indiana Division

cc: (transmitted by e-mail)  
Louis Feagans, INDOT  
Roy Nunnally, INDOT  
Karen Hicks, INDOT

Indiana Department of Transportation (INDOT)  
 State Preservation and Local Initiated Projects FY 2022 - 2026

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2022	2023	2024	2025	2026
Performance Measure Impacted: Pavement Condition																	
Location: SR 120 From 0.86 Miles West of SR 15 - West JCT, to 0.41 Miles East of SR 15 - East JCT.in Bristol (1902645), SR 15 From 0.28 Miles South of SR 120 West Jct. (RR crossing) to SR 120 West Jct. in Bristol (1902646)																	
Comments:Data Entry Error. Update Location																	
Indiana Department of Transportation	43314 / 2001821	M 17	SR 120	HMA Overlay, Preventive Maintenance	Fort Wayne	6.321	STBG		Road Consulting	PE	\$16,000.00	\$4,000.00		\$20,000.00			
									Safety Consulting	PE	\$1,041,346.40	\$260,336.60	\$449,400.00	\$852,283.00			
									Toll Lease Amendment Proceeds	PE	\$0.00	\$0.00	\$0.00				
Performance Measure Impacted: Pavement Condition																	
Location: SR 119 1.35 miles East of SR 19 (CR 7) (1800045), SR 15 3.06 miles North of US 6: (SR 15 at CR 146) (2000024), SR 120 From 0.41 Miles East of SR 15 East Jct. (R/R Tracks) to SR 13 (2001821-HMA)																	
Comments:Baby Des 1800045 changed MACOG M40-22 move PE from FY22 to 23																	
Goshen	43582 / 2100020	M 17	ST 1056	Pavement Replacement	Fort Wayne	.71	STBG		Local Funds	PE	\$0.00	\$120,000.00		\$44,000.00	\$76,000.00		
									Elkhart-Goshen MPO	PE	\$480,000.00	\$0.00	\$176,000.00	\$304,000.00			
Performance Measure Impacted: Pavement Condition																	
Location: Blackport Dr from E Monroe St to E Lincoln Ave																	
Comments:"Split funding between FY 23																	
Indiana Department of Transportation	43795 / 2100706	M 17	SR 19	Bridge Deck Overlay	Fort Wayne	0	STBG		Bridge Consulting	PE	\$226,400.00	\$56,600.00		\$283,000.00			
Performance Measure Impacted: Bridge Condition																	
Location: SR 19 NB & SB Bridges over I-90 EB/WB, 09.15 Miles North of US 20 (2100706 & 2100705), Deck Overlays																	
Comments:Move PE from FY 22 to 23. MACOG Mod 38-22 includes baby des 2100705																	
Indiana Department of Transportation	43800 / 2000027	M 17	US 33	Added Travel Lanes	Fort Wayne	4.35	NHPP		Mobility Consulting	PE	\$2,408,000.00	\$602,000.00	\$997,808.00	\$2,012,192.00			
									Road Consulting	PE	\$80,000.00	\$20,000.00	\$0.00	\$100,000.00			
Performance Measure Impacted: Pavement Condition																	
Location: US 33 from 4.9 miles S of SR 15 (CR 40) to 1.0 miles S of SR 15 (Monroe) (2000027), US 33 From 0.31 Miles W of SR 15 N Jct. (Elkhart Rr Br) to 4.57 Miles N of SR 15 N. Jct.(CR15) (2100199-HMA)																	
Comments:Move partial funding from FY 22 to FY 23																	
Indiana Department of Transportation	43820 / 2100735	M 17	US 6	Bridge Deck Overlay	Fort Wayne	0	NHPP		Bridge Consulting	PE	\$293,321.60	\$73,330.40		\$366,652.00			
Performance Measure Impacted: Bridge Condition																	
Location: US 33 Bridge over ELKHART RIVER, 04.44 Miles North of SR 13 (2100648), US 6 CR 29 Bridge over US 6, 01.00 Mile West of SR 13 (W JCT) (2100681), US 6 Bridge over SOLOMON CREEK, 00.78 Mile West of US 33 (2100735)																	
Comments:Move PE from FY 22 to 23. MACOG Mod 38-22 includes baby des 2100648 and 2100681																	

