

CATEGORICAL EXCLUSION LEVEL 1 FORM

GENERAL PROJECT INFORMATION

Road No./County:	State Road 3 and Waits Road / Noble County
Designation Number(s):	1900138
Project Description/Termini:	State Road 3 (SR 3) at Waits Road and SR 3 at Main Street intersection improvements, 2.22 miles south of US 6.

CE Level 1 documentation for exempted projects

Additional Information to CE Level 1

Approval:

INDOT DE/ESD Signature and Date

Release for Public Involvement:

Arianna Papadakis 5/18/2022

INDOT DE/ESD Initials and Date

Certification of Public involvement:

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer:

Jessica Poiry 5/5/2022

Signature and Date

CE Preparer:

Marion Wells, Crawford, Murphy & Tilly, Inc.

Name and Organization

Indiana Department of Transportation

County Noble Route SR 3 and Waits Road Des. No. 1900138

GENERAL PROJECT INFORMATION, DESCRIPTION, AND DESIGN INFORMATION	
Purpose and Need:	<p>The Indiana Department of Transportation (INDOT) has identified the need to address safety concerns at the intersection of State Road 3 (SR 3) and Waits Road. The need for the project is supported by safety and crash analyses documenting the high number of accidents involving vehicles traveling across SR 3 from the existing Waits Road median crossover and by capacity analysis documenting future unacceptable levels of service (LOS) at the intersection.</p> <p>According to a crash analysis (CMT, December 2020) (Appendix I, pages I-7 to I-8 and I-11 to I-13) for the project, within a 3-year period between April 2017 and November 2019, 13 crashes were reported within the SR 3 and Waits Road intersection. Of these, four of the incidents resulted in injuries (including two that were incapacitating). A recent incident occurred in the spring of 2021 that involved multiple deaths. A total of 46% of the crashes and all of the injury crashes during the study period, including the recent fatality crash, were right angle crashes where the driver tried to cross SR 3 along Waits Road but was struck once past the median.</p> <p>Indices of crash frequency (ICF) and crash cost (ICC) are calculated to determine how many standard deviations away from the average an intersection's crash history and severity are compared to other similar intersections across Indiana. The ICF is used to consider the number of crashes, while the ICC is used to consider the severity of crashes. A positive ICF and ICC means an intersection is experiencing a higher frequency of crashes and a more expensive crash cost than similar intersections statewide. An ICF and ICC of greater than 1.00 raises a red flag that an intersection should be evaluated for potential safety enhancements. An acceptable ICF and ICC for an intersection is 1.00 or less.</p> <p>According to a safety analysis (CMT, December 2020) (Appendix I, pages I-8 to I-9) for the project, from 2015 to 2018 the SR 3 and Waits Road intersection had an ICF of 1.99 and an ICC of 1.36. Therefore, the ICF and ICC results flag the project intersection as a safety concern. The ICF is two standard deviations higher than similar intersections in the state and the ICC is more than one standard deviation higher than similar intersections in the state. The high ICC is due to the number and severity of injury crashes at the intersection.</p> <p>Intersection performance is measured by level of service (LOS), which is a measure of the quality of traffic flow. LOS values can range from LOS A, which is the least congested or free flow, to LOS F, which is the most congested or breakdown flow. According to the Indiana Design Manual, the desirable LOS for the SR 3 and Waits Road intersection is D or better.</p> <p>According to the Engineer's Assessment (CMT, September 2020) (Appendix I, pages I-3 to I-7) for the project, the eastbound approach of the existing intersection operates at an acceptable LOS C in the morning and evening peak hours and has a 21.5 second and 22.7 second delay, respectively. In the 2044 design year traffic projection, the eastbound approach of the</p>

Indiana Department of Transportation

County Noble Route SR 3 and Waits Road Des. No. 1900138

	<p>intersection is projected to operate at an unacceptable LOS E in the evening peak hour and have a 36.2 second delay, respectively.</p> <p>The purpose of this project is to reduce median crossover crashes to achieve an ICF and ICC of 1.00 or less and maintain the desired LOS D or better with the design year traffic projections at the SR 3 and Waits Road intersection.</p>
<p>Project Description (Preferred Alternative):</p>	<p>INDOT and the Federal Highway Administration (FHWA) intend to proceed with the intersection improvement project at the intersection of SR 3 and Waits Road in Kendallville, Noble County, Indiana (Appendix B, page B-1). The project is located within Sections 4, 5, and 9, Township 34 North, and Range 11 East, on the U.S. Geological Survey (USGS) Kendallville, Indiana Quadrangle (Appendix B, page B-3). The project extends along SR 3 from approximately 0.30 mile north of the Waits Road (Sta. 306+62.36) intersection to approximately 0.13 mile south of the Waits Road intersection (Sta. 284+13.15) and along Waits Road from approximately 0.05 mile west of the SR 3 intersection (Sta. 47+42.00) and approximately 0.05 mile east of the SR 3 intersection (Sta. 52+39.80). The project also involves modifications to the existing traffic signal at SR 3 and Main Street (Sta. 271+00.00), located 0.17 mile south of the SR 3 and Waits Road intersection.</p> <p>SR 3 in Noble County is classified by INDOT as a Rural Minor Arterial and is not a part of FHWA National Highway System (NHS route). It travels north-south, connecting US 6 in Kendallville, Indiana to I-69 in Fort Wayne, Indiana. Through the project area the speed limit is 55 miles per hour (mph) with two 12-foot wide lanes in each direction with a 60-foot wide median. The northbound leg of SR 3 includes right and left turn lanes onto Waits Road with an outside and inside shoulder. The southbound leg of SR 3 includes a left turn lane onto Waits Roads with an outside shoulder and inside shoulder.</p> <p>Waits Road is classified by INDOT as a rural local road. The eastbound and westbound approaches on Waits Road have one lane in each direction for all movements. The speed limit on the east leg of Waits Road is 30 mph and the west leg is 40 mph.</p> <p>The existing SR 3 and Waits Road intersection is four-legged and unsignalized. Waits Road is two-way stop controlled on the east and west legs at its intersection with SR 3. At the intersection, there is a high number of accidents involving vehicles traveling across SR 3 from the existing Waits Road median crossover.</p> <p>Land use in the vicinity of the project is residential and agricultural and the project area is surrounded by residential, agricultural, and church properties. The surface water within the project area drains generally southeast towards Bixler Lake Ditch. One water resource is reported within the construction limits.</p> <p>The project will involve converting the project intersection of SR 3 and Waits Road to a Closed Median Reduced Conflict Intersection (RCI). The approaches on Waits Road will be updated to right turn only movement. Vehicles wanting to travel through or turn left from Waits Road will be</p>

