

CATEGORICAL EXCLUSION LEVEL 1 FORM

GENERAL PROJECT INFORMATION

Road No./County:	U.S. 6 & U.S. 421, LaPorte County
Designation Number(s):	1702989
Project Description/Termini:	Intersection Improvement Project, at the intersection of U.S. 6, U.S. 421, and County Road (C.R.) West 600 South; The project limits will extend approximately 975 ft. north, 595 ft. south, 715 ft. east, and 390 ft. west from the center of the U.S. 6 and U.S. 421 intersection.

CE Level 1 documentation for exempted projects

Additional Information to C.E. Level 1

Approval:

Stewart Michels 05/22/2023
INDOT DE/ESD Signature and Date

Release for Public Involvement:

SFM 12/01/2022
INDOT DE/ESD Initials and Date

Certification of Public involvement:

Amber Thomas 3/29/2023
INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer:

Cassie Wahl 5/22/2023
Signature and Date

C.E. Preparer:

Kenneth B. McMullen, GAI Consultants, Inc.
Name and Organization

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County LaPorte Route U.S. 6 & U.S. 421 Des. No. 1702989

GENERAL PROJECT INFORMATION, DESCRIPTION, AND DESIGN INFORMATION	
<p>Purpose and Need:</p>	<p>Need: The need for this project stems from the high number of crashes at the intersection of US 6 and US 421 resulting from westbound traffic running the stop sign or failing to yield once stopped. Crash data provided by the LaPorte District for the three-year analysis period from January 2014 to September 2016 documents 16 crashes involving 32 vehicles that occurred within the project limits. This data indicates that the Intersection Crash Rate is 1.715 crashes per million vehicles per year. This crash rate is at Indiana Department of Transportation's (INDOT) safety threshold. (Appendix I, Pages I10 to I11)</p> <p>Purpose: This project aims to provide safer travel for motorists at the US 6 and US 421 intersection by reducing the number of crashes associated with westbound vehicles running the stop sign or failing to yield once stopped.</p>
<p>Project Description (Preferred Alternative):</p>	<p>INDOT and the Federal Highway Administration (FHWA) propose an intersection improvement project.</p> <p>Location This project is located at the intersection of US 6, US 421, and CR West 600 South near Westville, in Laporte County, Indiana. Specifically, this project is located in Sections 32 & 33 of Township 36 North, Range 4 West, and Sections 4 & 5 of Township 35 North, Range 4 West in parts of Clinton & New Durham Townships, as shown on the Westville United States Geological Survey (USGS) 7.5 Minute Topographic Map (Appendix B, page B2).</p> <p>Existing Conditions US 6 and US 421 are classified as Rural-Other Principle Arterial roadways, and CR W. 600 S. is classified as a Local Minor Collector. US 421 is a two-way, three-lane roadway that travels north to south through the project area, consisting of three 12-foot (ft.) travel lanes with accompanying 6 ft. paved shoulders and 2 ft. aggregate shoulders. US 6 is a two-way, three-lane road that travels east from the project area and consists of three 12-foot (ft.) travel lanes with accompanying 6 ft. paved shoulders and 2 ft. aggregate shoulders. The average annual daily traffic (AADT) count for the north legs of both US 6 and US 421 was 5,820 vehicles per day (VPD) in 2019 and the AADT count for the south leg of US 421 was 3,829 VPD in 2019 (source: INDOT Traffic Count Database System). Crash analysis of the project area has shown that the Intersection Crash Rate is 1.715 crashes per million vehicles per year, which is at INDOT's safety threshold (Appendix I, pages I1to I40).</p> <p>CR W. 600 S. is a two-lane, two-way roadway with an auxiliary right turn lane that travels west from the project area and consists of 11 ft. travel lanes with accompanying 3 ft. stone shoulders. The AADT count for the west leg of C.R.600 S was 983 VPD in 2019. Many crashes occur at US 6 and US 421, resulting from westbound traffic running the stop sign or failing to yield once stopped. In 2017, a small triangular island was constructed on the westbound approach of US 6 for traffic utilizing the right turn lane, and an additional stop sign was added on the island. Since then, various combinations of yellow and red flashers have been used on the stop signs at</p>

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	<p>this intersection. In addition, transverse rumble strips were also installed on the westbound lanes of US 6. The surrounding land use is primarily agricultural and commercial.</p> <p><u>Preferred Alternative (Alternative 4)</u> This project would involve replacing the existing facility with a single-lane roundabout to reduce the number of crashes, as right-angle type crashes would be eliminated. The roundabout would have single-lane entries, exits, and a circulatory roadway. This project would include:</p> <ul style="list-style-type: none"> • Installing splitter islands to extend with the center curb on all but the west • Adding a chicane to the east approach alignment • Installing new lighting and reusing or replacing existing lighting • Installing stormwater retention facilities • Adding curbing for speed control • Increasing the lane widths • Replace and install stormwater pipes beneath the roadway pavement (Appendix B, pages B16-B42). <p>The project limits will extend approximately 975 ft. north, 595 ft. south, 715 ft. east, and 390 ft. west from the center of the US 6 and US 421 intersection. Every effort will be made to avoid, minimize, or mitigate project impacts during this intersection improvement project. Additionally, this project demonstrates independent utility because it will improve the intersection as a stand-alone project and is not dependent on any other planned projects.</p> <p>Due to the scope of the work, disruptions to traffic will occur. Therefore, the Maintenance of Traffic (MOT) for this project will utilize a road closure with an official detour. Please refer to the Maintenance of Traffic section for more details.</p> <p>Based on the above information, the preferred alternative will meet the purpose and need of the project by improving the existing intersection by reducing the number of crashes that occur.</p>
<p>Other Alternatives Considered:</p>	<p><u>The “No Build” Alternative</u> The “No-Build” alternative was considered for the proposed project. This alternative would eliminate any environmental impacts and no expenditure of funds for improvement. However, this alternative would not meet the purpose and need of the project and was eliminated from further consideration.</p> <p><u>Alternative 2: Conventional Intersection (signalized or un-signalized)</u> This alternative includes the addition of a traffic signal, or a four-way stop at the intersection. This alternative meets the purpose and need of the project. In addition, it would have less environmental impacts and fewer costs than the preferred alternative. However, it was eliminated from consideration as IDM (Indiana Design Manual) 502-1.02(02) states that multiway stop control cannot be used unless the traffic volume at each approach leg of the</p>

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	<p>intersection is approximately equal. The existing project area does not meet this volume requirement.</p> <p><u>Alternative 3: Median U-Turn Intersection</u> This alternative includes allowing U-turn capabilities on multi-lane roadways with medians. However, this alternative was immediately eliminated from consideration as the existing roadway within the project area consists of two-lane roadways with no medians present. Therefore, this alternative could not meet the purpose and need of the project.</p> <p><u>Alternative 5: Displaced Left-Turn Intersection</u> This alternative includes implementing unopposed left turns to improve traffic mobility at the intersection with high left-turning and through volumes. This alternative was immediately eliminated from consideration as it does not meet the purpose and need of the project, which is to improve safety, not mobility. In addition, the volume and geometric requirements for an intersection of this type are not satisfied in the project area.</p> <p><u>Alternative 6: Jug-Handle Intersection</u> This alternative includes removing arterial left-turn capabilities to improve traffic mobility. This alternative was immediately eliminated from consideration as it does not meet the purpose and need of the project, which is to improve safety, not mobility. In addition, the volume, and geometric requirements for an intersection of this type are not satisfied in the project area.</p> <p><u>Alternative 7: Offset “T” Intersection</u> This alternative includes splitting the existing four-leg intersection into two three-leg intersections that are offset. Though this alternative would meet the purpose and need of the project, it would have more significant environmental impacts and costs than the preferred alternative due to the likely need for additional right-of-way to reconfigure the roadways and additional land disturbance. Therefore, this alternative was immediately eliminated as this type of configuration is typically utilized in multi-lane intersections of major roads. In addition, the project area is not consistent with the typical application for this type of intersection.</p> <p><u>Alternative 8: Green “T” Intersection</u> This alternative includes a signal at a three-leg intersection. However, this alternative was immediately eliminated from consideration as the project area is unsignalized and consists of a four-leg intersection; therefore, this alternative could not meet the purpose and need of the project.</p> <p><u>Alternative 9: Quadrant Roadway Intersection</u> This alternative includes removing left-turn capabilities at the intersection to improve traffic mobility. This alternative would have similar environmental impacts and costs as the preferred alternative. However, this alternative was immediately eliminated from consideration as it does not meet the purpose and need of the project, which is to improve safety, not mobility.</p>
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				<u>Alternative 10: Grade Separation</u>	
				This alternative includes geometric improvements to the intersection to eliminate right-angle and left-turn accidents. However, this alternative would result in more significant environmental impacts due to the construction of ramps for route continuity that would require a significant amount of right-of-way. Though this alternative would meet the purpose and need of the project, it was eliminated for a more feasible and prudent alternative	
Funding Source(s):		<input checked="" type="checkbox"/> Federal	<input checked="" type="checkbox"/> State	<input type="checkbox"/> Local	<input type="checkbox"/> Other
Project Sponsor:		INDOT			
Estimated Cost:		\$1,700,000(FY 2024)	Project Length:		0.30 mile
Public Involvement:				No:	Yes: X
<p>Notice of Entry letters were mailed to potentially affected property owners near the project area on October 25, 2019, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, page G1.</p> <p>To meet the public involvement requirements of Section 106, a legal notice of FHWA’s finding of “no historic properties affected” was published in the LaPorte County Herald Dispatch on August 27, 2022, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on September 26, 2022. The text of the public notice and the affidavit of publication appear in Appendix D, page D54.</p> <p>The project met the minimum requirements described in the current INDOT Project Development Public Involvement Procedures Manual, which requires the project sponsor to offer the public an opportunity to submit comments or request a public hearing. Therefore, a legal notice of public hearing was posted in the Northwest Indiana Times and the LaPorte County Herald Dispatch on February 2, 2023 and February 9, 2023, (Appendix G, pages G5-G18). The hearing was held as advertised, with an open house on February 15, 2023 starting at 5 PM and the formal hearing beginning at 6 PM. Following a brief presentation (Appendix G, pages G19-G47), several members of the public offered comments at the hearing (Appendix G, pages G52-G55). The comment period for this project ended on March 2, 2023. Comments were received from seven interested parties, four by email and three additional commentors during the public hearing. The comments were generally related to using a roundabout over traffic lights, impediments to oversize overweight traffic, combine/farm equipment, dust control, and the unapproved local detour. All comments were addressed in the manner they were received (Appendix G, pages G48-G63). In response to public comment, designers continue to coordinate with local agencies on the local detour routes and they have adjusted the design to better facilitate the turning movements for farm equipment.</p>					
Right-of-Way:				No:	Yes: X
<p>The existing right-of-way (ROW) varies throughout the project area from approximately 20 ft. to 120 ft. from the roadway centerline. It consists of the roadway, shoulders, and ditches.</p> <p>The project requires approximately 0.053 acre of permanent ROW from one agricultural parcel in the northwest quadrant of the project area. No temporary ROW will be needed 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>					

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Maintenance of Traffic (MOT) During Construction:	No:	Yes: X
<p>The MOT for this project will require a road closure using an official detour. The detour route will utilize US 35, US 30, and SR 49. This detour would add approximately 10.8 miles and 0.25 hours of added travel for motorists. The detour is anticipated to be in place for approximately two construction seasons. Additionally, all adjacent properties will have access through the detoured route.</p> <p>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 will cease upon project completion.</p>		
Bridge(s) and/or Small Structure(s) (include structure number(s)):	No:	Yes: X
<p>Presence One drainage pipe (112 ft. of 18-inch pipe with end sections) will be replaced in kind under the existing intersection. Two new drainage pipes (104 ft. of 18-inch pipe with inlet and end section; 90 ft. of 18 inches each with end section) will be installed (Appendix B, pages B31 to B 32).</p>		

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IDENTIFICATION AND EVALUATION OF IMPACTS			
Early Coordination:			
Early coordination letters were sent on May 27, 2020, Appendix C, pages C1 to C2.			
Agency	Date Sent	Response Received	Appendix Page(s)
U.S. Fish Wildlife Service	5/27/2020	5/29/2020	C5
Natural Resources Conservation Service	5/27/2020	6/18/2020	C6-C7
Department of the Army, Louisville District, Corps of Engineers	5/27/2020	No Response	-
National Park Service, Midwest Regional Office	5/27/2020	No Response	-
US Department of Housing & Urban Development, Chicago Regional Office	5/27/2020	No Response	-
Indiana Geological and Water Survey	5/27/2020	5/27/2020	C8 to C10
IDNR, Division of Fish and Wildlife	5/27/2020	6/25/2020	C11 to C12
IDEM	5/27/2020	5/27/2020	
INDOT Aviation Section	5/27/2020	5/27/2020	C13 to C14
INDOT, Public Hearings	5/27/2020	No Response	-
LaPorte County Surveyor	5/27/2020	No Response	-
LaPorte County Highway Department	5/27/2020	No Response	-
Floodplain Administrator	5/27/2020	No Response	-
MS4 Coordinator	5/27/2020	No Response	-
Northwestern Indiana Regional Planning Commission	5/27/2020	No Response	-
All applicable recommendations are included in the Environmental Commitments section of this CE document.			

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Streams, Rivers, and Other Jurisdictional Features Impacted:	No: X	Yes:
<p><u>No presence, no impact</u> Based on the desktop review, of the aerial map of the project area (Appendix B, page B3), and the RFI (Red Flag Investigation) report (Appendix E, pages E1 to E10), there are no streams, rivers, watercourses, or other jurisdictional features within the 0.5-mile search radius. There are no streams, rivers, watercourses, or other jurisdictional features within or adjacent to the project area, as confirmed by the site visit on May 20, 2020, by GAI Consultants, Inc. (GAI). Therefore, no impacts are expected.</p> <p><u>Waters Report</u> A Waters of the US Determination / Wetland Delineation Report was approved by INDOT Ecology and Waterway Permitting Office on May 28, 2021. The report confirmed that no streams or other jurisdictional water bodies were identified. Please refer to Appendix F, pages F1 to F37 for the Waters of the US Determination / Wetland Delineation Report.</p>		
Open Water Feature(s):	No: X	Yes:
<p><u>No presence, no impact</u> Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, pages E1 to E10), there is one open water feature(s) within the 0.5-mile search radius. There are no streams, rivers, watercourses, or other jurisdictional features within or adjacent to the project area, which was confirmed by the site visit on May 20, 2020, by GAI. Therefore, no impacts are expected.</p> <p><u>Waters Report</u> A Waters of the US Determination / Wetland Delineation Report was approved by INDOT Ecology and Waterway Permitting Office on May 28, 2021. The report confirmed that no streams or other jurisdictional water bodies were identified. Please refer to Appendix F, pages F1 to F37 for the Waters of the US Determination / Wetland Delineation Report.</p>		
Wetlands:	No:	Yes: X
<p><u>Presence, with impacts less than 0.1 acre</u> Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, pages E1 to E10), there are seven wetlands within the 0.5-mile search radius. There is one wetland present within the project area, which was confirmed by the site visit on May 20, 2020, by GAI.</p> <p><u>Waters Report</u> A Waters of the US Determination / Wetland Delineation Report was approved by INDOT Ecology and Waterway Permitting Office on May 28, 2021. Please refer to Appendix F, pages F1 to F37 for the Waters of the US Determination / Wetland Delineation Report. It was determined that one wetland (Wetland A) was identified within the study area. This wetland would likely be considered an Isolated Class 1 State Regulated Wetland. The US Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.</p> <p>Wetland A is located in the northeastern portion of the project area between the US 6 and US 421 intersection and an agricultural field. Wetland A is an emergent wetland that likely formed due to the concave depression, high water table, roadway, and agricultural runoff. Impacts to Wetland A will be necessary to replace a drainage pipe beneath US 6/U.S. 421 just north of the intersection. Permanent impacts to Wetland A will be approximately 0.015 acre. These impacts are due to the placement of clean earthen fill due to grading of the shoulders along the roundabout. All efforts to minimize impacts were considered during the design phase, including alignment shifting and other changes. However, the</p>		

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pipe outfall in the wetland will permanently impact Wetland A. As impacts to Wetland A will be less than 0.10 acre, mitigation will not be required. However, permits for impacts to Wetland A will be required.