Sponsor	DES	Contract	Resolution	Route	Location	Work Type	Fund Type	Phase	Federal	Match	SFY 2022	SFY 2023	SFY 2024	SFY 2025	SFY 2026	Estimated Total Project Cost	Letting Date
INDOT	1902041	T-42487	Res. 49-19	Various	Various Locations within the Fort Wayne District. removal of concrete for slotted left turns.	Other Intersection Improvement	ST STBG	CN	\$ 400,000	\$ 100,000	\$ 500,000					\$ 600,000	12/8/2021
INDOT	1902645	R-42585		SR 120	SR 120, from .28 miles south of SR 120 west jct. (RR Crossing) to SR 120 west jct.	Pavement Replacement	ST STBG	RW	\$ 60,000	\$ 15,000		\$ 75,000				\$ 5,567,252	2024
INDOT	1902645	R-42585		SR 120	SR 120, from .28 miles south of SR 120 west jct. (RR Crossing) to SR 120 west jct.	Pavement Replacement	ST STBG	CN	\$ 5,334,914	\$ 1,333,728		\$ 85,000	\$ 6,583,642			\$ 5,567,252	2024
INDOT	1902646	R-42585	Res. 52-19	SR 15	SR 15, from .28 miles south of SR 120 west jct. (RR Crossing) to SR 120 west jct.	Pavement Replacement	ST STBG	RW	\$ 20,000	\$ 50,000		\$ 25,000				\$ 1,681,390	2024
INDOT	1902646	R-42585	Res. 52-19	SR 15	SR 15, from .28 miles south of SR 120 west jct. (RR Crossing) to SR 120 west jct.	Pavement Replacement	ST STBG	CN	\$ 1,193,112	\$ 298,278		\$ 50,000	\$ 1,441,390			\$ 1,681,390	2024
INDOT	2000024		Res. 35-20	SR 15	SR 15 at CR 146, 3.06 miles north of US 6	Intersect. Improv. W/ Added Turn Lanes	ST STBG	PE	\$ 170,400	\$ 42,600	\$ 213,000					\$ 1,304,839	2025
INDOT	2001164	R-43460		US 6	US 6, from SR 15 to US 33 W Jct.	HMA Overlay, Preventative Maintenance	NHPP	CN	\$ 4,410,435	\$ 1,102,609			\$ 5,513,044			\$ 5,513,044	7/10/2024
INDOT	2001164		Res. 17-20	US 6	US 6, From SR 15 to US 33 West Jct.	HMA Overlay, Preventative Maintenance	NHPP	CN	\$ 4,410,435	\$ 1,102,609			\$ 5,513,044			\$ 5,513,044	2024
INDOT	2001165		Res. 17-20	US 6	US 6, From US 33 West Jct. to SR 5	HMA Overlay, Preventative Maintenance	NHPP	CN	\$ 2,109,006	\$ 527,252			\$ 2,636,258			\$ 2,990,233	2024
INDOT	2001517		Res. 30-20	VAR	Various Locations within the Elkhart Subdistrict - Locations Available upon request.	ADA Sidewalk Ramp Construction	ST STBG	CN	\$ 337,197	\$ 84,299	\$ 421,496					\$ 839,221	11/17/2021
INDOT	2001821	R-43314		SR 120	SR 120, From 0.41 mi E of SR 15 E Jct. (R/R Tracks) to SR 13	HMA Overlay, Preventative Maintenance	ST STBG	PE	\$ 859,200	\$ 214,800	\$ 1,074,000					\$ 8,122,517	8/14/2024
INDOT	2001821	R-43314		SR 120	SR 120, From 0.41 mi E of SR 15 E Jct. (R/R Tracks) to SR 13	HMA Overlay, Preventative Maintenance	ST STBG	RW	\$ 80,000	\$ 20,000			\$ 100,000			\$ 8,122,517	8/14/2024