Indiana Department of Transportation

County Noble Route SR 3 and Waits Road Des. No. 1900138

	<p>required to turn right onto SR 3 and then complete a U-turn movement. Vehicles wanting to turn left onto Waits Road from SR 3 will be required to complete a U-turn movement at the Median U-Turn (MUT) location. The spacing of the MUT along SR 3 will be 1,500 feet north of the existing intersection, so that it is outside of the superelevated section of SR 3 (which could create a tipping hazard for larger trucks navigating the U-turn movement). The MUT will be unsignalized. New permanent lighting will be installed at the SR 3 and Main Street intersection, the SR 3 and Waits Road intersection, and the north MUT, to provide adequate visibility. There will not be a south MUT, instead vehicles will need to travel to the intersection of SR 3 and Main Street, which is located approximately 0.33 mile south of the SR 3 and Waits Road intersection, to complete a U-turn. In order to construct the intersection improvements, the existing culvert underneath Waits Road to the west of SR 3 will be fully replaced and extended to the north 65 feet, resulting in 65 feet of additional encapsulation of the existing stream and a total of 90 linear feet of stream impacts. The project will also involve signal phasing and timing modifications to the existing traffic signal at SR 3 and Main Street, due to new traffic being directed to the southbound left turn lane. Modifications to indicate a U-turn at the southbound left turn lane at SR 3 and Main Street will include the installation of a new signal head, the installation of U-turn signage, and pavement markings. No other improvements will occur at the SR 3 and Main Street intersection. Every effort to avoid, minimize, and/or mitigate project impacts will be made. The proposed improvements are shown on the plan sheets included in Appendix B, pages B-10 to B-42.</p> <p>The maintenance of traffic (MOT) for the project will involve the implementation of phased construction, a single lane closure on SR 3, and road closures along Waits Road east and west of the intersection with posted detours. Refer to the MOT section of this document and plan sheets (Appendix B, pages B-18 to B-32) for details.</p> <p>The preferred alternative will meet the purpose and need for the project by reducing the median crossover crashes to achieve an ICF and ICC of 1.00 or less and maintaining the desired LOS D or better with the design year traffic projections at the SR 3 and Waits Road intersection. The RCI would mitigate the frequency and severity of right-angle crashes, which tend to result in more severe events compared to other crash types. Almost all of the right-angle crashes that occurred at the intersection from 2017 to 2019 could have been avoided by installing a RCI due to the restricted left turn on the Waits Road approaches. The eastbound and westbound approaches to the intersection in the morning and evening peak hours are projected to be LOS B. The preferred alternative balances improving safety with protecting mobility and is cost-effective.</p> <p>Construction is anticipated to begin in Summer 2023 and be completed by the end of Summer 2024.</p> <p>The project extends along SR 3 from approximately 0.30 mile north of the Waits Road intersection to approximately 0.13 mile south of the Waits Road intersection and along Waits Road from approximately 0.05 mile west of the</p>
--	---

Indiana Department of Transportation

County Noble Route SR 3 and Waits Road Des. No. 1900138

	<p>SR 3 intersection and approximately 0.05 mile east of the SR 3 intersection. These logical termini were established based on the limits of the necessary work to accommodate the intersection improvements. The project is not dependent on any other projects to meet the project purpose and need, and therefore exhibits independent utility.</p>
<p>Other Alternatives Considered:</p>	<p>No Build Alternative The No Build alternative has no cost and involves no action in the project area. The intersection of SR 3 and Waits Road would remain unchanged. Waits Road would remain stop controlled with one lane approaches and have full access to SR 3. SR 3 would remain free flow through the intersection. In the 2044 No Build scenario, the eastbound approach of the intersection is projected to operate at an unacceptable LOS E. This alternative does not address the purpose and need to reduce median crossover crashes to achieve an ICF and ICC of 1.00 or less and maintain the desired LOS D or better with the design year traffic projections at the SR 3 and Waits Road intersection. Since this alternative would not fulfill the purpose and need, it was eliminated from further consideration.</p> <p>Standard RCI This alternative would involve converting the SR 3 and Waits Road intersection to a Standard RCI. The approaches on Waits Road would be updated to right turn only movement. Vehicles wanting to travel through or turn left from Waits Road would be required to complete a U-turn movement. The north MUT would be located 1,500 feet north of Waits Road and the south MUT would be located 800 feet south of Waits Road. The Standard RCI would allow left turn movements on the SR 3 approaches. The MUTs would be unsignalized and a truck loon would be provided to aid in turning movements. Lighting at the MUTs may be needed to provide adequate visibility at the intersection. This alternative would meet the purpose and need for the project by reducing the median crossover crashes to achieve an ICF and ICC of 1.00 or less and maintaining the desired LOS D or better with the design year traffic projections at the SR 3 and Waits Road intersection. However, this alternative has the highest project costs with very minimal improvements in travel time (2%). Since this alternative would have the highest cost, this alternative was eliminated from consideration.</p> <p>Closed Median RCI This alternative would involve converting the SR 3 and Waits Road intersection to a Closed Median RCI. The approaches on Waits Road would be updated to right turn only movement. Vehicles wanting to travel through or turn left from Waits Road would be required to complete a U-turn movement. Vehicles wanting to turn left from SR 3 would be required to complete a U-turn movement. The north MUT would be located 1,500 feet north of SR 3 and the south MUT would be located 650 feet south of SR 3. The MUTs would be unsignalized and a truck loon would be provided to aid in turning movements. Lighting at the MUTs may be needed to provide adequate visibility at the intersection. This alternative would meet the purpose and need for the project by reducing the median crossover crashes to achieve an ICF and ICC of 1.00 or less and maintaining the desired LOS D or better with the design year traffic projections at the SR 3 and Waits Road intersection.</p>

Indiana Department of Transportation

County Noble Route SR 3 and Waits Road Des. No. 1900138

	<p>However, this alternative has the second highest project costs of the other alternatives with very minimal improvements in travel time (2%). Since this alternative would have high associated costs, this alternative was eliminated from consideration.</p> <p>Standard RCI No Median U-Turn This alternative would involve converting the SR 3 and Waits Road intersection to a Standard RCI, similar to the Standard RCI Alternative above. However, there would be no MUTs. Vehicles wanting to travel through or turn left from the Waits Road eastbound approach would need to proceed to the SR 3 and Main Street intersection. Vehicles wanting to travel through or turn left from the Waits Road westbound approach would need to turn onto southbound Main Street prior to SR 3 and travel to the intersection of SR 3 and Main Street. This alternative would meet the purpose and need for the project by reducing the median crossover crashes to achieve an ICF and ICC of 1.00 or less and maintaining the desired LOS D or better with the design year traffic projections at the SR 3 and Waits Road intersection. However, this alternative results in the worst delays and LOS of the alternatives and has the highest total travel time for the corridor. This alternative also has a higher crash expectancy than the preferred alternative. Since this alternative would have the worst delays and LOS, this alternative was eliminated from consideration.</p> <p>Closed Median RCI No Median U-Turn This alternative would involve converting the SR 3 and Waits Road intersection to a Closed Median RCI, similar to the Closed Median RCI Alternative above. However, there would be no north MUT. The approaches on Waits Road would be updated to right turn only movement. Vehicles wanting to travel through or turn left along Waits Road would be required to proceed to the SR 3 and Main Street intersection. Vehicles wanting to travel on westbound Waits Road or turn onto southbound SR 3 would need to travel north to the nearest intersection at SR 3 and Ohio Street to make a U-turn movement, which adds 0.7-mile one way to the trip. The existing SR 3 and Ohio Street intersection does not include a left turn bay to aid in vehicles using the crossover as a median U-turn movement. This could increase rear end type crashes at this intersection. This alternative would meet the purpose and need for the project by reducing the median crossover crashes to achieve an ICF and ICC of 1.00 or less and maintaining the desired LOS D or better with the design year traffic projections at the SR 3 and Waits Road intersection. However, this alternative would create the greatest inconvenience to vehicles needing to make left turns or through movements along westbound Waits Road and has the greatest combined travel time. Since this alternative would disrupt the mobility of the corridor and create new safety concerns at the SR 3 and Ohio Street intersection, this alternative was eliminated from consideration.</p> <p>No other alternatives were considered.</p>
Funding Source(s):	<input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> Local <input type="checkbox"/> Other