Early Coordination

The IDNR-DFW responded on June 25, 2020 (Appendix C, pages C11 to C12), stating that due to the potential presence of wetland habitat on the site, they recommended avoidance of or mitigating impacts to wetland habitat (i.e., controlling erosion, revegetating bare soils, etc.).

All applicable recommendations are included in the Environmental Commitments section of this CE document.

Terrestrial Habitat:	No:	Yes: X
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Presence with impacts

Based on a desktop review, a site visit on May 20, 2020, by GAI, and the aerial map of the project area (Appendix B, page B3), there is roadside habitat present within the project area. Roadside vegetation consists primarily of tall fescue (*Schedonorus arundinacea*) and Kentucky bluegrass (*Poa annua*) in all four quadrants along the roadways. In addition, the northwest quadrant of the project area had green foxtail (*Setaria viridis*), dandelion (*Taraxacum officinale*), Canada thistle (*Cirsium arvense*), and ragweed (*Ambrosia artemisiifolia*) next to the adjacent farm field that had remnants of corn (*Zea mays*). This habitat would not be considered prime or unique. Approximately 1.93 acres of impact on the roadside habitat and adjacent farm field will be necessary to construct the roundabout. Total soil disturbance will not exceed 4.5 acres. No tree removal will be required to complete this project. Impacts have been minimized to the greatest extent possible, and avoidance alternatives are not practical to meet the purpose and need of this project. Mitigation will not be required for impacts to this habitat.

Early Coordination

IDNR-DFW responded with recommendations to reseed using a mixture of grasses (excluding all varieties of tall fescue), sedges, and wildflowers native to Northern Indiana (Appendix C, pages C11 to C12).

All applicable recommendations are included in the Environmental Commitments section of this CE document.

Protected Species:	No:	Yes: X
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Based on a desktop review and the RFI report (Appendix E, pages E1 to E10, completed by GAI and approved by INDOT Site Assessment and Management (SAM) on April 19, 2021, the IDNR Laporte County Endangered, Threatened and Rare (ETR) Species List has been checked. In addition, according to the IDNR-DFW early coordination response letter dated June 25, 2020 (Appendix C, pages C11 to C12), 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. The confidential bat database was checked on March 23, 2020, the presence of endangered bat species was not indicated.

Indiana Bat and Northern Long-Eared Bat

Bats. Programmatic Informal Consultation (i.e., IPaC) – No Effect

Project information was submitted through the United States Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages C15 to C20). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*).

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No additional species were generated in the IPaC species list other than the Indiana bat and northern long-eared. The confidential bat database was checked on March 23, 2020, the presence of endangered bat species was not indicated.

The project qualifies for the Range-wide Programmatic Informal Consultation for the Indiana bat and Northern Long-eared bat (NLEB), dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. A pipe inspection occurred on July 6, 2022, and no evidence of bats was seen or heard (Appendix C, page C30). An effect determination key was completed on July 22, 2021, and based on the responses provided, the project was found to “May Affect, but is Not Likely to Adversely Affect” the Indiana bat and/or the NLEB (Appendix C, pages C21 to C29). INDOT reviewed and verified the effect finding on August 11, 2021 and requested USFWS’s review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. USFWS requests that site workers be informed of all FHWA/FRA/FTA environmental commitments and the presence or presumed presence of any suitable habitat. Further, the agency instructs all light to be directed away from suitable habitat. Also, when installing new or replacing existing permanent lights, use downward-facing, full cut off lens lights Avoidance and Minimization Measures (AMMs) and commitments 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:
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Outside the karst area:
 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 B2) and the RFI report (Appendix E, pages E1-E10), there are no karst features identified within or adjacent to the project area. In the early coordination response dated May 27, 2020, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C, pages C8-C10). Their response also stated moderate liquefaction potential, the moderate potential to encounter bedrock resources, a high potential to encounter sand and gravel resources, and no active or abandoned mineral resource extraction sites are documented near the project area. Response from IGS has been communicated with the designer on July 6, 2020. No impacts are expected.

Drinking Water Resources:	No: X	Yes:
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Sole Source Aquifer
 The project is located in LaPorte County, which is not located within 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 Sole Source Aquifer Memorandum of Understanding (MOU) does not apply to this project. Therefore, a detailed groundwater assessment is unnecessary, and no impacts are expected.

Wellhead Protection Area and Source Water
 The Indiana Department of Environmental Management’s Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on May 27, 2020 by GAI. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

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<u>Water Wells</u>		
The Indiana Department of Natural Resources Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed on July 6, 2020, by GAI. There is one significant withdrawal well northwest of the project area. This feature will not be affected due to the distance of the well from the construction limits of the project area. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that this well is affected, a cost to cure will likely be included in the appraisal to restore the wells.		
<u>Urban Area Boundary</u>		
Based on a desktop review of the INDOT Municipal Separate Storm Sewer System (MS4) website (https://entapps.indot.in.gov/MS4/) by GAI on March 11, 2020, and the RFI report; this project is located in an Urban Area Boundary (UAB) location. An early coordination letter was sent on May 27, 2020, to The LaPorte County Government MS4 Coordinator. The MS4 coordinator did not respond within the 30-day time frame. This project will comply with the storm water quality management plan by implementing and adhering to appropriate best management practices (BMP's).		
<u>Public Water System</u>		
Based on a desktop review, a site visit on May 20, 2020, by GAI, and the aerial map of the project area (Appendix B, page B3), no public water systems were identified. 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 March 11, 2020, by GAI. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page F38). 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:	Yes: X
Based on a desktop review, a site visit on May 20, 2020, by GAI, and the aerial map of the project area (Appendix B, page B3), the project will convert 0.053 acre of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on May 27, 2020, to the Natural Resources Conservation Service (NRCS). Coordination with NRCS on June 17, 2020, resulted in a score of 99 on the NRCS AD- 1006 Form (Appendix C, pages C6 to C7). NRCS's threshold score for significant impacts on farmland that result in consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts on prime farmland.		
Cultural Resources:	No:	Yes: X
FHWA is required to comply with Section 106 of the National Historic Preservation Act of 1966 as amended (Section 106) and its implementing federal regulation, 36 CFR 800, when utilizing federal funds. The following information summarizes the steps to identify the cultural resources listed in or eligible for listing in the National Register of Historic Places (NRHP) and the expected impacts the project will have on those resources. The documentation produced during the Section 106 process is found in Appendix D.		
<u>Area of Potential Effect (APE):</u>		
The above-ground APE was drawn to encompass properties adjacent to the undertaking or with a potential view of the project. Similarly, the APE for archaeology includes all existing and proposed right-of-way; it is encompassed by the survey area, including the archaeology APE and any areas		

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investigated beyond it (Appendix D, page D13 to D14). INDOT on behalf of FHWA approved the APE (Appendix D, page D7) on August 22, 2022.

Coordination with Consulting Parties:

INDOT, acting on behalf of FHWA, sent an invitation with instructions for accessing early coordination materials to potential consulting parties on July 13, 2021. Those invited to consult on this project included:

Northwestern Indiana Regional Planning Commission
LaPorte County Historian
LaPorte County Historical Society
Westville Community Historical Society
LaPorte County Genealogy Society
LaPorte County Board of Commissioners
LaPorte County Highway Engineer
LaPorte County Plan Commission
Indiana Landmarks – Central Regional Office
Forest County Potawatomi Community
Pokagon Band of Indians of Oklahoma
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Shawnee Tribe
Indiana State Historic Preservation Officer (SHPO)

SHPO and consulting parties were provided access to the Historic Property Short Report (HPSR) (Fivecoat, 2022) on April 06, 2022 (Appendix D, Pages D51 to D52).

Archaeology:

A qualified professional archaeologist for Weintraut & Associates performed a records check then completed a Phase Ia archaeological reconnaissance for the proposed US 6 and US 421 Intersection Improvement Project on November 15, 2021. An Archaeology Short Report (ASR) was produced by Arnold (April 01, 2022) (Appendix D, pages D49 to D50). The report noted that the Phase Ia reconnaissance conducted August 18 and 19, 2021, located two previously unidentified archaeological sites were encountered during the Phase Ia archaeological field reconnaissance. Both sites fail to meet the necessary eligibility criteria for listing in the NRHP, and no further archaeological work is recommended.

This ASR was provided to consulting parties on April 06, 2022 (Appendix D, Pages D29 to D31). The Indiana SHPO concurred with this assessment in correspondence dated May 5, 2022 (Appendix D, Pages D38 to D39).

Historic Properties:

As a result of Section 106 identification and evaluation efforts, a qualified professional historian for Weintraut & Associates evaluated properties within the APE for this project. Weintraut & Associates consulted the NRHP, the register of National Historic Landmarks (NHL), Indiana Register of Historic Sites and Structures (State Register), the Indiana Historic Sites and Structures Inventory (IHSSI), the State Historical Architectural and Archaeological Research Database (SHAARD), the Indiana Historic Buildings, Bridges, and Cemeteries (IHBBC) Map, the Indiana Statewide Historic Bridge Inventory, and the Hamilton County Interim Report (1992) for previously identified properties. Based on this evaluation,

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no properties within this project's APE are listed on or eligible for listing on the NRHP. On August 16, 2021, Weintraut & Associates conducted a field survey of the APE, evaluating all above-ground resources that would be at least 50 years old at the time of the project letting in 2022. Weintraut & Associates prepared a HPSR (Fivecoat, January 2022) that recommended no resources in the APE as eligible for listing in the NRHP. The Indiana SHPO concurred with the recommendations of the HPSR on May 5, 2022 (Appendix D, Pages D38 to D39).

Documentation Findings:

INDOT, on behalf of the FHWA, signed the "no historic properties affected" finding and approved the Section 106 800.11(e) documentation for the project on August 22, 2022 (Appendix D, pages D3 to D6). The project was determined to have "no effect" on historic resources. The documentation was sent to consulting parties, including the SHPO on August 24, 2022, and the SHPO concurred with the finding on August 29, 2022 (Appendix D page D1 to D2).

Public Involvement:

To meet the public involvement requirements of Section 106, a legal notice of FHWA finding of "No Historic Properties Affected" was published in the Laporte County Herald Dispatch on August 27, 2022, offering the public an opportunity to submit comments pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on September 26, 2022. The text of the public notice and the affidavit of publication appear in Appendix D, page D54. Other than a concurrence letter from the SHPO, no additional comments were received from the public.

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

Section 4(f) of the US 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 B3), and the RFI report (Appendix E, pages E1 to E10), there is one potential 4(f) resource located within the 0.5-mile search radius. According to additional research and by a site visit on May 20, 2020, by GAI, there are no 4(f) resource located within or adjacent to the project area. The RFI indicated one potential trail located 0.39 miles west of the existing intersection. It was determined that this trail was not within the project area and therefore would not be impacted permanently or temporarily by the construction of the project. The project will not use this resource by taking permanent right of way and will not indirectly use the resource in such a way that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. Therefore, no 4(f) use is expected.

Based on a desktop review, the aerial map of the project area (Appendix B, page B3), and the RFI report (Appendix E, pages E1 to E10), there are no potential 4(f) resources located within the 0.5-mile search radius. Therefore, no use is expected.

The US 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 the conversion of lands purchased with LWCF monies for non-recreation use.

Indiana Department of Transportation

County LaPorte Route U.S. 6 & U.S. 421 Des. No. 1702989

<p>A review of 6(f) properties on the INDOT ESD website revealed 11 properties in LaPorte County (Appendix I, page I41). None of these properties are located within or adjacent to the project area. Therefore, there will be no impact on 6(f) resources.</p>		
Air Quality:	No: X	Yes:
<p>This project is included in the Fiscal Year (FY) 2022-2026 Northwestern Indiana Regional Planning Commission (NIRPC) Transportation Improvement Plan (TIP) which has been directly incorporated into the FY 2022-2026 STIP. (Appendix H, pages H1 to H5).</p> <p>This project is located in LaPorte County, which is currently in attainment for all criteria pollutants according to IDEM's website: https://www.in.gov/idem/airquality/2339.htm . Therefore, the conformity procedures of 40 CFR Part 93 do not apply.</p> <p>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.</p>		
Community Impacts:	No: X	Yes:
<p>Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible for ensuring 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 require less than 0.5 acre of additional permanent right-of-way; therefore, an EJ (Environmental Justice) analysis is not required per the current INDOT Categorical Exclusion Manual.</p>		
Public Facilities and Services (e.g., schools, emergency services):	No: X	Yes:
<p>Based on a desktop review, the aerial map of the project area (Appendix B, page B3), and the RFI report (Appendix E, pages E1 to E10), there are no public facilities within the 0.5-mile search radius. This information was confirmed by the site visit on May 20, 2020, by GAI. There are no public facilities within or adjacent to the project area. Therefore, no impacts are expected. Access to all properties will be maintained during construction.</p> <p>It is the project sponsor's responsibility to notify school corporations and emergency services at least two weeks before any construction that would block or limit access.</p>		
Hazardous Materials and Regulated Substances:	No: X	Yes:
<p>Based on a review of GIS (Geographic Information Systems) and available public records, an RFI was approved by INDOT SAM on April 19, 2021, by GAI (Appendix E, pages E1 to E10). One Resource Conservation Recovery Act (RCRA) Generator/Treatment Storage and Disposal (TSD) site and one Leaking Underground Storage Tank (LUST) site are located within 0.5 mile of the project area. No hazardous Material concern sites are located within the project area. No impacts are expected. Further investigation into hazardous material concerns is not required at this time.</p>		
Permits:	No:	Yes: X
<p>An IDEM Construction Stormwater General Permit (CSGP) will likely be required for land disturbance greater than 1 acre, and an IDEM Section 401 Water Quality Certification/ USACE 404 permit will likely be required for impact.</p> <p>It is the responsibility of the project sponsor to identify and obtain all required permits.</p>		

Indiana Department of Transportation

County LaPorte Route U.S. 6 & U.S. 421 Des. No. 1702989

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.

ENVIRONMENTAL COMMITMENTS:

Firm:

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT 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. (INDOTESD)
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 AMM's. (USFWS)
4. LIGHTING AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
5. Any work in a wetland area within the right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the U.S. Army Corps of Engineers permit. (INDOT EWPO)

Further Consideration:

1. Impacts to wetland habitat should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding. (IDNR-DFW)
2. Revegetate all bare and disturbed areas within the project area using a mixture of grasses (excluding all varieties of tall fescue), sedges, and wildflowers native to Northern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. (IDNR-DFW)

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Appendix A

INDOT Supporting Documentation

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Threshold Chart	A1

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	-	-
Relocations⁶	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 ⁷)	"Not likely to Adversely Affect" (With any AMMs or commitments)	-	"Likely to Adversely Affect"	Project does not fall under Species Specific Programmatic ⁸
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 ⁹
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any ¹⁰
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ¹¹
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 If any relocations are within an area with a known or suspected Environmental Justice (EJ) or disadvantaged population, or has greater than 5 relocations, a conversation with FHWA, through INDOT ESD, is needed to confirm NEPA classification and outreach plan for the project.