INDOT	2001821	R-43314		SR 120	SR 120, From 0.41 mi E of SR 15 E Jct. (R/R Tracks) to SR 13	HMA Overlay, Preventative Maintenance	ST STBG	CN	\$ 5,558,814	\$ 1,389,703				\$ 6,948,517		\$ 8,122,517	8/14/2024
INDOT	2001854	R-43315		SR 13	SR 13, from 1 mi S of US 6 W Jct. to US 6 W Jct.	HMA Overlay, Preventative Maintenance	ST STBG	PE	\$ 953,072	\$ 238,268	\$ 1,191,340					\$ 5,892,034	10/9/2024
INDOT	2001854	R-43315		SR 13	SR 13, from 1 mi S of US 6 W Jct. to US 6 W Jct.	HMA Overlay, Preventative Maintenance	ST STBG	RW	\$ 156,000	\$ 39,000			\$ 195,000			\$ 5,892,034	10/9/2024
INDOT	2001854	R-43315		SR 13	SR 13, from 1 mi S of US 6 W Jct. to US 6 W Jct.	HMA Overlay, Preventative Maintenance	ST STBG	CN	\$ 3,604,555	\$ 901,139				\$ 4,505,694		\$ 5,892,034	10/9/2024
INDOT	2100066	R-4386	Res. 09-21	US 20	US 20 from 3.23 Miles West of SR 19 (St. Joseph/Elkhart County Line) to 2.64 Miles West SR 15	Concrete Pavement Restoration (CPR)	NHPP	CN	\$ 1,040,000	\$ 260,000	\$ 1,300,000					\$ 1,300,000	1/12/2022
INDOT	2100013	R-43844	Res. 28-21	SR 19	SR 19 Intersection at CR 28, 1.55 Miles S of US 20	Intersection Improvement with Added Turn Lanes	ST STBG	PE	\$ 200,000	\$ 50,000	\$ 250,000					\$ 1,676,075	1/14/2026
INDOT	2100172	R-43844	Res. 28-21	SR 19	SR 19 from 0.49 Miles N of US 6 (Berlin Court Ditch) to SR 119 (End of Gore N of Roundabout)	HMA Overlay, Preventative Maintenance	ST STBG	PE	\$ 483,472	\$ 120,868	\$ 604,340					\$ 4,449,506	1/14/2026
INDOT	2100196	R-43806	Res. 28-21	SR 13	SR 13 from US 20 to 1.93 Miles N of US 20 (York Dr.)	HMA Overlay, Minor Structural	ST STBG	PE	\$ 592,000	\$ 148,000	\$ 740,000					\$ 9,539,732	10/8/2025
INDOT	2100199	R-43800	Res. 28-21	US 33	US 33 from 0.31 Miles W of SR 15 N Jct (Elkhart RR Br) to 4.57 Miles N of SR 15 N Jct (CR 15)	HMA Overlay, Minor Structural	NHPP	PE	\$ 904,800	\$ 226,200	\$ 1,131,000					\$ 9,590,842	9/10/2025
INDOT	2100203	R-43806	Res. 28-21	SR 13	SR 13 from 3.53 Miles S of US 6 W Jct (Orchard Hill) to 1.00 Miles S of US 6 W Jct (CR 1400 N)	HMA Overlay, Minor Structural	ST STBG	PE	\$ 292,000	\$ 73,000	\$ 365,000					\$ 3,096,725	10/8/2025
INDOT	2000027	R-43800	Res 28-21	US 33	US 33 from 4.9 Miles S of SR 15 (CR 40) to 1.0 Miles S of SR 15 (Monroe)	Added Travel Lanes	NHPP	PE	\$ 2,408,000	\$ 602,000	\$ 3,010,000					\$ 25,950,868	9/10/2025
INDOT	2100156		Res 33-21		High Friction Surface Treatment, Various Locations within the Fort Wayne District	Safety Revisions	ST STBG	PE	\$ 44,000	\$ 11,000	\$ 55,000					\$ 626,867	12/10/2025
INDOT	2100156		Res 33-21		High Friction Surface Treatment, Various Locations within the Fort Wayne District	Safety Revisions	ST STBG	CN	\$ 457,494	\$ 114,373					\$ 571,867	\$ 626,867	12/10/2025