Indiana Department of Transportation

County Noble Route SR 3 and Waits Road Des. No. 1900138

Project Sponsor:	Indiana Department of Transportation		
Estimated Cost:	\$1,476,742.00	Project Length:	0.53 mile
Public Involvement:			No: <input type="checkbox"/> Yes: X
<p>A notice of entry letter was not required for the project because all survey and data collection work were completed within existing right-of-way (ROW), and entry onto private property was not required.</p> <p>A stakeholder meeting was held on February 11, 2022 to obtain feedback from stakeholders on the project (Appendix G, pages G-1 to G-2). At this meeting, a project overview, including the project history and needs, were presented. The discussion focused on project details such as schedule, design status, and proposed improvements. The City of Kendallville Engineer, Police Chief, Fire Chief, Parkview Emergency Medical Systems (EMS), and the Noble County Engineer expressed support for the project at the meeting.</p> <p>The project does not meet any of the conditions set by the current <i>Indiana Department of Transportation (INDOT) Project Development Public Involvement Procedures Manual</i> that require formal public involvement. Therefore, the project sponsor is not required to offer the public an opportunity to request a public hearing. The project is not anticipated to cause any public controversy. This does not preclude the need for public involvement or public information meeting in the future.</p> <p>Due to the nature of the project including a MUT, the project sponsor will offer the public an opportunity to submit comments and/or request a public hearing. Therefore, a legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.</p>			
Right-of-Way:			No: X Yes: <input type="checkbox"/>
<p>The existing right-of-way (ROW) on SR 3 south of Waits Road is typically 296 feet wide, with a maximum of 528 feet wide at the SR 3 and Waits Road intersection. The existing ROW on SR 3 north of Waits Road is typically 280 feet wide, with a maximum of 507 feet wide at the SR 3 and Waits Road intersection. The existing ROW on Waits Road both east and west of SR 3 is 40 feet wide. The reported ROW widths are measured as the entire width of the roadway ROW.</p> <p>This project will occur within existing ROW. No permanent or temporary ROW will be required for this project.</p> <p>If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately.</p>			
Maintenance of Traffic (MOT) During Construction:			No: <input type="checkbox"/> Yes: X
<p>The MOT for the project will require phased single lane closure on SR 3. To complete work on Waits Road both approaches will be closed, and a detour will be required. Vehicles traveling east on Waits Road will turn north on Beacon Road, east on Drake Road, and south on Main Street. Vehicles traveling west on Waits Road will turn north on Main Street, west on Drake Road, and south on Beacon Road. The added travel distance as a result of the detour is approximately 3.1 miles. This detour is expected to be in place no more than 90 days. Facilities along the detoured road will have maintained access to their property. Please refer to Appendix B for MOT details within the plans (pages B-18 to B-32).</p>			

Indiana Department of Transportation

County Noble Route SR 3 and Waits Road Des. No. 1900138

The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences and delays will cease upon project completion.

Bridges and/or Small Structures:	No:	Yes: X
---	------------	---------------

Two pipes are located within the project area. An existing 258-foot long, 87-inch by 63-inch corrugated metal pipe (CV 003-057-200.96) is located underneath the south leg of SR 3. An unnamed tributary (UNT) 2 to Bixler Lake Ditch flows generally east through the existing pipe as an encapsulated stream underneath SR 3. The pipe is not historic. No impacts will occur to CV 003-057-200.96. One pipe is located within the construction limits. An existing 69-foot long, 36-inch-wide corrugated metal pipe (CMP) with metal wingwalls (COID-33932) is located underneath Waits Road to the west of SR 3. UNT 3 to Bixler Lake Ditch flows generally south through the existing pipe as an encapsulated stream underneath Waits Road. The existing pipe will be fully replaced and extended to the north of Waits Road for 65 feet. The new pipe will be a 134-foot long, 36-inch-wide CMP. The pipe is not historic. The proposed improvements are shown on the plan sheets included in Appendix B, pages B-10 to B-42. No impacts will occur to any other pipe, bridge, or small structure for the project.

IDENTIFICATION AND EVALUATION OF IMPACTS

Early Coordination:

Early coordination letters were sent on November 11, 2021. Appendix C, pages C-1 to C-6.

<u>Agency</u>	<u>Date Sent</u>	<u>Date Response Received</u>	<u>Appendix</u>
Federal Highway Administration (FHWA) – Indiana Division	11/11/2021	No response received	N/A
Indiana Geological and Water Survey (IGWS)	11/11/2021	11/12/2021	Appendix C, pages C-14 to C-16
Indiana Department of Natural Resources - Division of Fish and Wildlife (IDNR-DFW)	11/11/2021	11/12/2021	Appendix C, pages C-19 to C-21
Indiana Department of Environmental Management (IDEM)	11/12/2021	11/12/2021	Appendix C, pages C-7 to C-13
Housing and Urban Development (HUD) - Chicago Regional Environmental Officer	11/11/2021	No response received	N/A
INDOT – Fort Wayne District Office	11/11/2021	11/16/2021	Appendix C, pages C-28 to C-29
INDOT – Environmental Policy Manager	11/11/2021	No response received	N/A
INDOT – Project Manager	11/11/2021	No response received	N/A
INDOT - Office of Communication	11/11/2021	No response received	N/A

Indiana Department of Transportation

County Noble Route SR 3 and Waits Road Des. No. 1900138

US Army Corp of Engineers (USACE) - Louisville District	11/11/2021	No response received	N/A
First Christian Church	11/11/2021	No response received	N/A
Kendallville Municipal Airport	11/11/2021	No response received	N/A
INDOT Utilities and Railroads	11/11/2021	No response received	N/A
Noble County Sheriff	11/11/2021	No response received	N/A
Noble County Highway Department	11/11/2021	No response received	N/A
Kendallville Fire Chief	11/11/2021	No response received	N/A
Kendallville Police Chief	11/11/2021	No response received	N/A
Kendallville Mayor	11/11/2021	No response received	N/A
Noble County Engineer	11/11/2021	No response received	N/A
Noble Common Council (all members via email)	11/11/2021	No response received	N/A
East Noble School Corporation, Superintendent	11/11/2021	No response received	N/A
East Noble School Corporation, Director of Transportation	11/11/2021	No response received	N/A
Noble County Surveyor	11/11/2021	No response received	N/A
Noble County Emergency Management Agency, Director	11/11/2021	11/16/2021	Appendix C, pages C-17 to C-18
Kendallville MS4 Coordinator	2/10/2022	No response received	N/A
US Fish and Wildlife Service (USFWS) – Northern Indiana Suboffice	2/14/2022	2/16/2022	Appendix C, pages C-36 to C-37
INDOT Aviation	3/1/2022	3/8/2022	Appendix C, pages C-75 to C-76
City of Kendallville Water	5/25/2021, 8/31/2021	9/1/2021	Appendix C, pages C-22 to C-24
Crossroads Pipeline Company	5/25/2021, 8/31/2021	7/26/2021	Appendix C, pages C-25 to C-27
All applicable recommendations are included in the Environmental Commitments section of this CE document.			

Indiana Department of Transportation

County Noble Route SR 3 and Waits Road Des. No. 1900138

Streams, Rivers, and Other Jurisdictional Features Impacted:	No:	Yes: X
<p>Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, pages E-1 to E-10) there are eight streams, rivers, watercourse or other jurisdictional features within the 0.5-mile search radius. There is one stream, river, watercourse, or other jurisdictional feature within or adjacent to the project area. That number was determined to be three streams within the project investigated area by the site visits on June 23, 2021 and August 4, 2021 by Crawford, Murphy & Tilly, Inc. (CMT). There is one potentially jurisdictional, intermittent stream, UNT 3 to Bixler Lake Ditch, located within the construction limits.</p> <p>A <i>Waters of the U.S. Determination / Wetland Delineation Report</i> was approved by INDOT Ecology and Waterway Permitting Office on January 21, 2022. Please refer to Appendix F, pages F-1 to F-98 for the <i>Waters of the U.S. Determination / Wetland Delineation Report</i>. It was determined that one potentially jurisdictional, intermittent stream, UNT 3 to Bixler Lake Ditch was located within the construction limits. The USACE makes all final determinations regarding jurisdiction.</p> <p>No Federal, Wild and Scenic Rivers, State Natural, Scenic and Recreational Rivers, Outstanding Rivers for Indiana, navigable waterways, or National Rivers Inventory waterways are present in the project area.</p> <p>UNT 3 to Bixler Lake Ditch is located within the construction limits. UNT 3 to Bixler Lake Ditch flows generally south within the project area through an open channel for 159 linear feet, then generally south through an existing culvert as an encapsulated stream underneath Waits Road for 69 linear feet, and then generally south through an open channel again for 89 linear feet within the project area and continues to its confluence with another unnamed tributary to Bixler Lake Ditch (Appendix F, pages F-5 to F-7 and F-26). Approximately 90 linear feet (0.004 acre) of UNT 3 to Bixler Lake Ditch will be permanently impacted due to a culvert replacement and 65-foot-long extension at the inlet of the existing culvert underneath Waits Road. Riprap will be placed at the culvert outlet south of Waits Road.</p> <p>Efforts were made to avoid and minimize stream impacts to the greatest extent possible. The construction of this project will cause minimal stream disturbance. Avoidance alternatives are not practicable because they would not allow the project to address the existing safety concerns, and therefore would not fulfill the project's purpose and need. Mitigation is not expected to be required for this project. A 404 Nationwide Permit (NWP) and 401 Regional General Permit (RGP) are anticipated to be required.</p> <p>IDNR-DFW responded on November 12, 2021 with recommendations to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources (Appendix C, pages C-19 to C-21). The USFWS responded on February 16, 2022 with no comments in regards to the project (Appendix C, pages C-36 to C-37). Early coordination occurred via IDEM's online service on November 12, 2021. General comments in the IDEM automated response require permitting for impacts to streams and IDEM noted no specific concerns about watercourses in the area (Appendix C, pages C-7 to C-13). All applicable recommendations are included in the Environmental Commitments section of this CE document.</p>		