⁷ Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.

⁸ 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.

⁹ Potential for causing a disproportionately high and adverse impact.

¹⁰ 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.

¹¹ Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

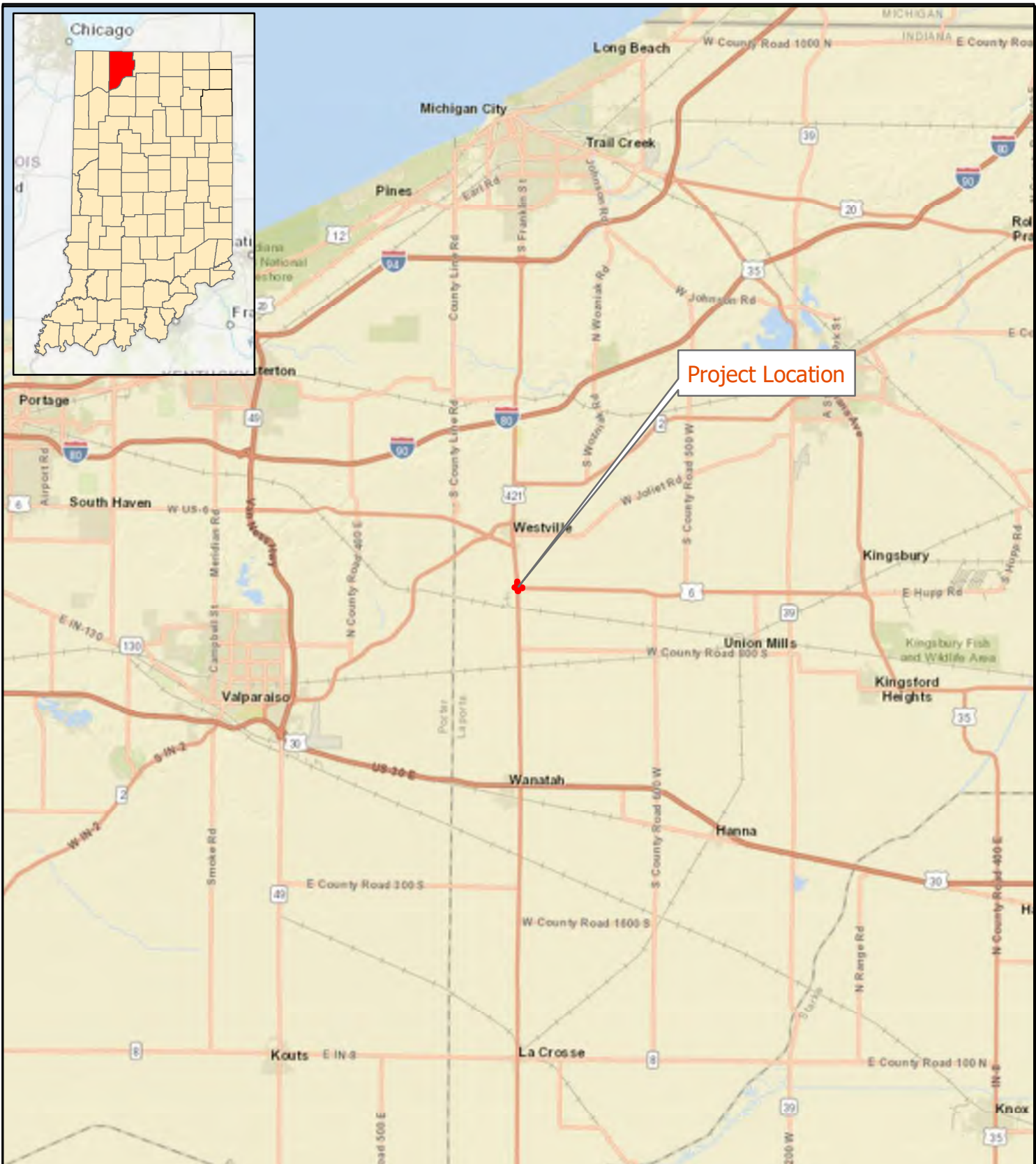
* Includes the threatened/endangered species critical habitat

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

Appendix B

Graphics

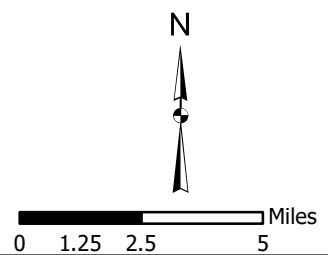
Item	Appendix Page
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Photographs of the Project Area	B8 to B15
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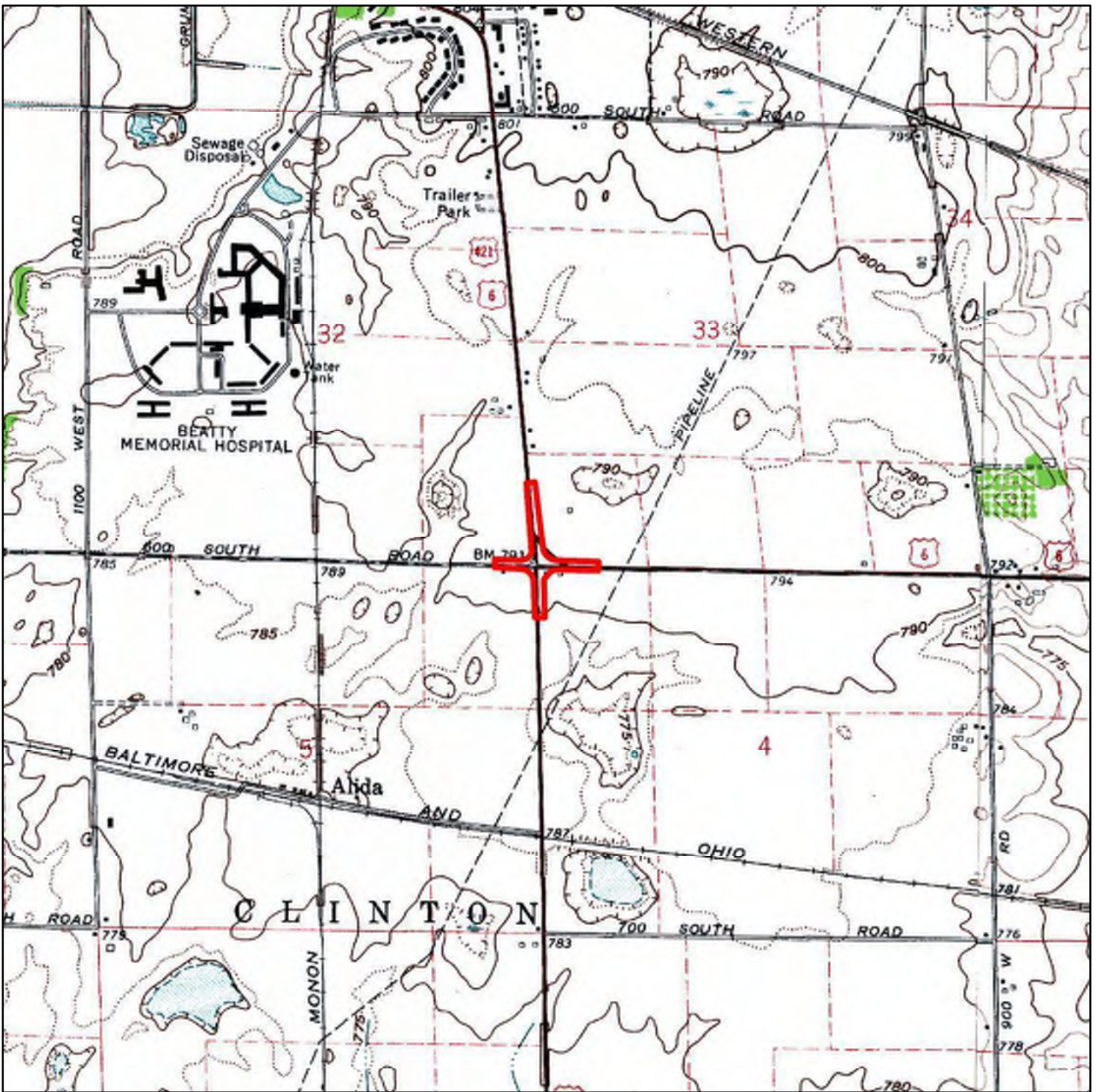
Project Location



State Location Map
US 6 & US 421
Intersection Improvement Project
LaPorte County, Indiana
Des 1702989




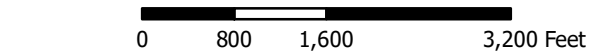
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREME, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



USGS Topo Map

**US 6 & US 421
Intersection Improvement Project
LaPorte County, Indiana
Des 1702989**

 Study Area



WESTVILLE USGS 7.5 Minute Topo Map








Service Layer Credits: United States Geological Survey (USGS)

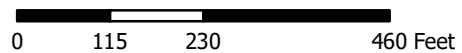




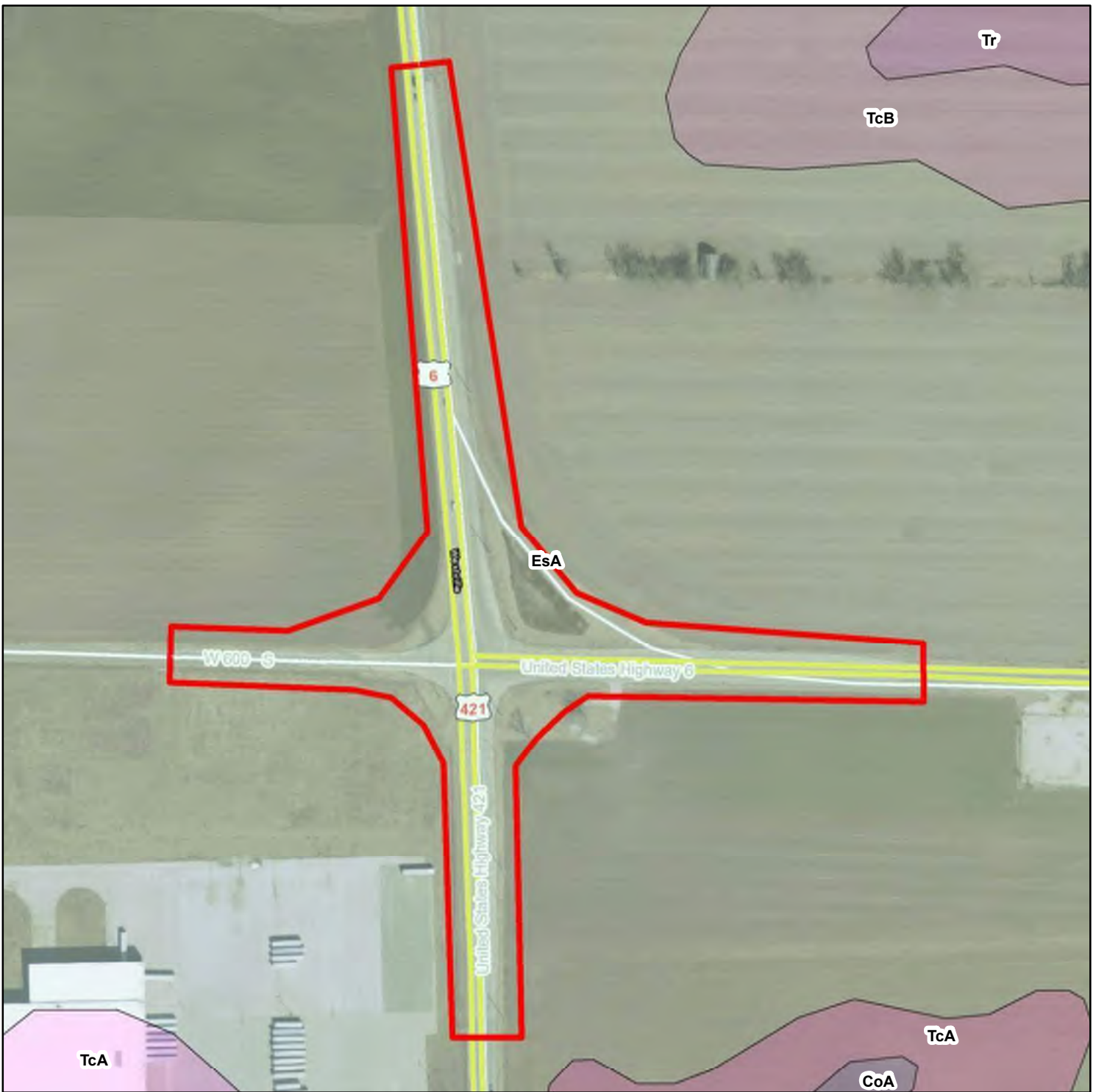
NWI Wetlands Map

**US-6 & US-421
Intersection Improvement Project
LaPorte County, Indiana
Des 1702989**

-  Study Area
-  NWI Wetland
-  Interstate
-  State Route
-  US Route
-  Local Road
-  Railroad














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NRCS Soils Map

**US-6 & US-421
Intersection Improvement Project
LaPorte County, Indiana
Des No. 1702989**

- | | | | |
|---|-------------|---|-----|
|  | Study Area |  | CoA |
|  | Interstate |  | EsA |
|  | State Route |  | TcA |
|  | US Route |  | TcB |
|  | Local Road |  | Tr |
|  | Railroad | | |



0 115 230 460 Feet








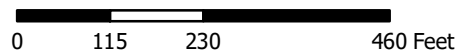
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 Esri, HERE, Ga penStreetMap contributors, and the GIS user community
 Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS,



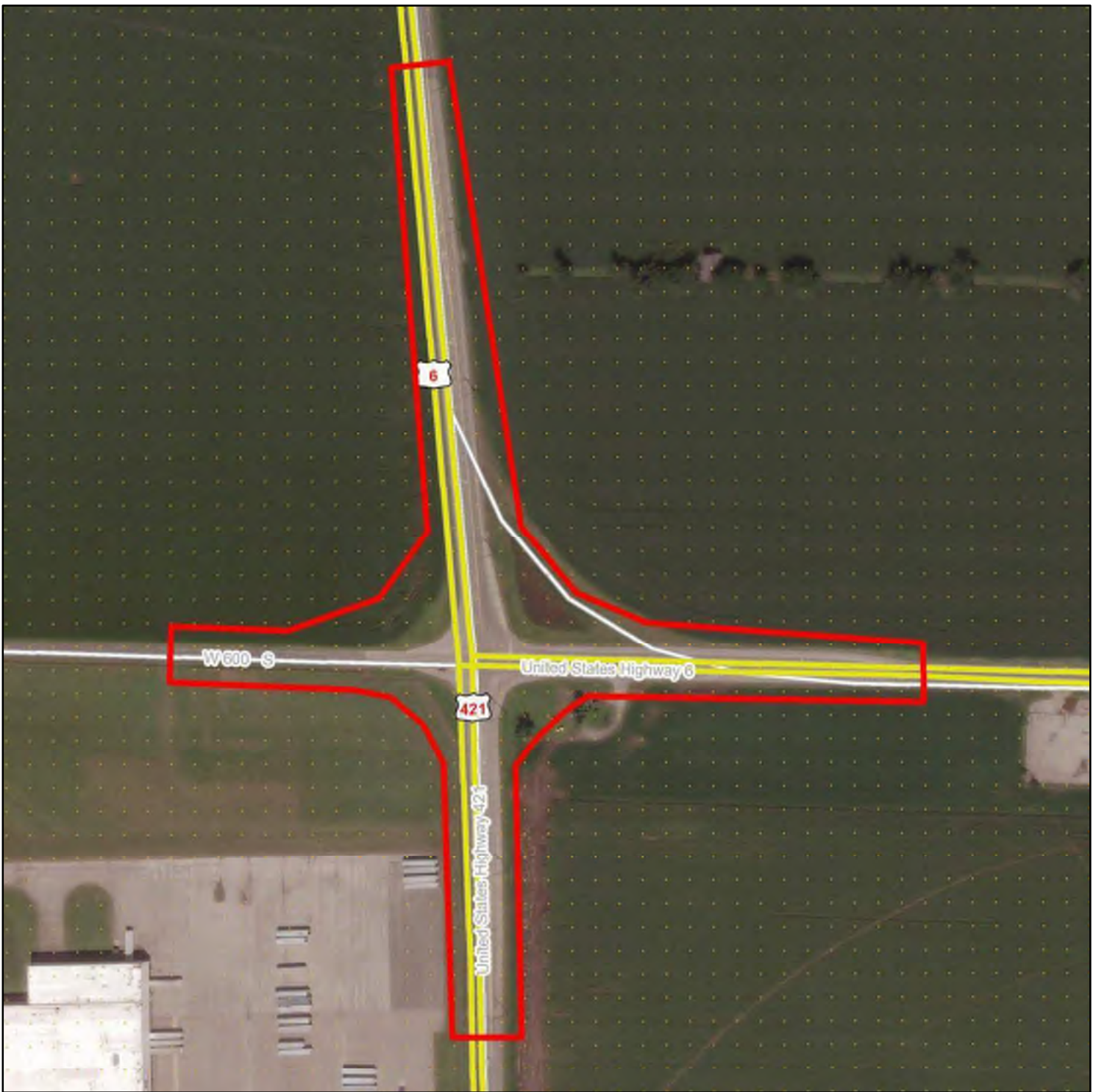
Wetland Delineation Map

**US-6 & US-421
Intersection Improvement Project
LaPorte County, Indiana
Des 1702989**

- | | |
|---|--|
|  Study Area |  Wetland Data Point |
|  Interstate |  Upland Data Point |
|  State Route |  Delineated Wetland |
|  US Route | |
|  Local Road | |
|  Railroad | |