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



**U.S. Department  
of Transportation**

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

September 1, 2023

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

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

Dear Mr. Smith:

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

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

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

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

Sincerely,

**KELLEY  
BROOKINS** Digitally signed by  
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Kelley Brookins  
Regional Administrator  
FTA Region V

Sincerely,

**JERMAINE  
R HANNON** Digitally signed by  
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Jermaine R. Hannon  
Division Administrator  
FHWA Indiana Division



# INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

**Eric Holcomb, Governor**  
**Michael Smith, Commissioner**

August 28, 2023

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

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

Dear Mr. Hannon /Ms. Brookins:

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

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

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

[www.in.gov/dot/](http://www.in.gov/dot/)

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

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

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

Sincerely,



Michael Smith, Commissioner  
Indiana Department of Transportation

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

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

Goshen	2100020	R-43582			Blackport Dr from Monroe St to Lincoln Ave	Road Reconstruction (3R/4R Standards)	STBG	PE	\$572,960	\$143,240	\$716,200				\$6,200,000	8/9/2028
Goshen	2100020	R-43582			Blackport Dr from Monroe St to Lincoln Ave	Road Reconstruction (3R/4R Standards)	STBG	RW	\$200,000	\$50,000			\$250,000		\$6,200,000	8/9/2028
Goshen	2201240	R-44768			EV Charging Infrastructure in Downtown Goshen and Downtown Nappanee	EV Infrastructure	CRP	PE	\$10,000	\$2,500	\$12,500				\$260,700	8/6/2025
Goshen	2201240	R-44768			EV Charging Infrastructure in Downtown Goshen and Downtown Nappanee	EV Infrastructure	CRP	CN	\$198,560	\$49,640		\$248,200			\$260,700	8/6/2025
Middlebury	2101771	R-44338			Bristol Avenue from Brown Street to Powell Drive	Pavement Replacement	ST STBG	RW	\$1,297,440	\$324,360		\$1,621,800			\$9,175,480	10/7/2026
Middlebury	2101771	R-44338			Bristol Avenue from Brown Street to Powell Drive	Pavement Replacement	ST STBG	CN	\$5,204,420	\$1,301,105			\$6,505,525		\$9,175,480	10/7/2026
MACOG Transit	MAC-24-003				Capital Cost of Third Party Contracting	Transit Operating	5307		\$1,280,000	\$320,000	\$1,600,000				\$1,600,000	2024
MACOG Transit	MAC-24-004				Operating Assistance	Transit Operating	5307		\$1,200,000	\$1,200,000	\$2,400,000				\$2,400,000	2024
MACOG Transit	MAC-24-005				Operating ADA Paratransit	Transit Operating	5307		\$270,000	\$67,500	\$337,500				\$337,500	2024
MACOG Transit	MAC-25-003				Capital Cost of Third Party Contracting	Transit Operating	5307		\$1,280,000	\$320,000		\$1,600,000			\$1,600,000	2025
MACOG Transit	MAC-25-004				Operating Assistance	Transit Operating	5307		\$1,200,000	\$1,200,000		\$2,400,000			\$2,400,000	2025
MACOG Transit	MAC-25-005				Operating ADA Paratransit	Transit Operating	5307		\$270,000	\$67,500		\$337,500			\$337,500	2025
MACOG	2101626				Vanpool	UPWP	CMAQ		\$660,000	\$0	\$660,000				\$660,000	2024
INDOT	1800039	R-41560		SR 15	SR 15, 1.03 Miles S. of US 20 (at CR 18)	Intersection Improvement with Added Turn Lanes	ST STBG	CN	\$463,854	\$115,963	\$579,817				\$932,307	2024
INDOT	1800045	R-43314		SR 119	SR 119, 1.35 miles East of SR 19 (CR7)	Intersection Improvement	ST STBG	RW	\$80,000	\$20,000	\$100,000				\$3,331,886	8/14/2024
INDOT	1800045	R-43314		SR 119	SR 119, 1.35 miles East of SR 19 (CR 7)	Intersection Improvement	ST STBG	CN	\$1,912,642	\$478,161		\$2,390,803			\$3,331,886	8/14/2024
INDOT	2001821	R-43314		SR 120	SR 120, from 0.41 mi E of SR 15 E Jct. (R/R Tracks) to SR 13	HMA Overlay, Preventative Maintenance	ST STBG	RW	\$80,000	\$20,000	\$100,000				\$8,329,000	8/14/2024
INDOT	2001821	R-43314		SR 120	SR 120, from 0.41 mi E of SR 15 E Jct. (R/R Tracks) to SR 13	HMA Overlay, Preventative Maintenance	ST STBG	CN	\$5,559,200	\$1,389,800		\$6,949,000			\$8,329,200	8/14/2024
INDOT	2000024	R-43314		SR 15	SR 15, 3.06 miles N of US 6 (SR 15 at CR 146)	Intersection Improvement with Added Turn Lanes	ST STBG	CN	\$1,043,871	\$260,968		\$1,304,839			\$1,304,839	2025
INDOT	1900095	R-42379		US 20	US 20, 2.13 miles E of SR 13 (CR 35) to SR 13	Added Travel Lanes	NHPP	CN	\$18,254,400	\$4,563,600	\$22,818,000				\$32,865,719	12/13/2023
INDOT	1902645	R-42585		SR 120	SR 120, 0.86 Miles West of SR 15 (W Junct) to 0.41 Miles East of SR 15 (E Junct)	Pavement Replacement	ST STBG	CN	\$5,267,200	\$1,316,800	\$6,584,000				\$7,959,162	2024
INDOT	1902646	R-42585		SR 15	SR 15, .28 miles south of SR 120 west jct. (RR Crossing) to SR 120 west jct.	Pavement Replacement	ST STBG	CN	\$1,153,112	\$288,278	\$1,441,390				\$1,681,390	2024
INDOT	2001164	R-43460		US 6	US 6, from SR 15 to US 33 W Jct.	HMA Overlay, Preventative Maintenance	NHPP	CN	\$2,301,429	\$575,357	\$2,876,786				\$6,253,290	2024
INDOT	2001165			US 6	US 6, from US 33 West Jct. to SR 5	HMA Overlay, Preventative Maintenance	NHPP	CN	\$2,109,006	\$527,252	\$2,636,258				\$2,990,233	2024
INDOT	2001854	R-43315		SR 13	SR 13, from 1 mi S of US 6 W Jct. to US 6 W Jct.	HMA Overlay, Preventative Maintenance	ST STBG	RW	\$156,000	\$39,000	\$195,000				\$6,618,963	10/9/2024
INDOT	2001854	R-43315		SR 13	SR 13, from 1 mi S of US 6 W Jct. to US 6 W Jct.	HMA Overlay, Preventative Maintenance	ST STBG	CN	\$3,604,000	\$901,000		\$4,505,000			\$6,618,963	10/9/2024
INDOT	2100156	R-43821			High Friction Surface Treatment, Various Locations within the Fort Wayne District	Safety Revisions	ST STBG	CN	\$457,494	\$114,373		\$571,867			\$626,867	12/10/2025
INDOT	2100181	R-43849			New or Slotted Left Turn, Various Locations within the Fort Wayne District	Safety Revisions	ST STBG	CN	\$448,490	\$112,123		\$560,613			\$617,613	2/11/2026
INDOT	2100113			US 30 & US 31	PEL - US 30 (SR 49 to Ohio State Line) & US 31 (Tipton/Hamilton County Line to US 30, excluding between SR 931 junctions in Kokomo)	Other Type Project (Miscellaneous)	NHPP	PE	\$3,944,800	\$986,200	\$4,931,000				\$17,609,931	