Indiana Department of Transportation

County Noble Route SR 3 and Waits Road Des. No. 1900138

Open Water Feature:	No: X	Yes:
<p>Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, pages E-1 to E-10) there are ten open water features within the 0.5-mile search radius. There are no open water features within or adjacent to the project area, which was confirmed by the site visits on June 23, 2021 and August 4, 2021 by CMT. Therefore, no impacts are expected.</p>		
Wetlands:	No:	Yes: X
<p>Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, pages E-1 to E-10) there are thirty-five wetlands within the 0.5-mile search radius. There are three wetlands within or adjacent to the project area. That number was determined to be nine by the site visits on June 23, 2021 and August 4, 2021 by CMT. There is one potentially jurisdictional, emergent wetland, Wetland D, located within the construction limits.</p> <p><i>A Waters of the U.S. Determination / Wetland Delineation Report</i> was approved by INDOT Ecology and Waterway Permitting Office on January 21, 2022. Please refer to Appendix F, pages F-1 to F-98 for the <i>Waters of the U.S. Determination / Wetland Delineation Report</i>. It was determined that one potentially jurisdictional, emergent wetland, Wetland D, was located within the construction limits. The USACE makes all final determinations regarding jurisdiction.</p> <p>Wetland D is located within the construction limits. Wetland D is a 0.343-acre, palustrine emergent persistent (PEM1) wetland located within a roadside ditch to the west of SR 3 and north of Waits Road, abutting UNT 3 to Bixler Lake Ditch (Appendix F, pages F-11 and F-24 to F-26). This wetland drains south to UNT 3 to Bixler Lake Ditch to UNT 2 to Bixler Lake Ditch to Bixler Lake Ditch to Henderson Lake Ditch, which is a tributary to the St Joseph River, a Section 10 TNW. Based on the connection to a downstream TNW, this wetland is likely federally jurisdictional. Based on hydrology modifications from the construction of SR 3, mown grass buffer, and low species diversity, Wetland D is a poor-quality wetland. Approximately 0.097 acre of Wetland D will be permanently impacted due to a 65-foot-long culvert extension at the inlet of the existing culvert underneath Waits Road, regrading along the west side of SR 3 north of Waits Road for the MUT, and the installation of new permanent lighting.</p> <p>Efforts were made to avoid and minimize wetland impacts to the greatest extent possible. The construction of this project will cause minimal wetland disturbance. Avoidance alternatives are not practicable because they would not allow the project to address the existing safety concerns, and therefore would not fulfill the project's purpose and need. Mitigation is not expected to be required for this project. A 404 NWP and 401 RGP are anticipated to be required.</p> <p>IDNR-DFW responded on November 12, 2021 with recommendations to avoid, minimize, or compensate for impacts to wetlands, wildlife, and botanical resources (Appendix C, pages C-19 to C-21). The USFWS responded on February 16, 2022 with no comments in regards to the project (Appendix C, pages C-36 to C-37). Early coordination occurred via IDEM's online service on November 12, 2021. General comments in the IDEM automated response require permitting for impacts to wetlands and IDEM noted no specific concerns about wetlands in the area (Appendix C, pages C-7 to C-13). All applicable recommendations are included in the Environmental Commitments section of this CE document.</p>		

Indiana Department of Transportation

County Noble Route SR 3 and Waits Road Des. No. 1900138

Terrestrial Habitat:	No:	Yes: X
<p>Based on a desktop review, site visits on June 23, 2021 and August 4, 2021 by CMT, and the aerial map of the project area (Appendix B, page B-3), there is mowed grass/lawn, old field, and emergent wetland habitat within the construction limits. The area is residential and agricultural land uses. Mowed grass/lawn, old field, and emergent wetland are the only vegetative community types in the project area and the only ground covers expected to be directly impacted. Approximately 1.34 acre of mowed grass/lawn containing common turf grasses, including fowl blue grass (<i>Poa palustris</i>) and narrowleaf plantain (<i>Plantago lanceolata</i>), will be directly impacted for the intersection improvements. Approximately 0.19 acre of old field dominated by red fescue (<i>Festuca rubra</i>), Queen Anne's-lace (<i>Daucus carota</i>), fuller's teasel (<i>Dipsacus fullonum</i>), and Canadian thistle (<i>Cirsium arvense</i>) will be directly impacted for the project improvements. Approximately 0.097 acre of emergent wetland dominated by lesser poverty rush (<i>Juncus tenuis</i>) and common fox sedge (<i>Carex vulpinoidea</i>), will be directly impacted for the intersection improvements. A total of 1.627 acre of terrestrial habitat will be directly impacted for the intersection improvements. No trees are expected to be removed as a result of this project. Efforts were made to avoid and minimize terrestrial habitat impacts to the greatest extent possible. The construction of this project will cause minimal terrestrial habitat disturbance. Avoidance alternatives are not practicable because they would not allow the project to address the existing safety concerns, and therefore would not fulfill the project's purpose and need. Mitigation is not anticipated for this project.</p> <p>IDNR-DFW responded on November 12, 2021 with recommendations to avoid, minimize, or compensate for impacts to wildlife and botanical resources, including revegetating all bare and disturbed areas (Appendix C, pages C-19 to C-21). The USFWS responded on February 16, 2022 with no comments in regards to the project (Appendix C, pages C-36 to C-37). Early coordination occurred via IDEM's online service on November 12, 2021. General comments in the IDEM automated response require permitting if there is more than one acre of total land area disturbance (Appendix C, pages C-7 to C-13). All applicable recommendations are included in the Environmental Commitments section of this CE document.</p>		
Protected Species:	No:	Yes: X
<p>Based on a desktop review and the RFI report (Appendix E, pages E-1 to E-10), completed by CMT on March 2, 2022, the IDNR Noble County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated November 12, 2021 (Appendix C, pages C-19 to C-21), the Natural Heritage Program's Database has been checked and no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. In addition, IDNR-DFW responded with recommendations to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources. All applicable recommendations are included in the Environmental Commitments section of this CE document. An INDOT 0.5-mile bat review occurred on September 8, 2021, which did not indicate the presence of the Indiana bat or the northern long-eared bat in or within 0.5 mile of the project area.</p> <p>Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages C-38 to C-51). The project is within range of the federally endangered Indiana bat (<i>Myotis sodalis</i>) and the federally threatened northern long-eared bat (NLEB) (<i>Myotis septentrionalis</i>). No additional species were generated in the IPaC species list other than the Indiana bat and northern long-eared bat.</p> <p>The project qualifies for the <i>Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)</i>, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. A culvert inspection</p>		

Indiana Department of Transportation

County Noble Route SR 3 and Waits Road Des. No. 1900138

occurred on August 4, 2021 and states that no evidence of birds or bats was seen or heard in the culvert (Appendix C, page C-71). An effect determination key was completed on February 14, 2022, and based on the responses provided, the project was found to “May Affect, Not Likely to Adversely Affect” the Indiana bat and/or the NLEB (Appendix C, pages C-52 to C-63). INDOT reviewed and verified the effect finding on February 17, 2022, and requested USFWS’s review of the finding (Appendix C, page C-64). No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) (General and Lighting 1 and 2) are included as firm commitments in the *Environmental Commitments* section of this document.