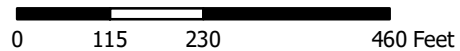
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FEMA Floodzone Map

**US-6 & US-421
Intersection Improvement Project
LaPorte County, Indiana
Des 1702989**

	Study Area	Flood Hazard
	Interstate	 A
	State Route	 AE
	US Route	 X
	Local Road	
	Railroad	
		FIRM PANEL(S): 18091C0245D










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 © 2021 Microsoft Corporation © 2021 Maxar ©CNES (2021) Distribution Airbus DS,
 Indiana Department of Natural Resources FIRM Floodplains and Flood Hazards of Indiana,
 FEMA NFHL

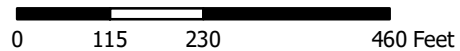




Photo Location Map

**US-6 & US-421
Intersection Improvement Project
LaPorte County, Indiana
Des 1702989**

-  Study Area
-  Photo Point
-  Interstate
-  State Route
-  US Route
-  Local Road
-  Railroad



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 Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
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Photo 1. Looking north from the center of US 421, approximately 0.07 mile north of the US 6 and US 421 intersection.



Photo 2. Looking south from the center of US 421, approximately 0.07 mile north of the US 6 and US 421 intersection.



Photo 3. Looking east toward a drainage pipe that runs underneath US 421, approximately 0.02 mile north of the US 6 and US 421 intersection.



Photo 4. Looking north from the center of US 421, just north of the US 6 and US 421 intersection.



Photo 5. Looking south from the center of US 421, just north of the US 6 and US 421 intersection.



Photo 6. Looking north up US 421 from the southwest corner of the US 6 and US 421 intersection.



Photo 7. Looking west from the southwest corner of the US 6 and US 421 intersection.



Photo 8. Looking west at the land and vegetation surrounding DP-3.



Photo 9. DP-3 soil profile.



Photo 10. Looking south from DP-3.



Photo 11. Looking west from the center of CR W. 600 S., approximately 0.03 mile west of the US 6 and US 421 intersection.



Photo 12. Looking west from the center of CR W. 600 S., approximately 0.03 mile west of the US 6 and US 421 intersection.



Photo 13. Looking northeast toward the US 6 and US 421 intersection.



Photo 14. Looking southeast toward US 421 from the southwest corner of the US 6 and US 421 intersection.



Photo 15. Looking north from the center of US 421, toward the US 6 and US 421 intersection.



Photo 16. Looking south from the center of US 421, just south of the US 6 and US 421 intersection.



Photo 17. Looking north from the center of US 421, approximately 0.07 mile south of the US 6 and US 421 intersection.



Photo 18. Looking south from the center of US 421, approximately 0.07 mile south of the US 6 and US 421 intersection.



Photo 19. Looking east from the northbound lane of US 421, just south of the US 6 and US 421 intersection.



Photo 20. Looking west from the center of US 6, approximately 0.03 mile east of the US 6 and US 421 intersection.



Photo 21. Looking east from the center of US 6, approximately 0.03 mile east of the US 6 and US 421 intersection.



Photo 22. Looking northeast toward the southern edge of the wetland located in the northeast corner of the US 6 and US 421 intersection.



Photo 23. Looking northwest toward the southern edge of the wetland located in the northeast corner of the US 6 and US 421 intersection.



Photo 24. DP-1 soil profile.



Photo 25. DP-2 soil profile.



Photo 26. Looking southeast toward US 6, from the northeast corner of the US 6 and US 421 intersection.



Photo 27. Looking southwest toward the US 6 and US 421 intersection.



Photo 28. Looking southeast from the western side of the wetland located in the northeast corner of the project area.



Photo 29. Looking southeast from the northern edge of the wetland located in the northeast corner of the project area.



Photo 30. Looking south from the eastern side of the wetland located in the northeast corner of the project area.



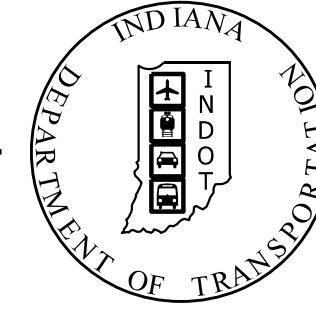
Photo 31. Looking northwest from the western side of the wetland located in the northeast corner of the project area.



Photo 32. Looking southwest from the western side of the wetland located in the northeast corner of the project area.

PROJECT	DESIGNATION
1702989	1702989
CONTRACT	
R-43059	

INDIANA DEPARTMENT OF TRANSPORTATION



ROAD PLANS

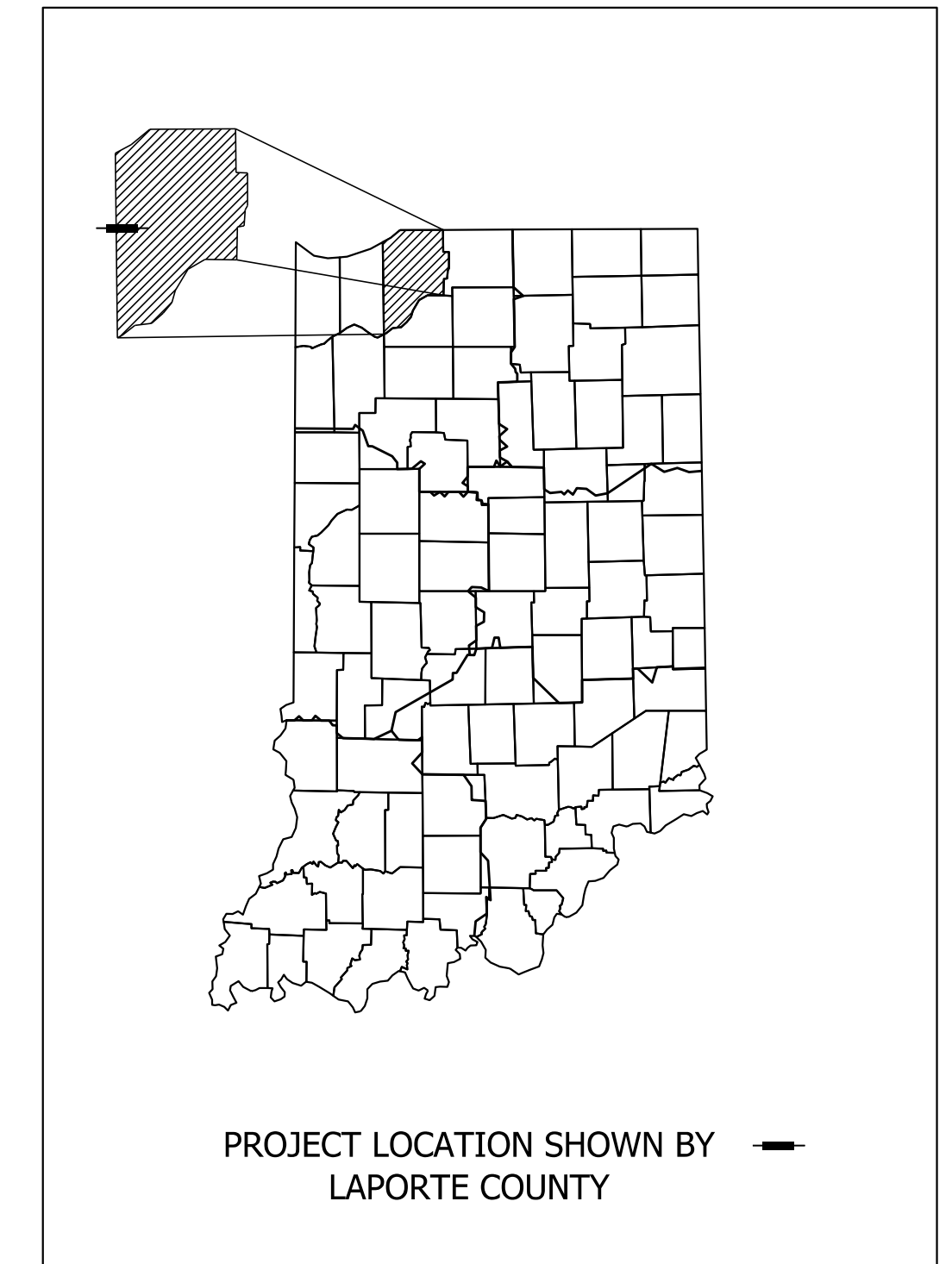
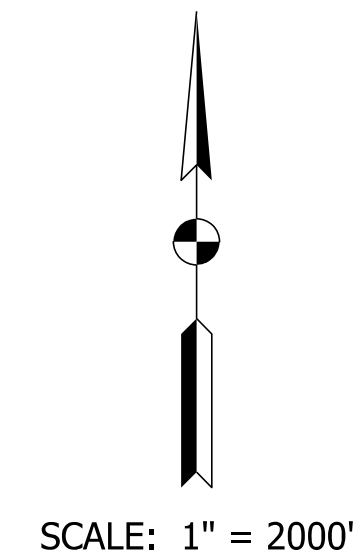
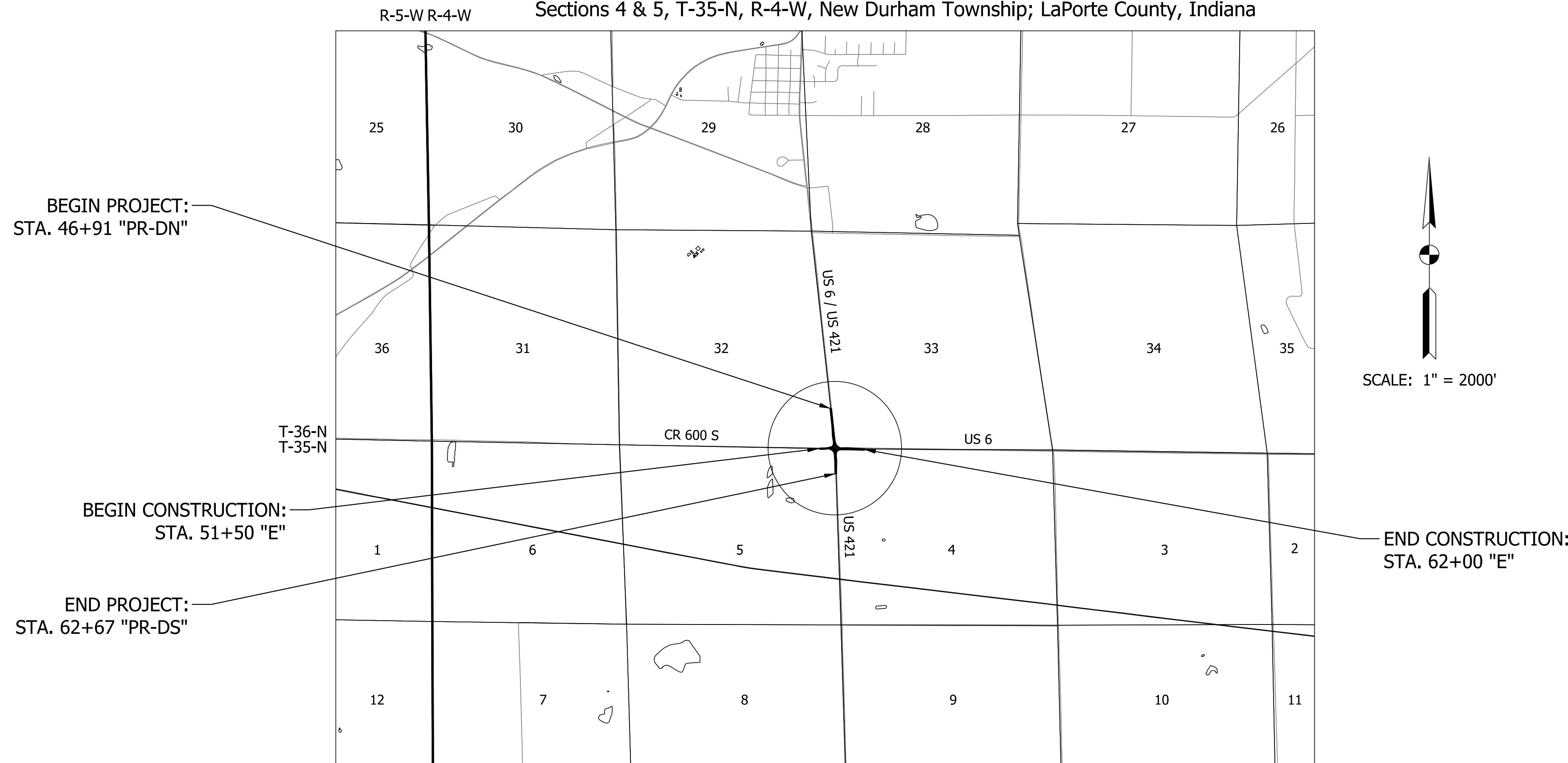
ROUTE: US 6 FROM: RP 36+60 to RP 36+60

PROJECT NO. 1702989 P.E.
 1702989 R/W
 1702989 CONST.

TRAFFIC DATA	North Approach	South Approach	East Approach	West Approach	V.P.D.
	US 6 & US 421	US 421	US 6	CR 600 S	
A.A.D.T. (2022)	5,910	3,890	3,460	1,000	V.P.D.
A.A.D.T. (2042)	6,490	4,270	3,800	1,100	V.P.D.
D.H.V. (2042)	588	380	347	110	V.P.H.
DIRECTIONAL DISTRIBUTION	56%	56%	53%	58%	%
TRUCKS	18.5%	15.0%	19.8%	2.5%	A.A.D.T.
	13.5%	14.1%	13.2%	2.2%	D.H.V.