## APPENDIX I: Additional Studies

**Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated March 2022)**

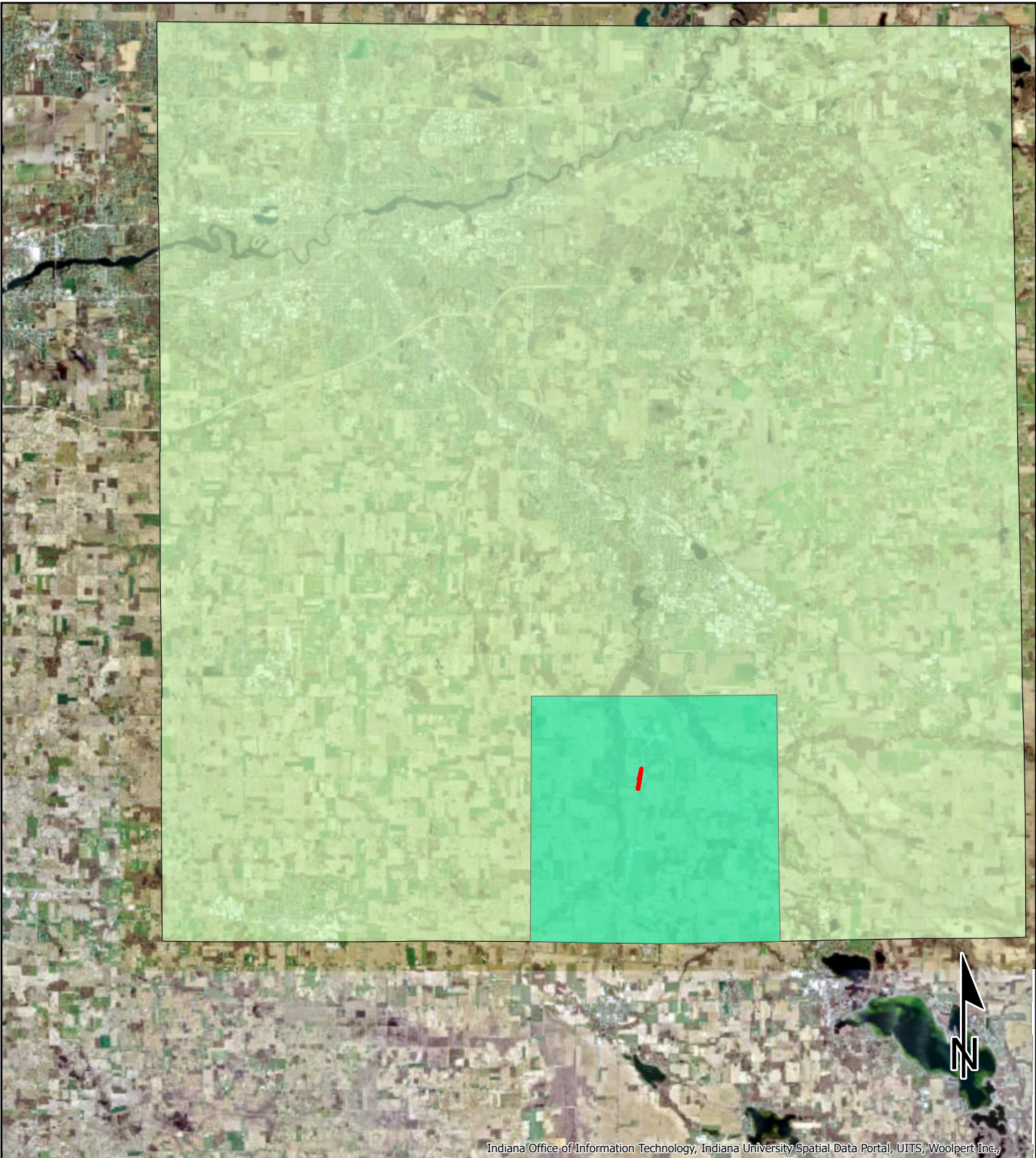
ProjectNumber	SubProjectCode	County	Property
1800054	1800054	Elkhart	Oxbow County Park
1800064	1800064	Elkhart	Stauffer Park, Derksen Park & McCormicks Creek G.C.
1800074	1800074	Elkhart	Oxbow County Park
1800099	1800099	Elkhart	Stauffer Park, Derksen Park & McCormicks Creek G.C.
1800257	1800257A	Elkhart	Elliott Park
1800257	1800257B	Elkhart	Lundquist Bicentennial Park
1800257	1800257C	Elkhart	Pinewood Park
1800283	1800283	Elkhart	High Dive Park
1800310	1800310	Elkhart	McNaughton Park
1800337	1800337	Elkhart	Stauffer Park, Derksen Park & McCormicks Creek G.C.
1800339	1800339	Elkhart	Shoup-Parsons Woods Park
1800340	1800340	Elkhart	Reith Park
1800354	1800354	Elkhart	Pierre Moran Park
1800441	1800441	Elkhart	High Dive Park
1800450	1800450	Elkhart	Stauffer Park, Derksen Park & McCormicks Creek G.C.
1800470	1800470	Elkhart	Studebaker Park
1800554	1800554	Elkhart	Cobus Creek County Park
1800628	1800628	Elkhart	Corson Riverwoods County Park
1800631	1800631	Elkhart	South 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.