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

Geological and Mineral Resources:	No: X	Yes:
--	--------------	-------------

Based on a desktop review and the Indiana Karst Region map, the project is located outside the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topo map of the project area (Appendix B, page B-2) and the RFI report (Appendix E, pages E-1 to E-10) there are no karst features identified within or adjacent to the project area. In the early coordination response November 12, 2021, the IGWS did not indicate that karst features exist in the project area (Appendix C, pages C-14 to C-16). IGWS noted a low potential to encounter bedrock and sand and gravel resources, and no active or abandoned mineral resource extraction sites are documented in the area. Response from IGWS has been communicated to the designer on November 12, 2021. No impacts are expected.

Drinking Water Resources:	No:	Yes: X
----------------------------------	------------	---------------

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

The IDEM’s Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on November 12, 2021 by CMT. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on February 10, 2022 by CMT. The nearest well is an oil and gas borehole drilled to bedrock located approximately 0.2 mile north of Waits Road and west of the project area. The feature will not be affected because it is located more than 100 feet from the construction limits. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that these wells will be affected, a cost to cure will likely be included in the appraisal to restore the wells.

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by CMT on February 10, 2022, and the RFI report; this project is located in an Urban Area Boundary (UAB). An early coordination letter was sent on February 10, 2022, to the Kendallville MS4 coordinator. The MS4 coordinator did not respond within the 30-day time frame. Post construction Storm Water Quality Best Management Practices (BMPs) may be required.

Indiana Department of Transportation

County Noble Route SR 3 and Waits Road Des. No. 1900138

Based on a desktop review, site visits on June 23, 2021 and August 4, 2021 by CMT, and the aerial map of the project area (Appendix B, page B-3), this project is located where there is a public water system. The public water system will not be affected because no impacts will occur to existing water lines. An early coordination letter was sent on May 25, 2021, to the City of Kendallville Water, followed by a request for verification on August 31, 2021. The City of Kendallville Water responded on September 1, 2021 with a map showing the location of water lines within and near the project area (Appendix C, pages C-22 to C-24). A water line is located along the north side of Waits Road and a water line is located along the east side of SR 3. The City of Kendallville Water did not express any concerns for the project in relation to the public water facilities. Therefore, no impacts are expected.

Floodplains:	No: X	Yes:
---------------------	--------------	-------------

The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) was accessed on February 10, 2022 by CMT. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page F-101). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

Farmland:	No: X	Yes:
------------------	--------------	-------------

Based on a desktop review, site visits on June 23, 2021 and August 4, 2021 by CMT, and the aerial map of the project area (Appendix B, page B-3), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the construction limits. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected.

Cultural Resources:	No: X	Yes:
----------------------------	--------------	-------------

On January 7, 2022 the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category B, Type B-2 and B-9 under the Minor Projects Programmatic Agreement, (Appendix D, pages D-1 to D-4). The MPPA Category B, Type B-2 covers installation of new lighting, signals, signage, and other traffic control devices and MPPA Category B, Type B-9 covers installation, replacement, repair, lining, or extension of culverts and other drainage structures if deemed appropriate for coverage under this MPPA, by consultation and mutual agreement between INDOT, FHWA, and the SHPO. The project is occurring in previously disturbed soils. No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

Section 4(f) and Section 6(f) Resources:	No: X	Yes:
---	--------------	-------------

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

Based on a desktop review, the aerial map of the project area (Appendix B, page B-3), and the RFI report (Appendix E, pages E-1 to E-10) there are five potential 4(f) resources located within the 0.5-mile search radius. According to additional research, and by the site visits on June 23, 2021 and August 4, 2021 by CMT, there are no Section 4(f) resources within or adjacent to the construction limits. Therefore, no use is expected.

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

Indiana Department of Transportation

County Noble Route SR 3 and Waits Road Des. No. 1900138

recreation use.		
A review of 6(f) properties on the INDOT ESD website revealed a total of twenty-three properties in Noble County (Appendix I, page I-1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.		
Air Quality:	No: X	Yes:
This project is included in the Fiscal Year (FY) 2020-2024 Statewide Transportation Improvement Program (STIP) (Appendix H, page H-1).		
This project is located in Noble County, which is currently in attainment for all criteria pollutants according to the US Environmental Protection Agency Nonattainment Areas for Criteria Pollutants Green Book (https://www.epa.gov/green-book). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.		
This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(c), or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and as such, a Mobile Source Air Toxics analysis is not required.		
Community Impacts:	No: X	Yes:
Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. This project will have no relocations and will require less than 0.5 acre of additional permanent right-of-way; therefore, an EJ analysis is not required per the current INDOT Categorical Exclusion Manual.		
The surrounding area land use is residential and agricultural. No changes in land use and no displacements or changes in access to businesses and residences are anticipated as a result of the proposed project. The existing tax base, property value and economic development potential will be minimally affected by these improvements.		
Since the project will not include a south MUT, southbound vehicles wanting to turn left onto Waits Road will need to travel to the intersection of SR 3 and Main Street, which is located approximately 0.33 mile south of the SR 3 and Waits Road intersection, to complete a U-turn. The added travel distance as a result of the traffic change is approximately 0.66 mile. The project will involve signal phasing and timing modifications to the existing traffic signal at SR 3 and Main Street. The additional travel distance and intersection modifications are not expected to have a substantial impact on local traffic patterns or traveling motorists.		
The project will require a single lane closure on SR 3. To complete work on Waits Road both approaches will be closed, and a detour will be required. Facilities along the detoured road will have maintained access to their property. The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences and delays will cease upon project completion.		
Construction activities will not impact community events. Local community events near the project area include Mid-American Windmill Museum Kite Day on Mother's Day, Noble County Community Fair in July, Kendallville Kid City Event in August, Tri-State Bluegrass Music Festival on Memorial Day weekend and Labor Day, Kendallville Apple Festival in October, NoblePalooza countywide community event in March, Fairy, Gnome and Troll Festival in May, Kendallville Car Show in September, and		

Indiana Department of Transportation

County Noble Route SR 3 and Waits Road Des. No. 1900138

Kendallville Christmas Parade in December. All of these events are located between 1.3 miles and 2.8 miles north from the project area. Any impact to these events will likely be temporary minor traffic delays during the construction period. No impacts to community events are expected after construction is completed.

The proposed improvements will result in a positive impact on community cohesion, due to enhanced safety for traveling motorists. There will be no adverse alterations to the movement of traffic, land use, or the streetscape, and the proposed project will not accelerate changes in land use, population density, or growth rate. The improvements will enhance an existing roadway on existing alignment. Therefore, the proposed project is not likely to result in substantial reasonably foreseeable impacts.

Public facilities and services (i.e. schools, emergency services):	No:	Yes: X
---	------------	---------------

Based on a desktop review, the aerial map of the project area (Appendix B, page B-3), and the RFI report (Appendix E, pages E-1 to E-10), there are two schools, one religious facility, five pipelines, two railroads, and three trails located within the 0.5 mile of the project. There are two public facilities within or adjacent to the project area. That number was confirmed by the site visits on June 23, 2021 and August 4, 2021 by CMT, and utility coordination. First Christian Church is located adjacent to the project area; however, it is not located adjacent to the construction limits. There will be no impacts to the First Christian Church property or adjacent to the property. Crossroads Pipeline Company/TC Energy has one petroleum pipeline running north to south underneath SR 3 through the construction limits. An early coordination letter was sent on May 25, 2021, to the Crossroads Pipeline Company, followed by a request for verification on August 31, 2021. The Crossroads Pipeline Company responded on July 26, 2021 (Appendix C, pages C-25 to C-27). There will be no impacts to the pipeline as a result of the project. Although not located within the 0.5 mile search radius, one public-use airport, Kendallville Municipal Airport, is located within 3.8 miles (20,000 feet) of the project area. The public-use airport is located approximately 3.0 miles north of the project area. INDOT Aviation responded on March 8, 2022, that due to the close proximity of Kendallville Airport and the need for any obstructions within 5 miles to meet a 100:1 glideslope to the nearest runway according to 14 CFR Part 77 standards, if any object, obstruction, or equipment will exceed 158 feet in height, further coordination will be required (Appendix C, pages C-75 to C-76). If any object, obstruction, or equipment will exceed 158 feet in height, further coordination will occur with INDOT Aviation and the Federal Aviation Administration (FAA). Therefore, no impacts are expected. Access to all properties will be maintained during construction.