DESIGN DATA	45	45	55	40	M.P.H.
PROJECT DESIGN CRITERIA	Reconstruction (4R), Non-Freeway				
FUNCTIONAL CLASSIFICATION	US 6 & US 421: Principal Arterial-Other				CR 600 S: Minor Collector
RURAL/URBAN					RURAL
TERRAIN					LEVEL
ACCESS CONTROL					NONE

New Construction Roundabout at Intersection of US 6 and US 421, South Junction
 Sections 32 & 33, T-36-N, R-4-W, Clinton Township; and
 Sections 4 & 5, T-35-N, R-4-W, New Durham Township; LaPorte County, Indiana



LATITUDE: 41° 31' 06" N LONGITUDE: 86° 53' 39" W

GROSS LENGTH:	0.30	MI.
NET LENGTH:	0.30	MI.
MAX. GRADE:	2.00	%

STAGE 2 PLANS

INDIANA DEPARTMENT OF TRANSPORTATION
 STANDARD SPECIFICATIONS DATED 2021
 TO BE USED WITH THESE PLANS

PLANS PREPARED BY: GAI Consultants Inc. 317-570-6800
 PHONE NUMBER

CERTIFIED BY: _____ DATE _____

APPROVED FOR LETTING: _____ DATE _____

INDIANA DEPARTMENT OF TRANSPORTATION

DESIGNATION	
1702989	
SURVEY BOOK	SHEETS
	1 of 59
CONTRACT	PROJECT
R-43059	1702989

By: muramw Per: Transportation.tbl Model: RD - Title Sheet
 Plot: 1/19/2025 2:20 PM
 Z:\Infra\2019\190007.00 - INDOT LaPorte US 6 RAB\CAD\Production Drawings\190007.00 - Title Sheet.dgn

UTILITIES

Electric

Kankakee Valley REMC
8642 W. US Hwy 30 PO Box 157
Wanatah, IN 46390
Contact: Jacob Bailey
Phone: (219)733-2511
Email: jbailey@kyremc.com

NIPSCO Electric (LaPorte)
801 East 86th Avenue
Merrillville, IN 46410
Contact:
Phone: (219)647-4912
Email: utilitycoordination@nisource.com

Sanitary

Town of Westville
904 W Main Street
Westville, IN 46391
Contact: Nathan Howell
Phone: (219)785-2413
Email: westville.utility@westville.us

Gas

NIPSCO Gas (LaPorte)
801 East 86th Avenue
Merrillville, IN 46410
Contact: Dean Garrett
Phone: (219)647-4912
Email: utilitycoordination@nisource.com

Water

Town of Westville
908 Stanley Drive
Westville, IN 46391
Contact:
Phone: (219)785-1880
Email: westville.utility@westville.us

Communication

Frontier
8001 West Jefferson Blvd
Fort Wayne, IN 46804
Contact: Joe Sarll
Phone: (260)461-3324
Email: utilitycordreq@ftr.com

Mediacom, LLC (Auburn)
3900 26th Avenue
Moline, IL 61265
Contact: Scott Roberts
Phone: (217)345-553
Email: sroberts@mediacomcc.com

GENERAL NOTES

INDEX

SHEET NO.	DRAWINGS INDEX
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36	MISCELLANEOUS TABLES
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Plc:1/19/2022 2:35:23 PM By: murramw Per: Transportation.tbl Model: Index and General Notes

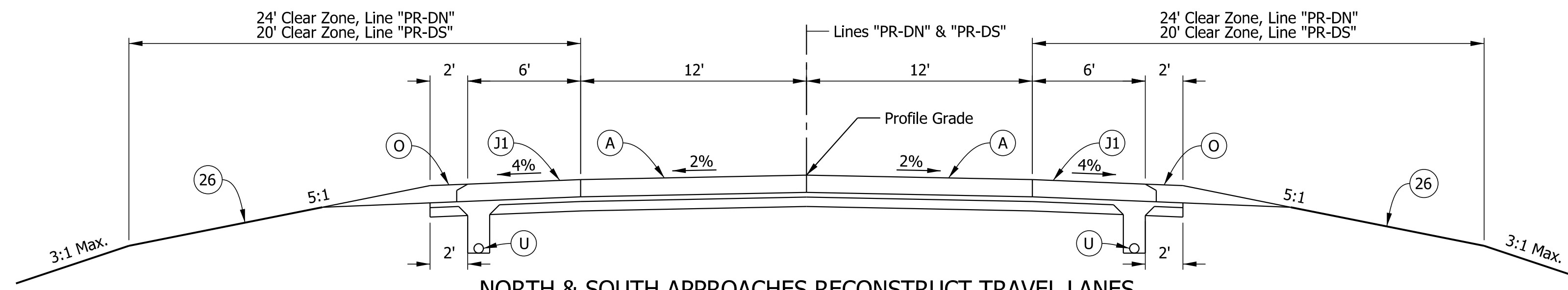


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DESIGNED: JJV _____	DRAWN: ZJM _____	
CHECKED: REW _____	CHECKED: REW _____	

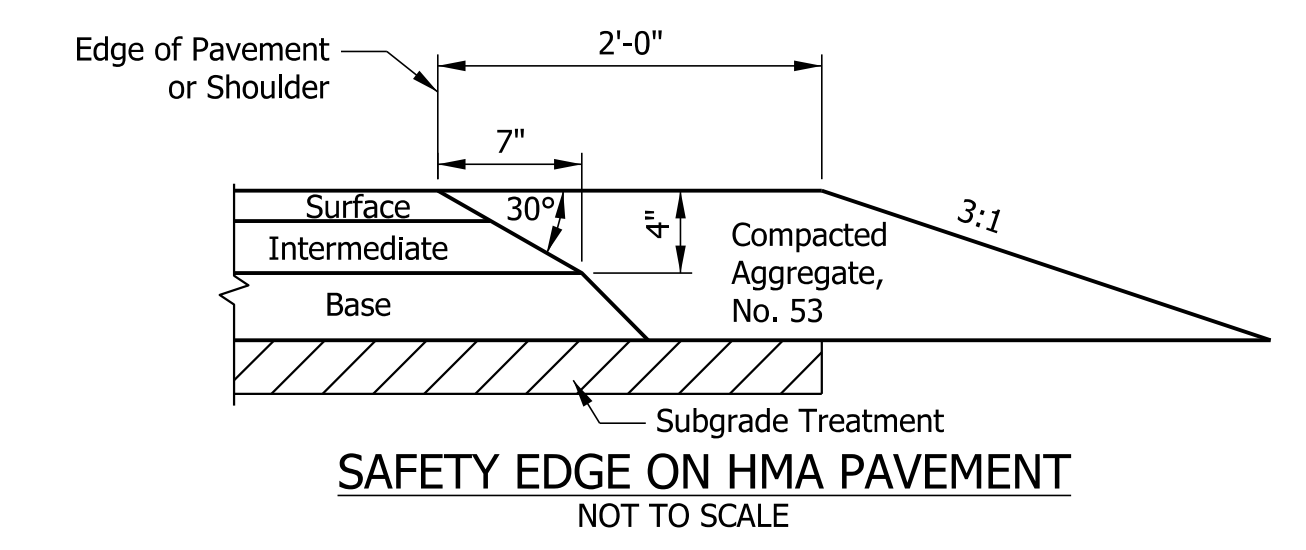
INDIANA
DEPARTMENT OF TRANSPORTATION

INDEX AND GENERAL NOTES

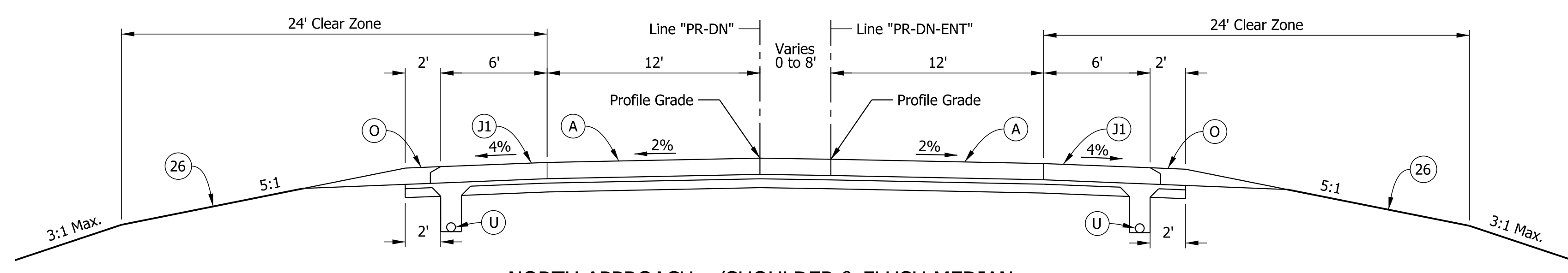
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SURVEY BOOK	SHEETS 2 of 59
CONTRACT R-43059	PROJECT 1702989



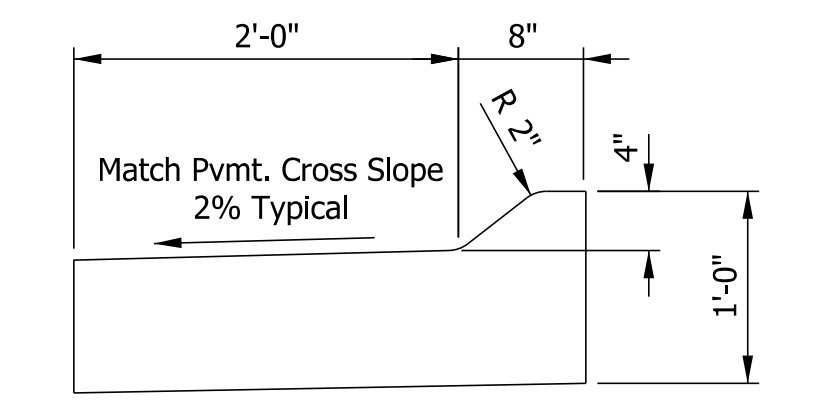
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 P.O.T. 62+50 Line "PR-DS" to P.O.T. 62+67 Line "PR-DS"



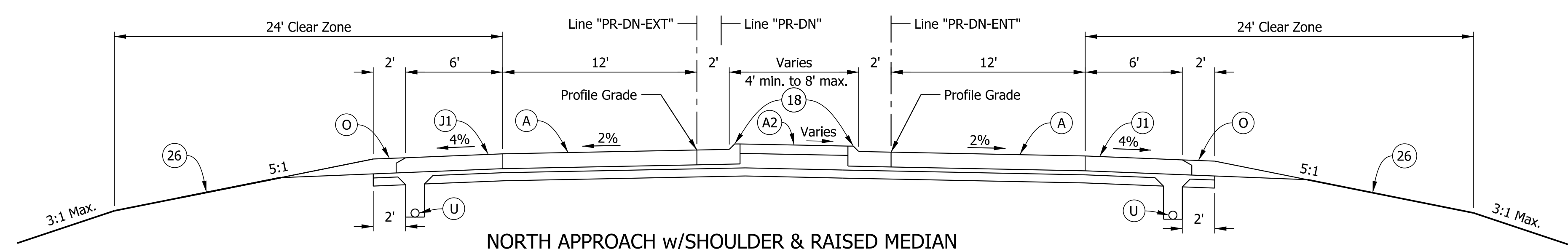
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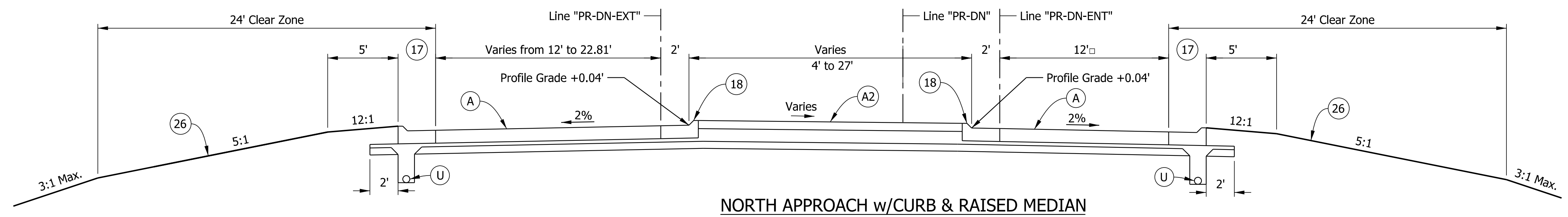
NORTH APPROACH w/SHOULDER & FLUSH MEDIAN
 P.O.T. 51+00 Line "PR-DN" to P.O.T. 52+69.64 Line "PR-DN"
 P.C. 51+00 Line "PR-DN-ENT" to P.O.T. 52+69.60 Line "PR-DN-ENT"



COMBINED CONCRETE CURB AND GUTTER, TYPE B MODIFIED
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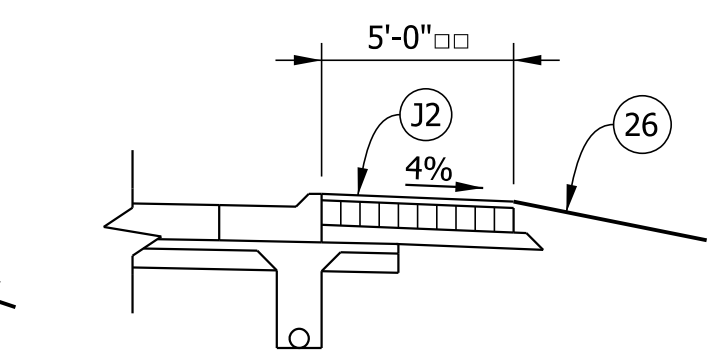


NORTH APPROACH w/SHOULDER & RAISED MEDIAN
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 P.O.T. 52+69.60 Line "PR-DN-ENT" to P.O.C. 54+44.99 Line "PR-DN-ENT"



NORTH APPROACH w/CURB & RAISED MEDIAN
 P.O.C. 54+45.33 Line "PR-DN-EXT" to P.O.T. 55+79.17 Line "PR-DN-EXT"
 P.O.T. 52+69.60 Line "PR-DN-ENT" to P.O.C. 55+81.16 Line "PR-DN-ENT"

□ Varies from 12' at 54+89.94 "PR-DN-ENT" to 20.94' at 55+81.16 "PR-DN-ENT"



OVERSIZE VEHICLE APRON
 54+63.2 Line "PR-DN-ENT" to 55+74.9 Line "PR-DN-ENT"
 □ Varies from 5' at 54+80.9 "PR-DN-ENT" to 9.9' at 55+14.7 "PR-DN-ENT" to 5' at 55+56.3 "PR-DN-ENT"

LEGEND

- (A) PCCP, 11 in. w/ Transverse D-1 Joints @ 18 ft. spacing, on Subbase for PCCP, on Subgrade Treatment Type IC
- (A1) Truck Apron PCCP, 7 in. w/ Transverse D-1 Joints @ 18 ft. spacing, on Subbase for PCCP, on Subgrade Treatment Type IC
- (A2) PCCP, 7 in., on Subbase for PCCP, on Subgrade Treatment Type IC
- (J1) PCCP, 11 in. Shoulder, on Subbase for PCCP, on Subgrade Treatment Type IC
- (J2) Geocell Vegetated Pavement System: 2 in. Infill Topsoil-Aggregate Mix, on 8 in. Geocell Confining System, on Geotextile Type 2A, on 5 in. of Compacted Aggregate, No. 53
- (K) HMA for Approaches, Type B, consisting of: 165 lb/syd HMA Surface, Type B, on 495 lb/syd HMA Intermediate, Type B, on 4 in. of Compacted Aggregate, No. 53, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
- (O) 11 in. of Compacted Aggregate, No. 53
- (R) HMA for Approaches, Type B, consisting of: 165 lb/syd HMA Surface, Type B, on 1 1/2" Asphalt Surface Milling
- (U) Pipe, 6 in., Type 4
- (17) Concrete Curb and Gutter, Type B
- (18) Concrete Curb and Gutter, Type B, Modified
- (19) Concrete Curb and Gutter, Modified (Roundabout)
- (26) Mulched Seeding, Type R