	COC	AC 1
SR 15 at CR 146- Intersection Improvement (Des. No. 2000024)	Elkhart County, Indiana	Jackson Township, Elkhart County, Indiana
<b>LOW-INCOME</b>		
Total Population for whom poverty status is determined (estimated)	201,533	4,482
Total Population Below Poverty Level (estimated)	23,506	268
Percent low-income	11.7%	6.0%
125 percent of COC	14.6%	
Potential Low-income EJ Impact?		No
<b>MINORITY</b>		
Total Population (all races)	205,184	4,497
Not Hispanic or Latino: White alone	152,461	3,947
Number Non-white/Minority ( B03002)	52,723	550
Percent Non-White/Minority	25.7%	12.2%
125 percent of COC	32.1%	
Potential Minority EJ Impact?		No

Sources:

Demographics information based on data from the U.S. Census Bureau's 2016-2020 American Community Survey 5-year Summary (ACS). Data accessed by HNTB Corporation staff May 2023





<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid red; margin-right: 5px;"></span> Project Area</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; margin-right: 5px;"></span> Community of Comparison</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: cyan; margin-right: 5px;"></span> Affected Community</li> </ul>	<p><b>EJ Analysis Map</b>  SR 15 at CR 146, 3.1 Miles North of US 6  Intersection Improvement Project  Elkhart County, Indiana</p>	
<p>0            2            4   Miles</p>	<p>Des. No. 2000024</p>	 <p>Graphics created by HNTB Corporation (2023)</p>
<p>1 inch = 4 miles</p>		

Table: ACSDT5Y2020.B17001

	Elkhart County, Indiana		Jackson township, Elkhart County, Indiana	
Label	Estimate	Margin of Error	Estimate	Margin of Error
Total:	201,533	±482	4,482	±36
Income in the past 12 months below poverty level:	23,506	±2,193	268	±258
Male:	10,849	±1,317	113	±88
Under 5 years	1,582	±358	14	±17
5 years	168	±123	0	±12
6 to 11 years	1,853	±503	0	±12
12 to 14 years	723	±297	0	±12
15 years	337	±216	0	±12
16 and 17 years	302	±140	0	±12
18 to 24 years	1,332	±373	0	±12
25 to 34 years	764	±180	45	±70
35 to 44 years	1,172	±278	32	±40
45 to 54 years	1,278	±336	15	±16
55 to 64 years	720	±197	7	±11
65 to 74 years	299	±100	0	±12
75 years and over	319	±110	0	±12
Female:	12,657	±1,237	155	±181
Under 5 years	1,147	±300	82	±111
5 years	170	±98	7	±12
6 to 11 years	1,725	±457	0	±12
12 to 14 years	814	±244	0	±12
15 years	115	±105	0	±12
16 and 17 years	258	±147	0	±12
18 to 24 years	1,364	±251	42	±70
25 to 34 years	1,895	±360	13	±17
35 to 44 years	1,704	±429	8	±12
45 to 54 years	1,166	±302	0	±12
55 to 64 years	989	±242	0	±12
65 to 74 years	566	±145	3	±6

Table: ACSDT5Y2020.B17001

	Elkhart County, Indiana		Jackson township, Elkhart County, Indiana	
Label	Estimate	Margin of Error	Estimate	Margin of Error
75 years and over	744	±179	0	±12
Income in the past 12 months at or above poverty level:				
178,027	178,027	±2,258	4,214	±255
Male:	88,427	±1,373	2,239	±203
Under 5 years	6,250	±358	209	±89
5 years	1,175	±260	25	±25
6 to 11 years	8,000	±624	381	±127
12 to 14 years	3,820	±514	22	±25
15 years	1,404	±260	23	±38
16 and 17 years	2,705	±318	67	±62
18 to 24 years	7,808	±366	64	±44
25 to 34 years	12,222	±210	377	±140
35 to 44 years	10,855	±330	248	±74
45 to 54 years	11,118	±348	226	±77
55 to 64 years	10,977	±200	285	±77
65 to 74 years	7,661	±173	254	±136
75 years and over	4,432	±176	58	±32
Female:	89,600	±1,269	1,975	±192
Under 5 years	6,303	±325	172	±77
5 years	1,037	±293	16	±27
6 to 11 years	7,018	±515	184	±64
12 to 14 years	4,635	±590	89	±57
15 years	1,305	±267	8	±13
16 and 17 years	3,008	±289	24	±39
18 to 24 years	7,109	±273	114	±73
25 to 34 years	11,090	±378	321	±100
35 to 44 years	10,619	±426	154	±54
45 to 54 years	11,319	±316	306	±97
55 to 64 years	11,340	±260	283	±81
65 to 74 years	8,481	±184	200	±121



Table: ACSDT5Y2020.B17001

	Elkhart County, Indiana		Jackson township, Elkhart County, Indiana	
Label	Estimate	Margin of Error	Estimate	Margin of Error
75 years and over	6,336	±232	104	±53