Noble County Emergency Management Agency responded on November 16, 2021 that there are no adverse affects incurred as a result of the project from an Emergency Management standpoint (Appendix C, pages C-17 to C-18). A stakeholder meeting was held on February 11, 2022 to obtain feedback from stakeholders on the project (Appendix G, pages G-1 to G-2). The City of Kendallville Engineer, Police Chief, Fire Chief, Parkview EMS, and the Noble County Engineer expressed support for the project at the meeting.

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

Indiana Department of Transportation

County Noble Route SR 3 and Waits Road Des. No. 1900138

Hazardous Materials and Regulated Substances:	No: X	Yes:
<p>Based on a review of GIS and available public records, the RFI was completed on March 2, 2022 by CMT and INDOT Site Assessment & Management (SAM) provided their concurrence on March 2, 2022 (Appendix E, pages E-1 to E-10). One manufactured gas plant site, two brownfields, one institutional control, and four National Pollutant Discharge Elimination System (NPDES) facilities are located within 0.5 mile of the project area. None of the hazmat sites identified will impact the project. Further investigation for hazardous material concerns is not required at this time.</p>		
Permits:	No:	Yes: X
<p>The project lies within the Kendallville UAB. Post construction Storm Water Quality BMPs may be required.</p> <p>A 404 NWP and 401 RGP will be required for impacts to the intermittent stream, UNT 3 to Bixler Lake Ditch and the emergent wetland, Wetland D.</p> <p>A Rule 5 submission will be required since 2.64 acres of land is to be disturbed. The Kendallville MS4 is a Certified Construction Program and will have jurisdiction over the Rule 5 review. It will be the responsibility of the designer to submit plans to the MS4 to process any necessary permits. Once any necessary permits are obtained, they will be submitted to the INDOT Contracts Division prior to the construction of the project. The conditions of the permit will be requirements of the project.</p> <p>Applicable recommendations provided by resource agencies are included in the Environmental Commitments section of this document. If permits are found to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations.</p> <p>It is the responsibility of the project sponsor to identify and obtain all required permits.</p>		

ENVIRONMENTAL COMMITMENTS:
<p>Firm:</p> <ol style="list-style-type: none"> 1) If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District) 2) It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD) 3) General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS) 4) Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS) 5) Lighting AMM 2: When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for

Indiana Department of Transportation

County Noble Route SR 3 and Waits Road Des. No. 1900138

those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS)

- 6) Due to the close proximity of Kendallville Airport and the need for any obstructions within 5 miles to meet a 100:1 glideslope to the nearest runway according to 14 CFR Part 77 standards, if any object, obstruction, or equipment will exceed 158 feet in height, further coordination will be required. (INDOT Aviation)

For Consideration:

- 7) Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR-DFW)
- 8) Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR-DFW)
- 9) Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR-DFW)
- 10) Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Riprap may be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Northern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. (IDNR-DFW)
- 11) The International Dark-Sky Association (IDA) states that, to minimize the negative impacts of artificial lighting on wildlife, "lighting should only be on when needed, only light the area that needs it, be no brighter than necessary, minimize blue light emissions, [and] be fully shielded (pointing downward)". The Division of Fish and Wildlife strongly encourages visiting the IDA's website to learn more about selecting lighting fixtures that minimize the harmful effects of lighting on humans and wildlife: <http://darksky.org/lighting/lighting-basics/>. (IDNR-DFW)
- 12) If box or pipe culverts are used, the bottoms should be buried a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the OHWM width); maintain the natural stream substrate within the structure; and have stream depth, channel width, and water velocities during low-flow conditions that are approximate to those in the natural stream channel. Bank lines should be restored within box and pipe structures to allow for wildlife passage above the ordinary highwater mark. The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. (IDNR-DFW)
- 13) Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30. (USFWS)

Appendix Table of Contents

Appendix A: INDOT Supporting Documentation	
<i>CE Level Threshold Chart</i>	A-1
Appendix B: Graphics	
<i>Project Location Map</i>	B-1
<i>USGS Topographic Map</i>	B-2
<i>Aerial Map</i>	B-3
<i>Photo Orientation Map</i>	B-4
<i>Photographs</i>	B-5
<i>PFC Plans</i>	B-10
Appendix C: Early Coordination	
<i>Sample Early Coordination Letter</i>	C-1
<i>Early Coordination Letter Recipient List</i>	C-4
<i>Early Coordination Letter Responses</i>	
<i>Indiana Department of Environmental Management (IDEM)</i>	C-7
<i>Indiana Geological and Water Survey (IGWS)</i>	C-14
<i>Noble County Emergency Management Agency</i>	C-17
<i>Indiana Department of Natural Resources (IDNR) - Division of Fish and Wildlife (DFW)</i>	C-19
<i>City of Kendallville Water Utilities</i>	C-22
<i>Crossroads Pipeline Company/TC Energy</i>	C-25
<i>Indiana Department of Transportation (INDOT) Fort Wayne District Office</i>	C-28
<i>Kendallville MS4 Coordinator Coordination</i>	C-30
<i>U.S. Fish and Wildlife Service (USFWS) Coordination</i>	C-33
<i>USFWS Email Response</i>	C-36
<i>USFWS IPaC Official Species List</i>	C-38
<i>USFWS Concurrence Verification Letter for the Indiana Bat and Northern Long-eared Bat</i>	C-52
<i>Fort Wayne District Indiana Bat and Northern Long-eared Bat MA-NLAA Concurrence Email</i>	C-64
<i>Fort Wayne District USFWS Bat Database Check Email</i>	C-69
<i>Structure Bat Assessment Form</i>	C-71
<i>INDOT Aviation Coordination</i>	C-72
<i>INDOT Aviation Email Response</i>	C-75
Appendix D: Section 106 of the NHPA	
<i>Minor Projects Programmatic Agreement (MPPA) Category B Documentation</i>	D-1
Appendix E: Red Flag and Hazardous Materials	
<i>Red Flag Investigation (RFI)</i>	E-1
Appendix F: Water Resources	
<i>Waters of the U.S. Report (applicable pages)</i>	F-1
<i>INDOT Ecology and Waterway Permitting Office Approval Email</i>	F-99
<i>IDNR Floodplain Map</i>	F-101
Appendix G: Public Involvement	
<i>Stakeholder Meeting Information</i>	G-1
Appendix H: Air Quality	
<i>Indiana STIP FY 2020-2024 (applicable page)</i>	H-1
Appendix I: Additional Studies/Reports	
<i>Section 6(f) LWCF Grants in Noble County</i>	I-1
<i>Abbreviated Engineers Report (applicable pages)</i>	I-2

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement ²
Stream Impacts³	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit ⁴
Wetland Impacts³	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way⁵	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)*	“No Effect”, “Not likely to Adversely Affect” (With select AMMs ⁶)	“Not likely to Adversely Affect” (With any AMMs or commitments)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic ⁷
Threatened/Endangered Species (Any other species)*	Falls within guidelines of USFWS 2013 Interim Policy or “No Effect”	“Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential ⁸
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any ⁹
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ¹⁰
Approval Level <ul style="list-style-type: none"> • District Env. (DE) • Env. Serv. Div. (ESD) • FHWA 	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA

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

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

³ Total permanent impacts to streams (linear feet) and wetlands (acres).

⁴ US Army Corps of Engineers Individual 404 Permit

⁵ Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.

⁶ Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.

⁷ Projects that do not fall under a Species Specific Programmatic and results in a “Likely to Adversely Affect”. Other findings can be processed as a lower level CE.