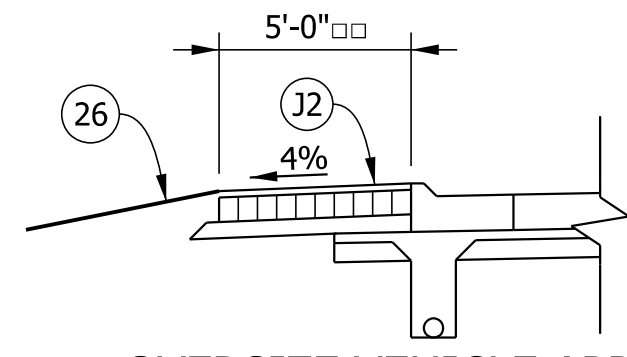
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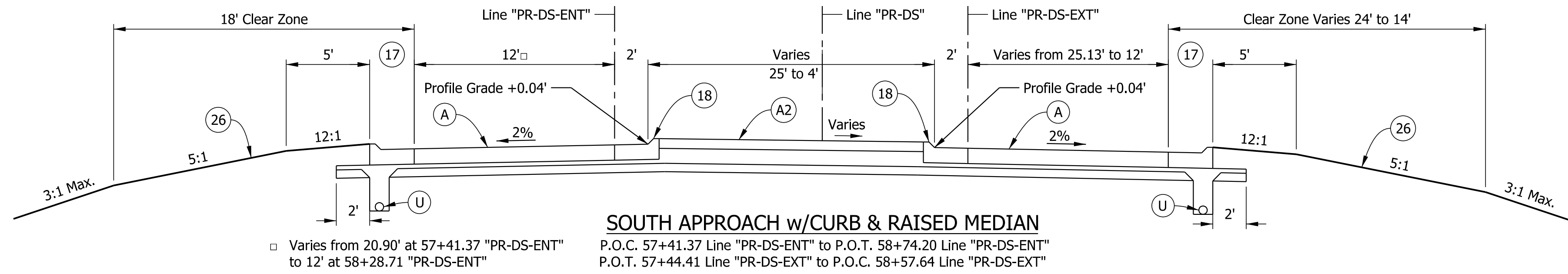
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JJV	DRAWN: ZJM & JJV	
CHECKED: REW	CHECKED: REW	

INDIANA
 DEPARTMENT OF TRANSPORTATION
 TYPICAL SECTIONS
 LINE "PR-DN" & "PR-DS"

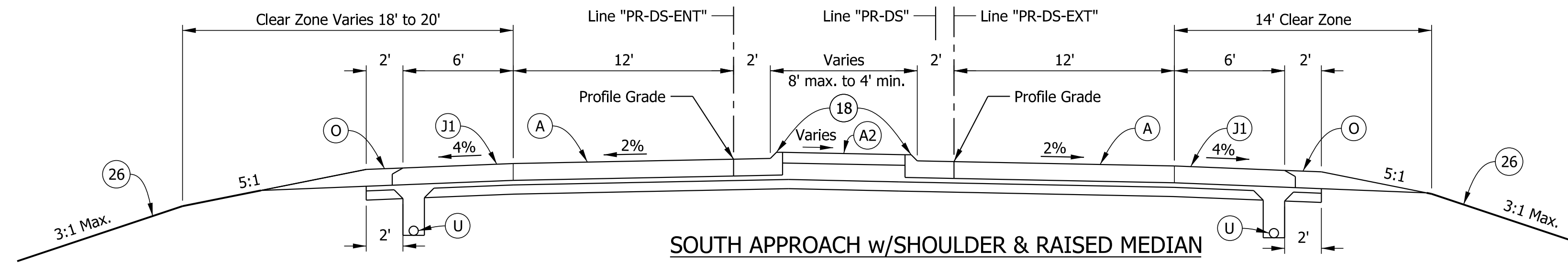
SCALE	BRIDGE FILE
1" = 5'	
	DESIGNATION
	1702989
SURVEY BOOK	SHEETS
	3 of 59
CONTRACT	PROJECT
R-43059	1702989



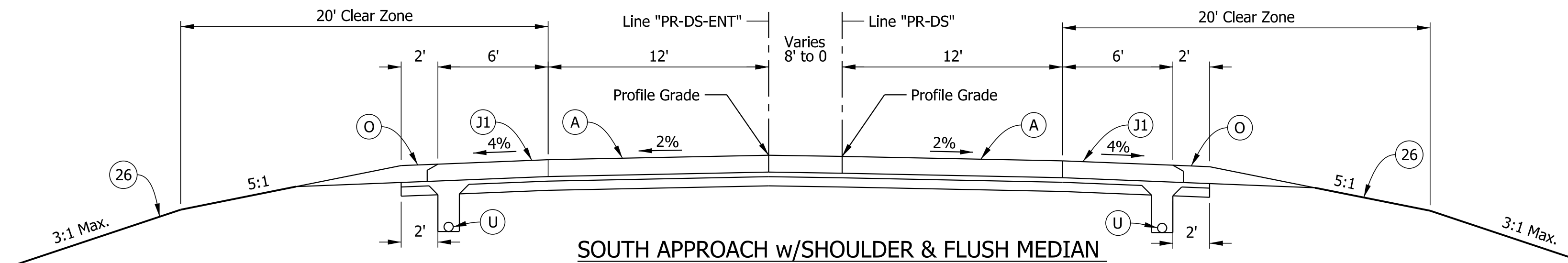
OVERSIZE VEHICLE APRON
 57+52.6 Line "PR-DS-ENT" to 58+57.7 Line "PR-DS-ENT"
 □ Varies from 5' at 57+72.3 "PR-DS-ENT" to 8.9' at 58+08.3 "PR-DS-ENT" to 5' at 58+38.1 "PR-DS-ENT"



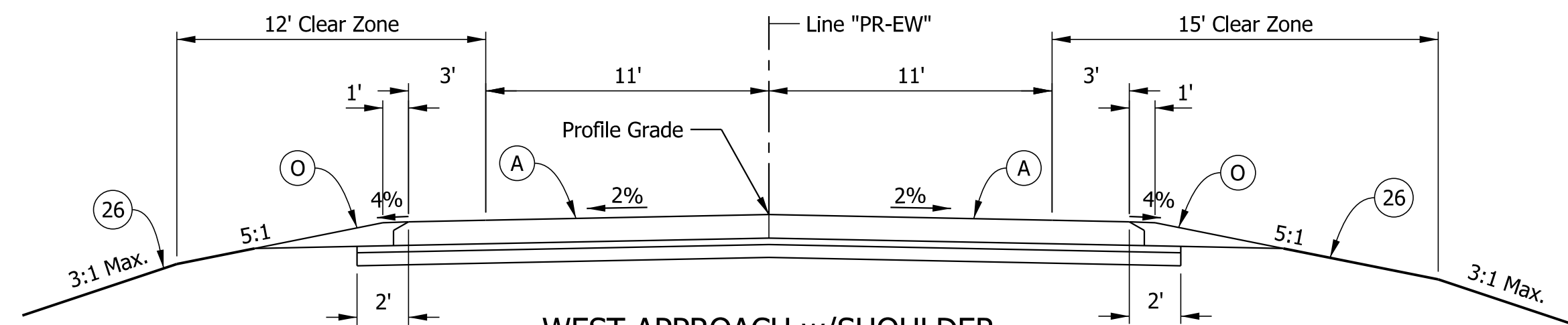
SOUTH APPROACH w/CURB & RAISED MEDIAN
 P.O.C. 57+41.37 Line "PR-DS-ENT" to P.O.T. 58+74.20 Line "PR-DS-ENT"
 P.O.T. 57+44.41 Line "PR-DS-EXT" to P.O.C. 58+57.64 Line "PR-DS-EXT"



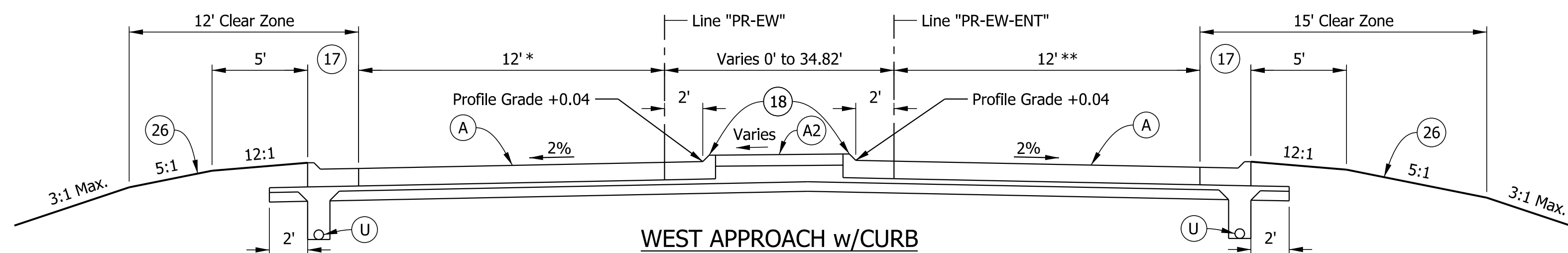
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 P.O.T. 58+74.20 Line "PR-DS-ENT" to P.O.T. 60+52.93 Line "PR-DS-ENT"
 P.O.C. 58+57.64 Line "PR-DS-EXT" to P.O.T. 60+52.92 Line "PR-DS"



SOUTH APPROACH w/SHOULDER & FLUSH MEDIAN
 P.O.T. 60+52.93 Line "PR-DS-ENT" to P.T. 62+50.00 Line "PR-DS-ENT"
 P.O.T. 60+52.92 Line "PR-DS" to P.O.T. 62+50.00 Line "PR-DS"



WEST APPROACH w/SHOULDER
 P.C. 51+50 Line "PR-EW" to P.O.C. 52+76.18 Line "PR-EW"



WEST APPROACH w/CURB
 P.O.C. 52+76.18 Line "PR-EW" to P.O.T. 54+06.89 "PR-EW"
 P.C. 53+14.21 "PR-EW-ENT" TO P.O.T. 54+10.33 "PR-EW-ENT"

* Varies from 12' at 52+76.18 "PR-EW" to 25.03' at 54+06.89 "PR-EW"

** Varies from 12' at 53+01.51 "PR-EW" to 17.50' at 54+10.33 "PR-EW-ENT"

LEGEND

- (A) PCCP, 11 in. w/ Transverse D-1 Joints @ 18 ft. spacing, on Subbase for PCCP, on Subgrade Treatment Type IC
- (A1) Truck Apron PCCP, 7 in. w/ Transverse D-1 Joints @ 18 ft. spacing, on Subbase for PCCP, on Subgrade Treatment Type IC
- (A2) PCCP, 7 in., on Subbase for PCCP, on Subgrade Treatment Type IC
- (J1) PCCP, 11 in. Shoulder, on Subbase for PCCP, on Subgrade Treatment Type IC
- (J2) Geocell Vegetated Pavement System: 2 in. Infill Topsoil-Aggregate Mix, on 8 in. Geocell Confining System, on Geotextile Type 2A, on 5 in. of Compacted Aggregate, No. 53
- (K) HMA for Approaches, Type B, consisting of: 165 lb/syd HMA Surface, Type B, on 495 lb/syd HMA Intermediate, Type B, on 4 in. of Compacted Aggregate, No. 53, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
- (O) 11 in. of Compacted Aggregate, No. 53
- (R) HMA for Approaches, Type B, consisting of: 165 lb/syd HMA Surface, Type B, on 1 1/2" Asphalt Surface Milling
- (U) Pipe, 6 in., Type 4
- (17) Concrete Curb and Gutter, Type B
- (18) Concrete Curb and Gutter, Type B, Modified
- (19) Concrete Curb and Gutter, Modified (Roundabout)
- (26) Mulched Seeding, Type R