Table: ACSDT5Y2020.B03002

	Elkhart County, Indiana		Jackson township, Elkhart County, Indiana	
Label	Estimate	Margin of Error	Estimate	Margin of Error
Total:	205,184	*****	4,497	±28
Not Hispanic or Latino:	171,845	*****	3,996	±237
White alone	152,461	±278	3,947	±243
Black or African American alone	10,798	±698	0	±12
American Indian and Alaska Native alone	327	±124	0	±12
Asian alone	1,892	±214	18	±23
Native Hawaiian and Other Pacific Islander alone	76	±70	0	±12
Some other race alone	437	±250	0	±12
Two or more races:	5,854	±781	31	±45
Two races including Some other race	195	±136	5	±10
Two races excluding Some other race, and three or more races	5,659	±779	26	±43
Hispanic or Latino:	33,339	*****	501	±237
White alone	22,528	±1,475	338	±221
Black or African American alone	108	±95	0	±12
American Indian and Alaska Native alone	238	±208	0	±12
Asian alone	0	±29	0	±12
Native Hawaiian and Other Pacific Islander alone	49	±48	0	±12
Some other race alone	6,200	±1,324	52	±77
Two or more races:	4,216	±1,060	111	±112
Two races including Some other race	3,376	±1,090	111	±112

Table: ACSDT5Y2020.B03002

	Elkhart County, Indiana		Jackson township, Elkhart County, Indiana	
Label	Estimate	Margin of Error	Estimate	Margin of Error
Two races excluding Some other race, and three or more races	840	±397	0	±12

# Engineering Assessment Report

**SR 15 @ CR 146**  
**Intersection Improvement**  
**DES No. 2000024**

Safety Project  
Proposed Fiscal Year: 2025  
Score: 89

Fort Wayne District  
Elkhart Sub-District  
Elkhart County, Indiana  
**10/21/21**

Prepared by:  
Steven Lam  
Fort Wayne District Traffic Planning Engineer

Approved by:  
Dana Plattner  
District Traffic Engineer

## Indiana Department of Transportation

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Traffic Engineering  
Fort Wayne District  
Address: 5333 Hatfield Rd, Fort Wayne, IN 46808





## Table of Contents

Executive Summary .....	3
Project Location .....	3
Purpose and Need.....	4
Project History .....	4
Existing Conditions.....	4
Notes from Field Check.....	4
Structure Information.....	4
Roadway Geometrics and Pavement Information .....	4
Capacity Analysis .....	4
Crash Information.....	5
Design Considerations.....	5
Community/External Stakeholder Context.....	6
Analysis and Alternatives .....	6
Description of Alternatives.....	6
Cost Estimates .....	6
Preliminary Maintenance of Traffic Plan (MOT).....	6
Pavement and Roadway Design .....	6
Right-of-Way and Survey.....	7
Utilities and Railroads .....	7
Design Criteria.....	7
Recommended Alternative.....	7
Changes to Proposal.....	7
Concurrence and Approval .....	7
Attachments	
1. Scoring Sheets	
2. Crash Diagram	
3. RoadHAT Crash Data Report	
4. Alternative Sketches	
5. RoW Information	
6. Project Support Letters	



## Executive Summary

The purpose of this report is to document the engineering assessment phase of project development, including all coordination that has been completed in preparation for this project. This document outlines the proposal and is intended to serve as a guide for subsequent survey, design, environmental, right of way and other project activities leading to construction. The preferred alternative identified in this document is considered predecisional, pending the outcome of environmental studies. An alternative other than the preferred alternative may not be selected without consultation with the preparer of this report.

The project location is SR 15 at CR 146 in New Paris, Elkhart County. This location is experiencing a high number of crashes compared to other intersections in Indiana. There is a need to increase the safety of this intersection. This project is proposing additional NB left turn lane and SB left and right turn lanes. No additional R/W is needed. The cost estimate for this project is \$1.3 million.

This location has been studied as a possible candidate for project funding under the federal highway Safety Improvement Program (HSIP) and therefore 23 U.S.C Section 409 applies.

## Project Location

**Table 1: Project Location Information**

Location Description			
Route	SR 15	Latitude	41°29'35.33"N
City	New Paris	Longitude	85°50'5.37"W
County	Elkhart	Nearest Cross Street	CR 146
District	Fort Wayne	Distance From	
Sub District	Elkhart	RP From	
MPO		RP To	
NHS Route?	No	Length	
Functional Class	Other Principal Arterial	Work Type	Intersect. Improv. W/ Added Turn Lanes
Rural or Urban	Urban	Work Category	Intersection Improvement Project
Other Location Info:			



## **Purpose and Need**

The safety of the SR 15 and CR 146 intersection in Elkhart County is a concern. There are a number of crashes occurring at the intersection of SR 15 and CR 146 in Elkhart County. This intersection is located in New Paris. The most common crash types are those that involve turning movements, including right angles and left turns/right turns. There are also a few rear ends caused by vehicles waiting to turn left and a few other various types of crashes.

The SR 15 and CR 146 intersection has significantly more crashes than the state average. The purpose of this project is to reduce crashes at this intersection.

## **Project History**

A 2016 RSA recommended the following treatments:

- NB and SB left turn lanes
- Widening east leg to 12' lanes
- Improving the radii of all corners
- Relocated utility poles on the east side of SR 15

## **Existing Conditions**

### Notes from Field Check

N/A

### Structure Information

The SR 15 bridge over Whitehead Ditch will be impacted by the lane shift. This bridge is south of the SR 15 and CR 146 intersection. The proposed lane shift taper passes the bridge and will need to be evaluated.