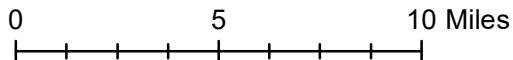
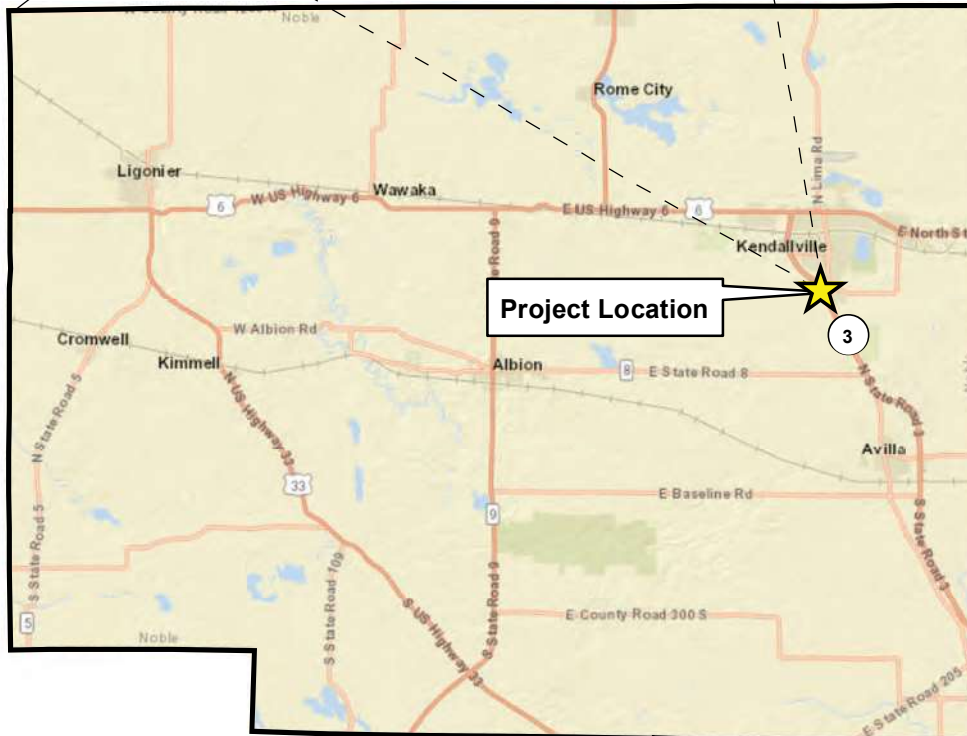
⁸ Potential for causing a disproportionately high and adverse impact.

⁹ Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.

¹⁰ Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

* Includes the threatened/endangered species critical habitat

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

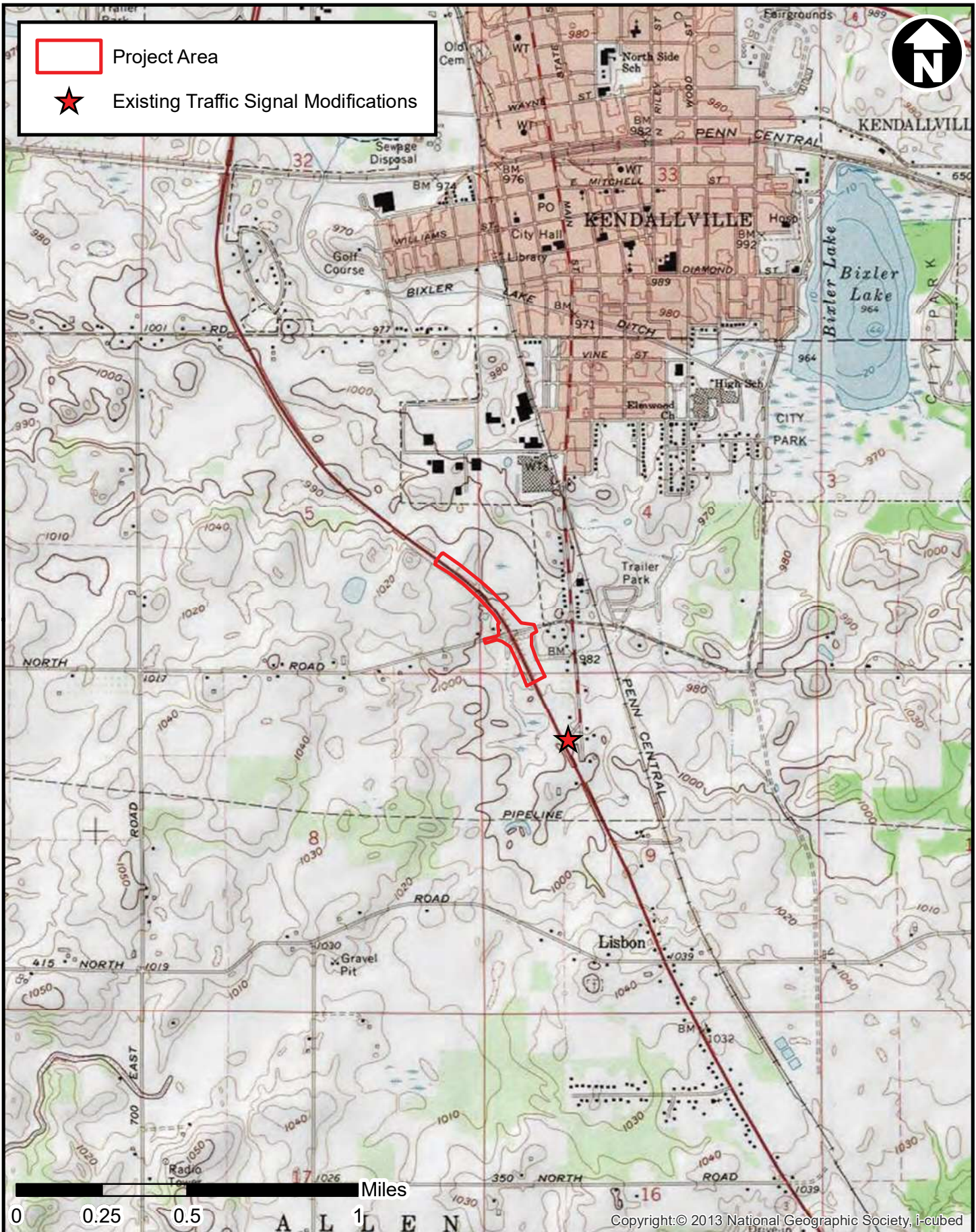


Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community

SR 3 & Waits Road Intersection Improvements (Des No 1900138)