### Roadway Geometrics and Pavement Information

**Table 2: Roadway Geometrics and Pavement Information**

Lane Width	12 ft.
Curbed	No
Shoulder Width	13 ft
Number of lanes in each direction	1
Intersection Traffic Control	Two Way Stop
Speed Limit	55 mph
Pavement Type	Asphalt
Median Type	None

### Capacity Analysis

**Table 4&5: Capacity Analysis**



ROAD	AM Peak							
	EB		WB		NB		SB	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Existing	D	28.1	C	18.4	A	1	A	0.9
Design Year Base	F	59.9	C	24.8	A	1.2	A	1.0
Design Year Proposed	F	58.0	C	24.5	A	0.7	A	0.7

ROAD	PM Peak							
	EB		WB		NB		SB	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Existing	F	120.2	E	35.4	A	1.8	A	0.4
Design Year Base	F	438.4	F	105.3	A	2.2	A	0.5
Design Year Proposed	F	432.3	F	96.4	A	1.2	A	0.2

For more information on the capacity analysis, see attached reports.

### Crash Information

**Table 6: Crash History**

ICC	2.07	Number of Crashes	21
ICF	3.43	Number of Fatal and Incapacitating Crashes	4
First Year of Crash Data	2016	Number of Non-Incapacitation Crashes	0
Last Year of Crash Data	2018	Number of Property Damage Only Crashes	17

9 out of the 21 crashes are either right angle or turning movement crashes, 4 out of the 21 crashes are either opposite direction side swipes or same direction sideswipes, and 3 out of the 21 are rear ends caused by vehicles stopping to turn left. Only a couple of these crashes occurred when weather conditions were wet/snowy or lighting conditions were dark so most likely, neither weather or lighting played a significant part overall.

The RoadHAT output and a crash diagram have been included in the attachments to this report.

### Design Considerations

**Table 7: Other Design Considerations**

<b>Land Survey Location</b>	
<b>Civil Township</b>	Jackson Township
<b>Federal Aid System</b>	N/A
<b>National Truck Network</b>	N/A
<b>Urban Area Boundary</b>	Elkhart-Goshen (Elkhart_Co)
<b>Adjacent Land Use</b>	West side: AEP substation East side: Norfolk Southern Railroad





Community/External Stakeholder Context

No significant impacts to the local community or stakeholders are expected.

**Analysis and Alternatives**

Description of Alternatives

An Intersection Decision Guide was completed for this project and the only two viable alternatives identified were alternative 1 and the no-build alternative.

Alternative 1 – NB and SB left turn lanes, SB right turn lane, \$1,350,000 cost estimate, TSAM score of 89.

Alternative 2 – No Build. The No build option was considered for this project. However, this option does not address the safety issue at this intersection and does not fulfill the purpose and need of this project. This option is not beneficial to the motoring public.

Cost Estimates

**Table 8: Cost Estimate Summary**

Alternative	Funding Category	Estimated Cost
Alternative 1	CN	\$1,063,000
	PE	\$212,000
	Utility	\$105,000
	RoW	\$0
	<b>Total Cost</b>	<b>\$1,380,000</b>
Alternative 2 No Build	CN	\$0
	PE	\$0
	Utility	\$0
	RoW	\$0
	<b>Total Cost</b>	<b>\$0</b>

Preliminary Maintenance of Traffic Plan (MOT)

Traffic will be maintained during construction.

The above information is preliminary and conceptual in nature. The designer of record for this project shall be responsible for the determination of MOT scheme and the full design of that scheme. The above information can be used to inform the decision making of the designer but it does not absolve him of the responsibility of the design.

The provisions of the Indiana Manual on Uniform Traffic Control Devices, the Indiana Design Manual and the INDOT Standard Drawings concerning the design of an MOT zone shall be adhered to. A detailed design showing the MOT layout should be included in the final set of plans. The provisions of the Interstate Highway Congestion Policy shall be followed.

Pavement and Roadway Design

There will be an addition of right and left turn lanes SB and a left turn lane NB.



### Right-of-Way and Survey

No R/W is needed for this project. There is an additional 40 ft. of R/W from Winona Quit-Claim Deed on east side of SR 15 for 70 ft. total R/W from SR 15 centerline.

### Utilities and Railroads

3 phase power poles will need to be relocated.

### Design Criteria

The design of this project shall adhere to 3R Project, Non-Freeways standards per the Indiana Design Manual.

SEE IDM 40-06.01 FOR MORE INFORMATION.

### Recommended Alternative

Alternative 1, addition of left turn lanes is the chosen alternative because intersection improvement was the only viable option given by the Intersection Decision Guide completed for this project. Expected cost of this project is \$1,350,000 and the TSAM score is 89.

### Changes to Proposal

Contact the District Traffic Engineer if deviation from this document is determined to be necessary during a later phase of project development, including but not limited to scope of work or letting changes. Any desired changes should include justification for the change and the estimated cost.

### Concurrence and Approval

This document was prepared by:

Steven Lam

Traffic Planning Engineer, Fort Wayne District

12/31/19