Location Map - Noble County, Indiana



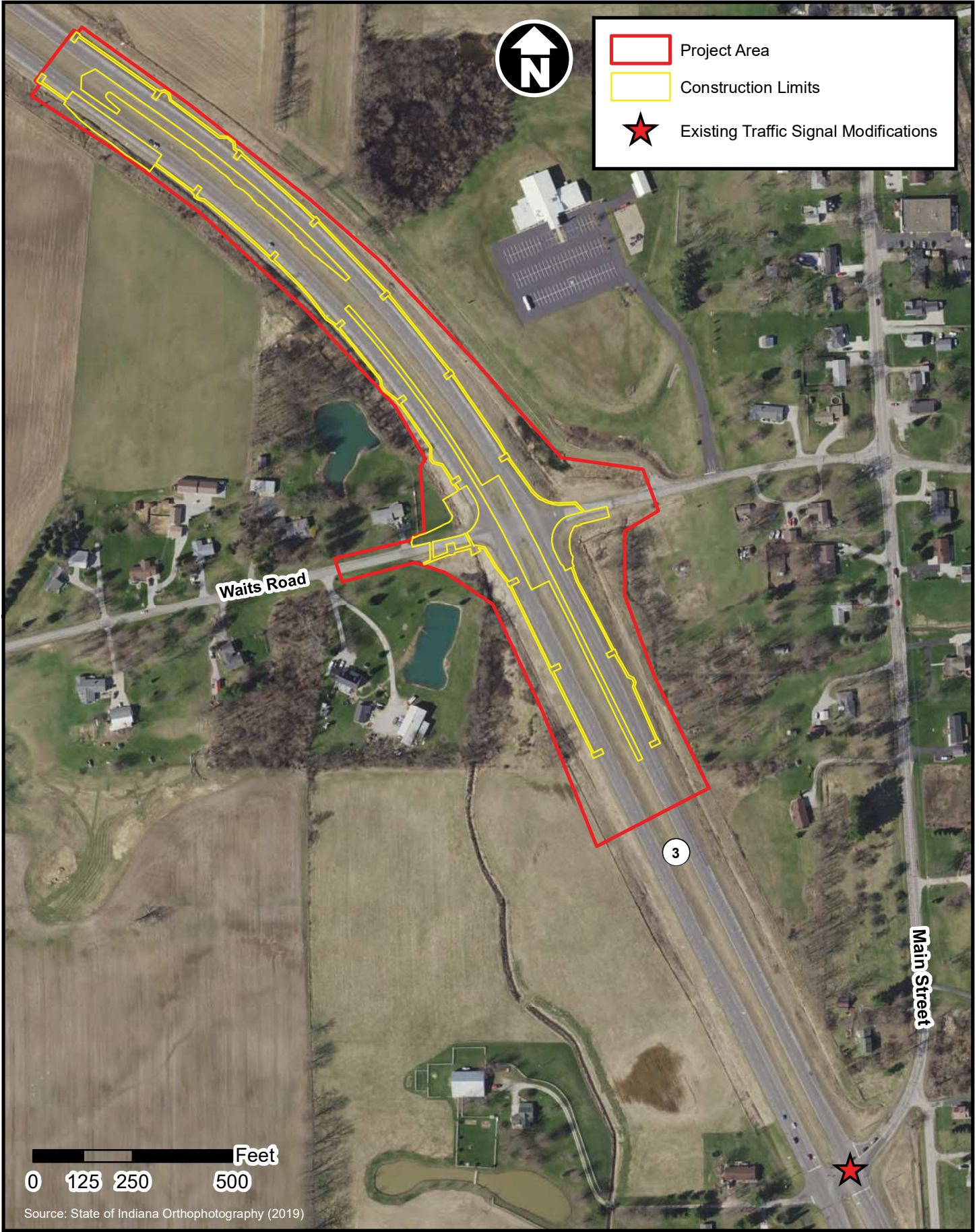


SR 3 and Waits Road Intersection Improvement (Des No 1900138)
USGS Topographic Map - Kendallville, IN Quadrangle





-  Project Area
-  Construction Limits
-  Existing Traffic Signal Modifications



0 125 250 500 Feet

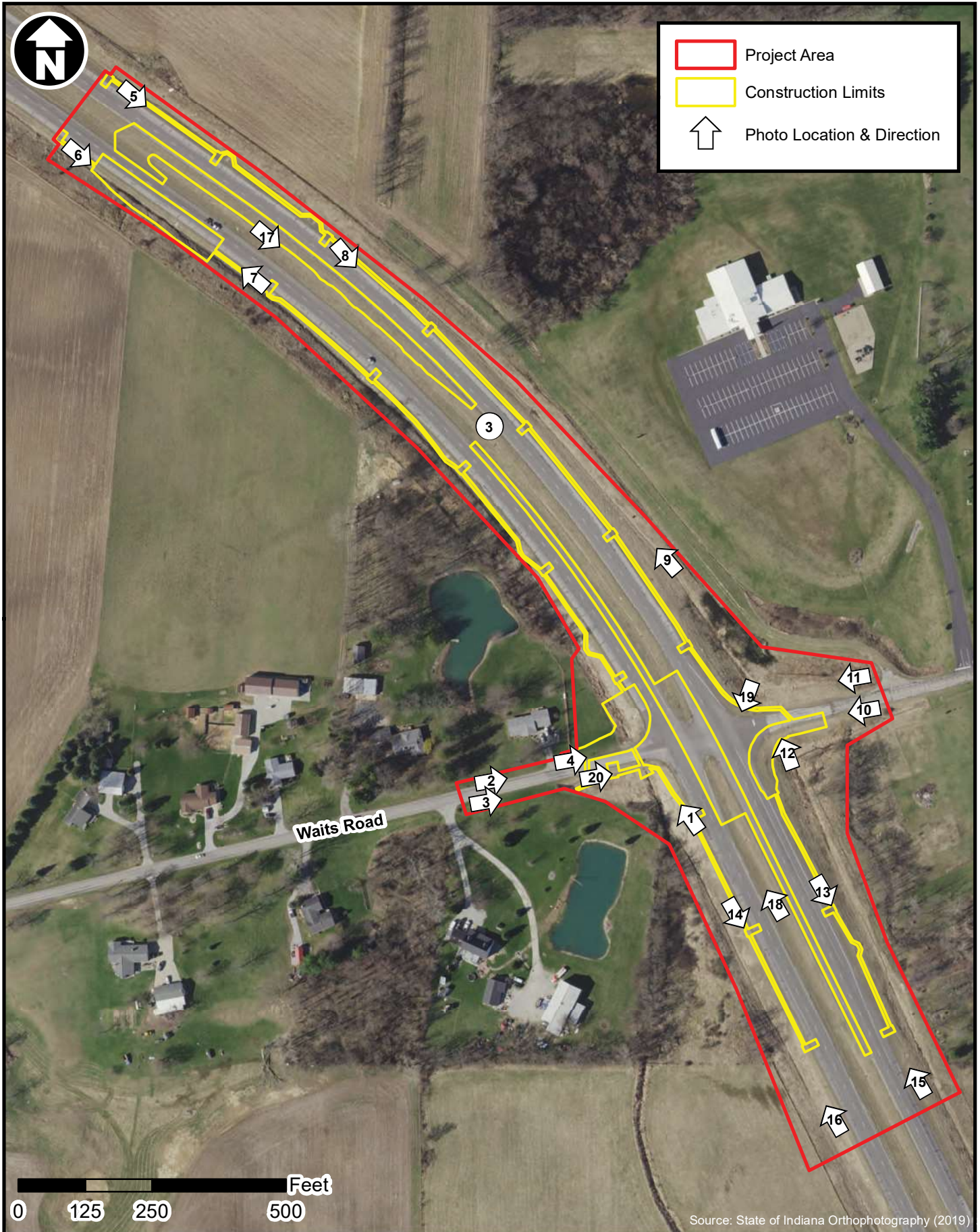
Source: State of Indiana Orthophotography (2019)

SR 3 and Waits Road Intersection Improvement (Des No 1900138) - Noble Co., IN

Aerial Map

Author: Marion Wells, 2/11/2022





SR 3 and Waits Road Intersection Improvement (Des No 1900138) - Noble Co., IN

Photo Key

Author: Marion Wells, 2/11/2022



1. View north of mowed right-of-way (ROW) along westside of the south leg of SR 3, towards Waits Rd. 8/4/2021



3. View east of mowed ROW along southside of western leg of Waits Rd. 8/4/2021



2. View east of mowed ROW along northside of western leg of Waits Rd. 8/4/2021



4. View east of mowed ROW along northside of western leg of Waits Rd towards SR 3 intersection. 8/4/2021



5. View south of mowed ROW along the eastside of SR 3, north of the Waits Rd and SR 3 intersection. 8/4/2021.



7. View north of mowed ROW along the westside of SR 3, north of the Waits Rd and SR 3 intersection. 8/4/2021.



6. View south of mowed ROW along the westside of SR 3, north of the Waits Rd and SR 3 intersection. 8/4/2021.



8. View south of mowed ROW along the eastside of SR 3, north of the Waits Rd and SR 3 intersection. 8/4/2021.



9. View northwest of old field area ROW along the eastside of SR 3, north of the Waits Rd and SR 3 intersection. 8/4/2021.



11. View west of wetland and old field areas, north of the Waits Rd and SR 3 intersection. 8/4/2021.



10. View west of mowed ROW along southside of eastern leg of Waits Rd. 8/4/2021.



12. View north across the eastern leg of Waits Rd. 8/4/2021.



13. View south of mowed ROW along eastside of the south leg of SR 3. 8/4/2021.



15. View north of mowed ROW along eastside of the south leg of SR 3. 8/4/2021.



14. View south of mowed ROW along westside of the south leg of SR 3. 8/4/2021.



16. View north of mowed ROW along westside of the south leg of SR 3. 8/4/2021.



17. View south along the grass median of SR 3, north of Waits Rd. 8/4/2021.



19. View southwest across the SR 3 and Waits Rd intersection. 8/4/2021.



18. View north of mowed median along SR 3, south of Waits Rd. 8/4/2021.



20. View east of mowed ROW and old field area along southside of western leg of Waits Rd towards SR 3 intersection. 8/4/2021.