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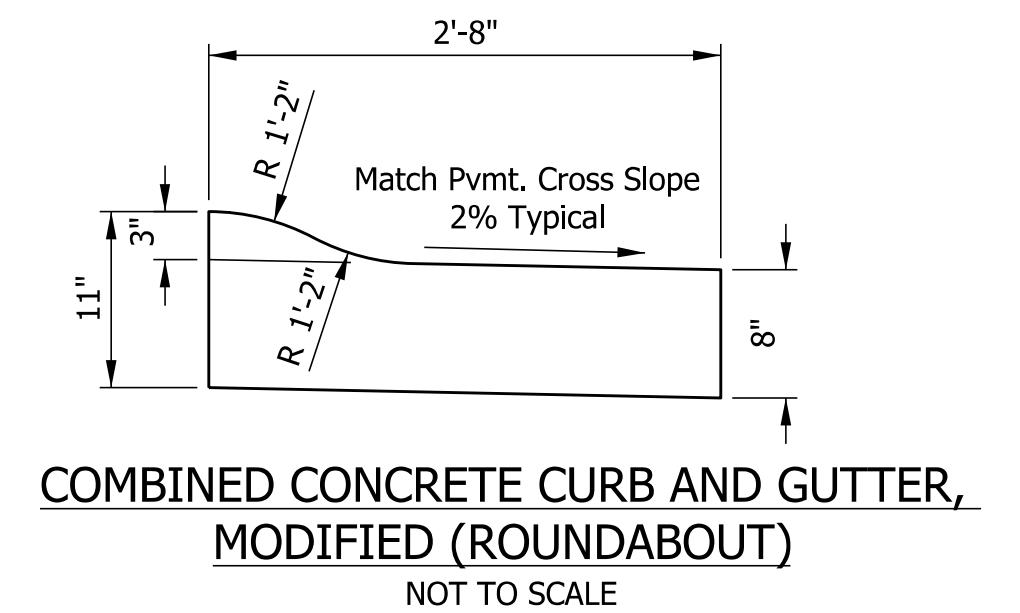
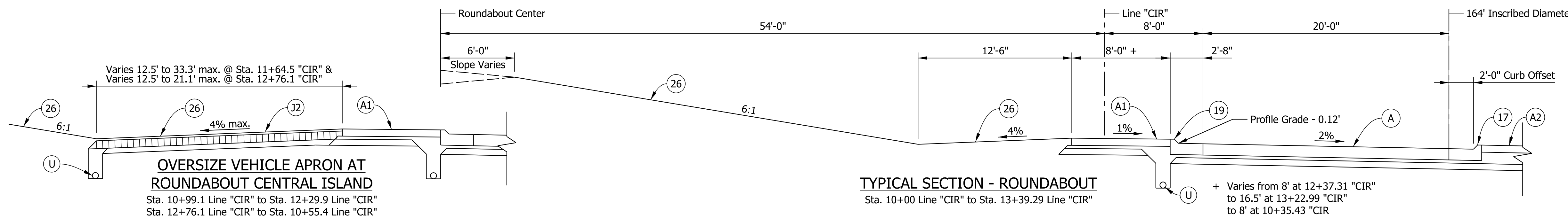
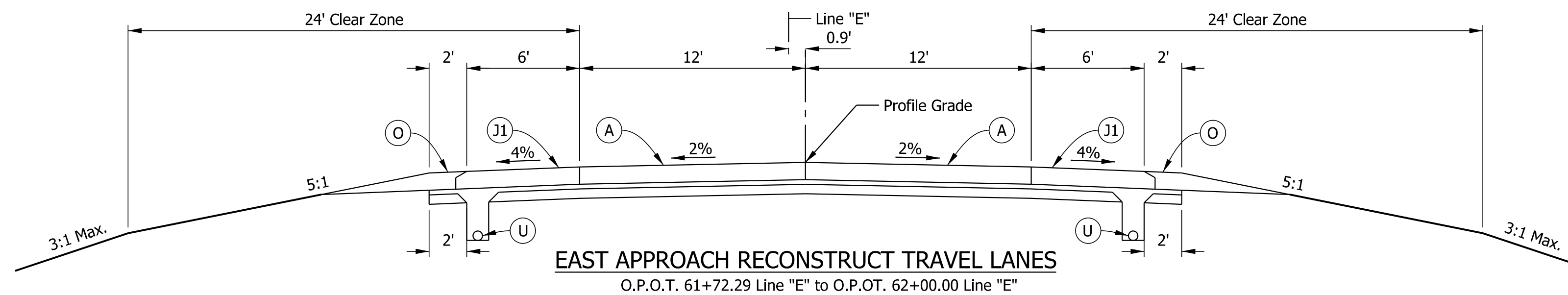
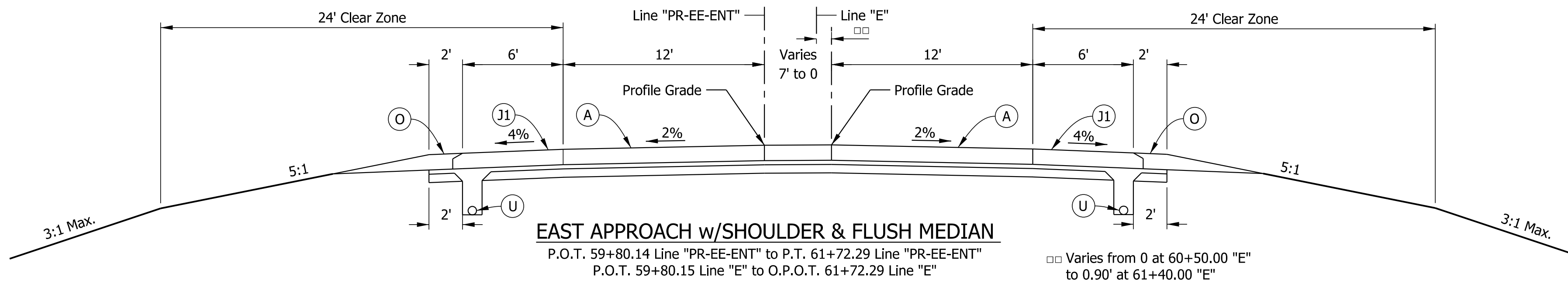
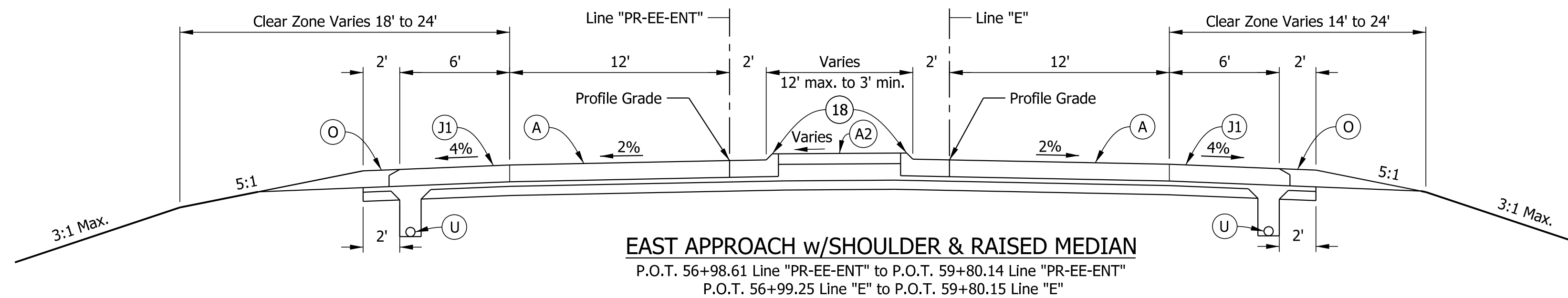
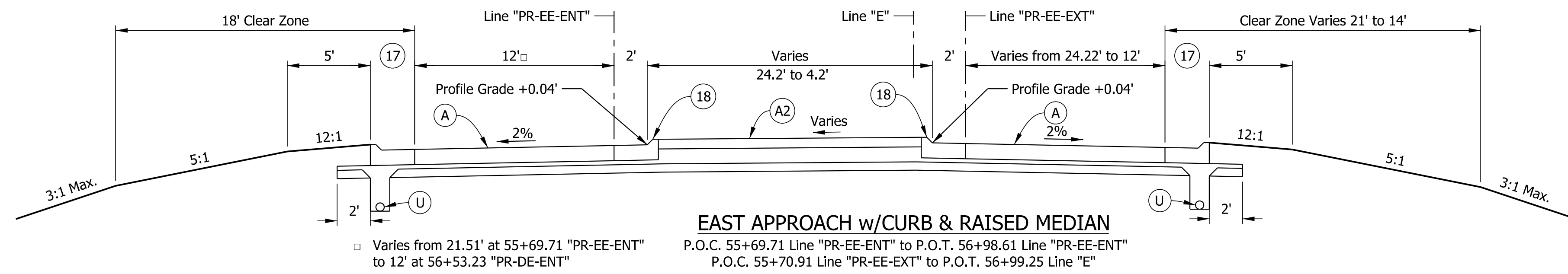


RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JJV	DRAWN: JJV	
CHECKED: REW	CHECKED: REW	

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
LINE "PR-DS" & "PR-EW"

SCALE	BRIDGE FILE
1" = 5'	
	DESIGNATION
	1702989
SURVEY BOOK	SHEETS
	4 of 59
CONTRACT	PROJECT
R-43059	1702989



LEGEND

- (A) PCCP, 11 in. w/ Transverse D-1 Joints @ 18 ft. spacing, on Subbase for PCCP, on Subgrade Treatment Type IC
- (A1) Truck Apron PCCP, 7 in. w/ Transverse D-1 Joints @ 18 ft. spacing, on Subbase for PCCP, on Subgrade Treatment Type IC
- (A2) PCCP, 7 in., on Subbase for PCCP, on Subgrade Treatment Type IC
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- (K) HMA for Approaches, Type B, consisting of: 165 lb/syd HMA Surface, Type B, on 495 lb/syd HMA Intermediate, Type B, on 4 in. of Compacted Aggregate, No. 53, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
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- (U) Pipe, 6 in., Type 4
- (17) Concrete Curb and Gutter, Type B
- (18) Concrete Curb and Gutter, Type B, Modified
- (19) Concrete Curb and Gutter, Modified (Roundabout)
- (26) Mulched Seeding, Type R

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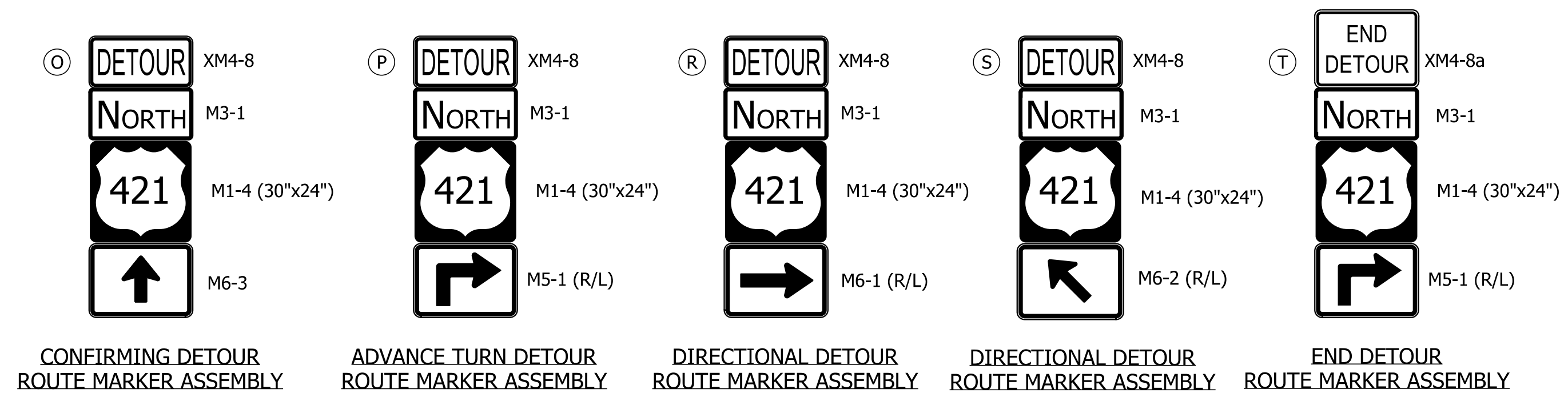
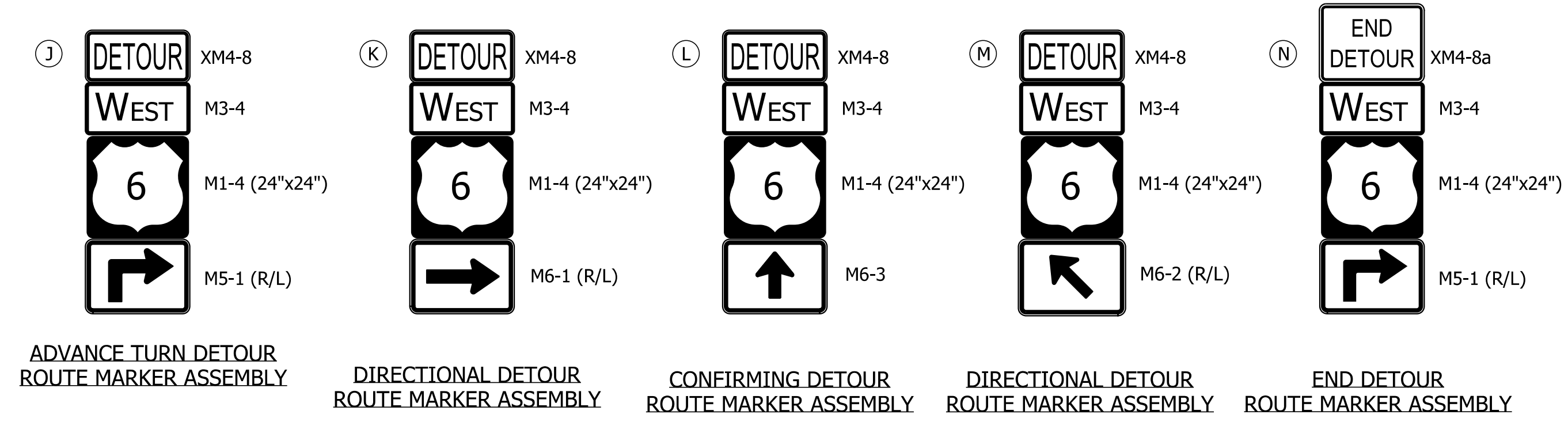
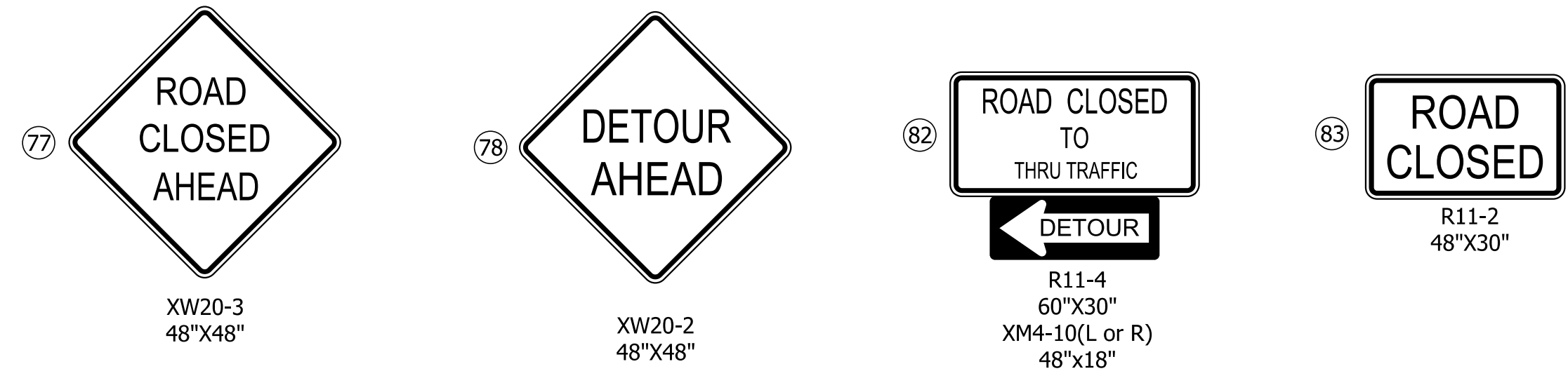
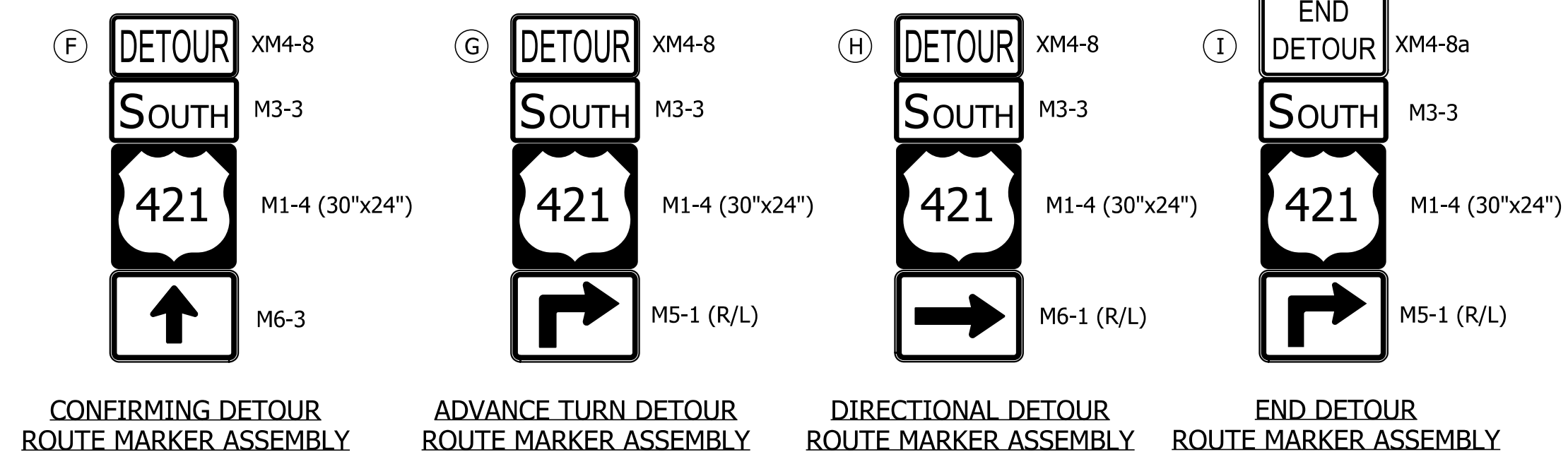
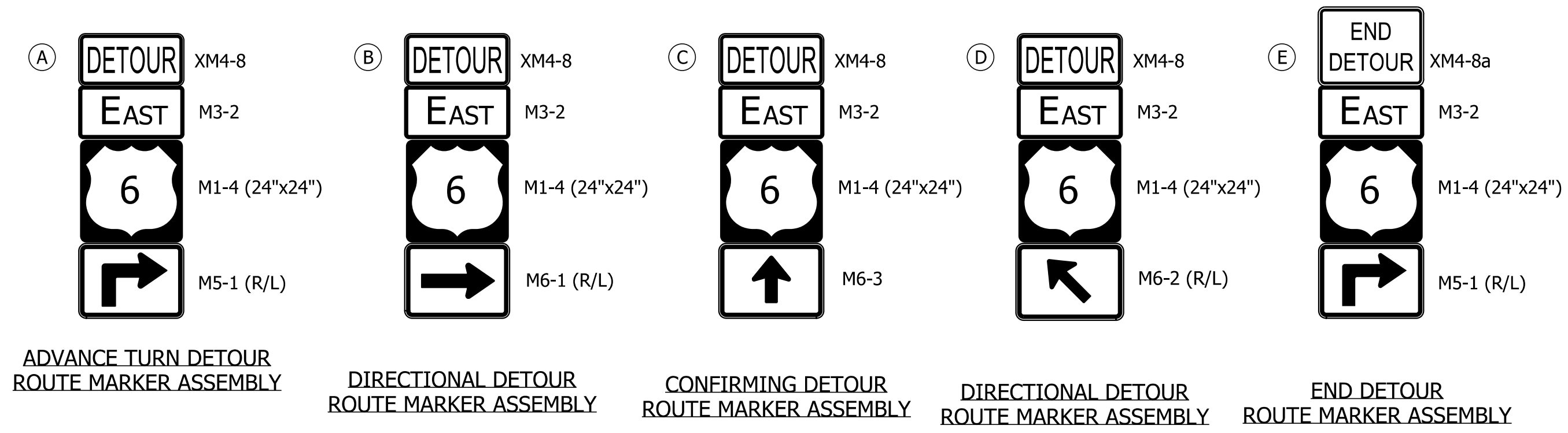


RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JJV	DRAWN: JJV	
CHECKED: REW	CHECKED: REW	

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
LINES "E" & "CIR"

SCALE	BRIDGE FILE
1" = 5'	
	DESIGNATION
	1702989
SURVEY BOOK	SHEETS
	5 of 59
CONTRACT	PROJECT
R-43059	1702989



Pict: 1/19/2022 2:35:37 PM By: mramw Per: Transportation.tbl Model: Temporary Traffic Control - Sheet 1

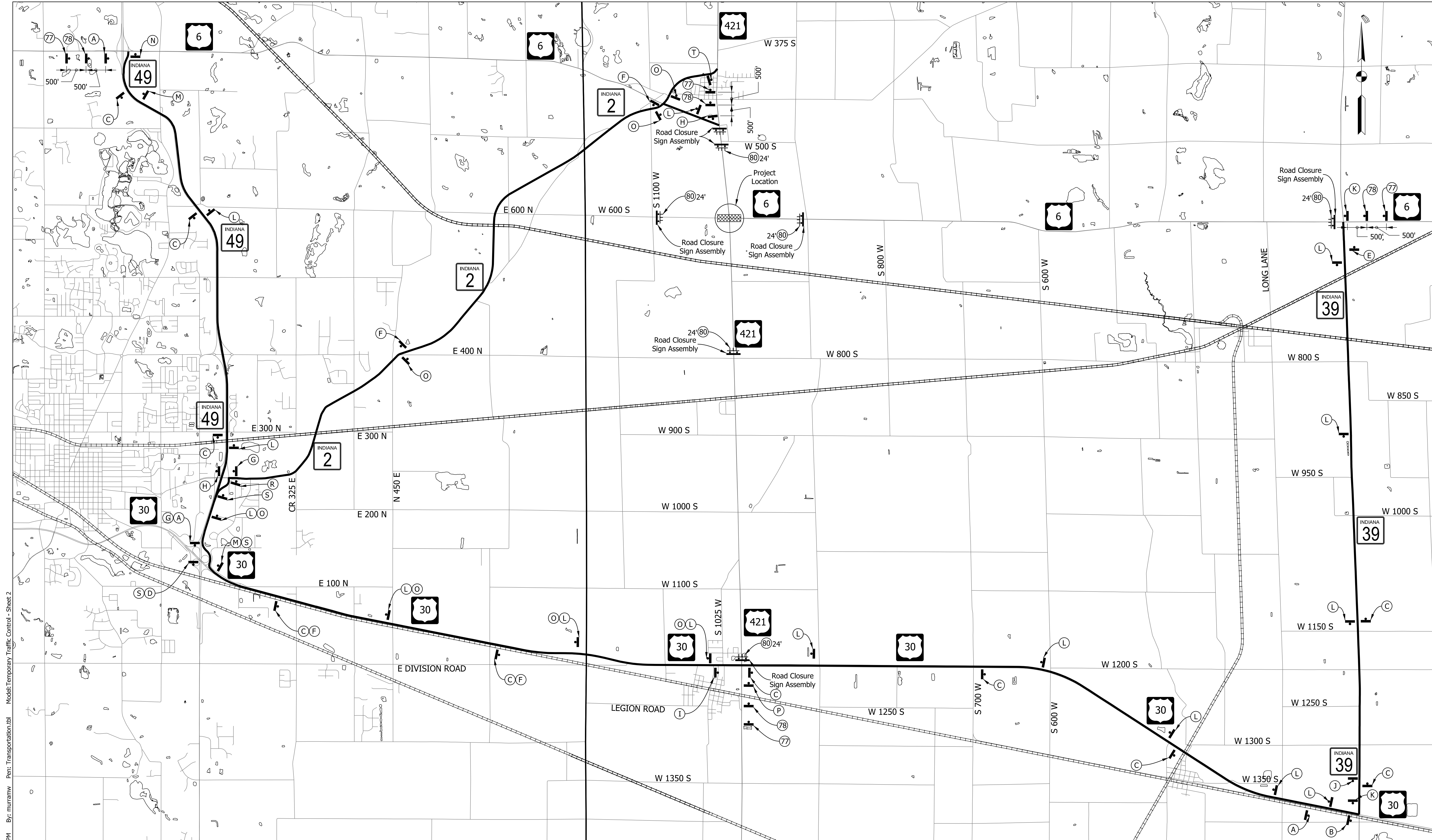


RECOMMENDED FOR APPROVAL _____
 DESIGN ENGINEER DATE
 DESIGNED: JJV DRAWN: MWM
 CHECKED: REW CHECKED: REW

INDIANA
 DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC
 CONTROL PLAN

SCALE	BRIDGE FILE
	DESIGNATION
	1702989
SURVEY BOOK	SHEETS
	6 of 59
CONTRACT	PROJECT
R-43059	1702989



Pict:1/19/2022 2:35:37 PM By: muramw Per: Transportation.tbl Model: Temporary Traffic Control - Sheet 2

Legend	
	Project Location
	Construction Sign
	Road Closure Sign Assembly
	Type III-B Barricades



RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JJV	DRAWN: MWM	
CHECKED: REW	CHECKED: REW	

INDIANA
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC CONTROL PLAN

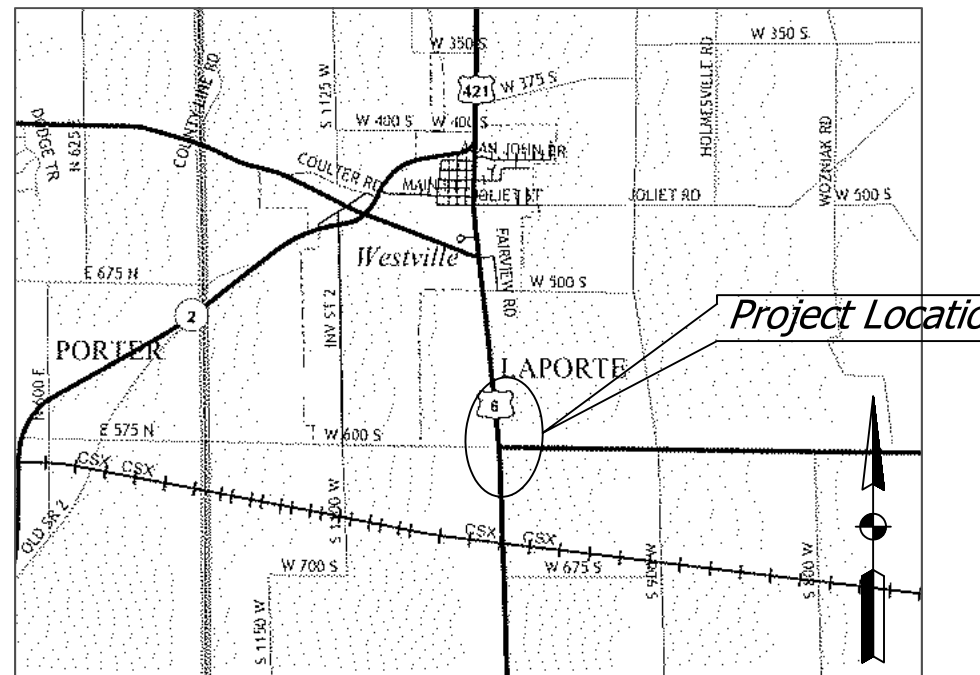
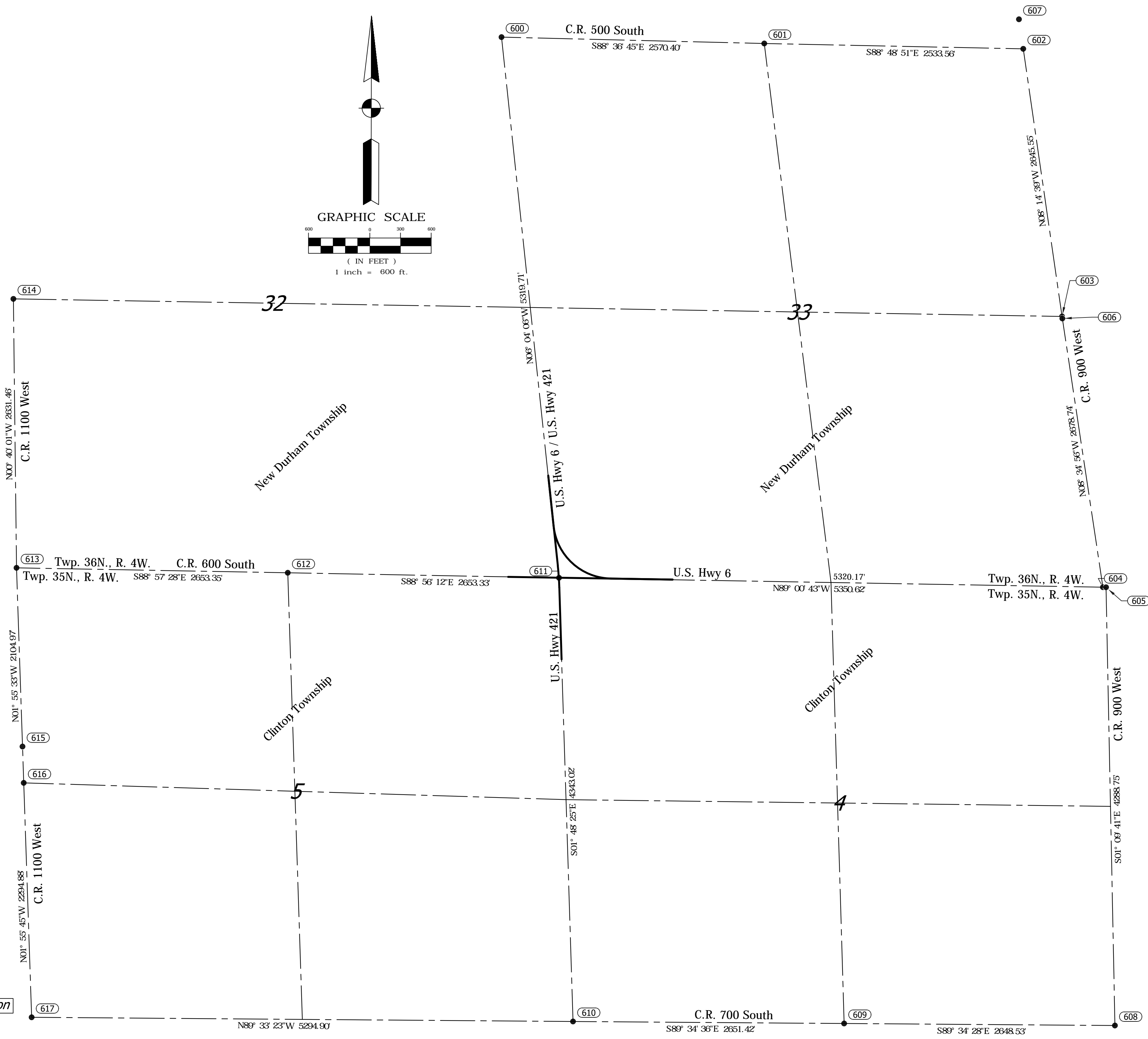
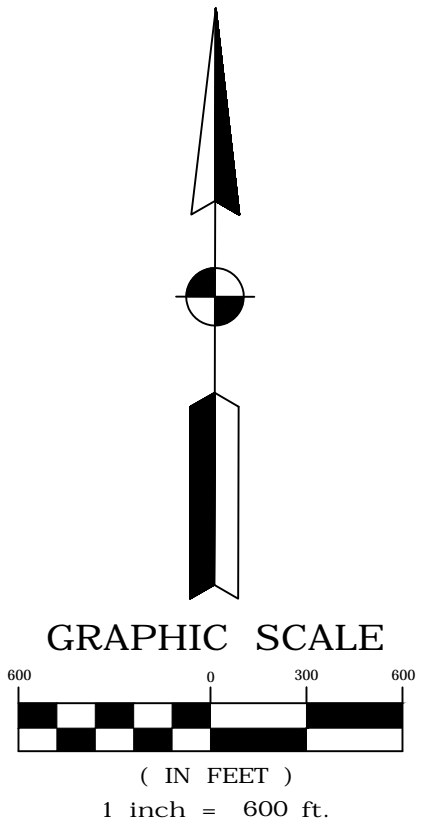
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SURVEY BOOK	SHEETS 7 of 59
CONTRACT R-43059	PROJECT 1702989

**SURVEYOR REPORT
(ROUTE SURVEY)**

The subject US Route 6/US Route 421 intersection improvement project is in the Town of Westville and is located in Sections 4 & 5, Township 35 North, Range 4 West and in Sections 32 & 33, Township 36 North, Range 4 West, in Clinton & New Durham Townships, LaPorte County, Indiana.

- The purpose of this Location Control Route Survey is to collect pertinent survey data for the design of a round-a-bout project for the US-6/US-421 intersection and to serve as the basis for describing additional right-of-way parcels needed to complete this project. This is not a boundary retracement survey. All apparent property lines and corners found and shown on this plat are based on field observations and limited deed information. The property lines and corners are included on this plat for informational purposes only.
- In accordance with Title 865, Article 1, Chapter 12, sections 20 through 25 of the Indiana Administrative Code ("Rule 12"), the following observations and opinions are submitted regarding the various uncertainties in the locations of the lines and corners established this route survey as a result of uncertainties in reference monuments, lines of occupation, inconsistencies in right-of-way grants, and random errors in measurement.
- Alignment Data:

Lines C, D and E from INDOT Project No ST-212-4(F) were reestablished by using existing monumentation, physical evidence of R/W (fences / concrete markers), and original plan geometry. No centerline monuments were found for said "Lines". Therefore, plan geometry from the 1999 Location Control Route Survey (LCRS) by Cole Associates Inc., (tangents, deltas & curve data) was held to reestablish said "Lines". The section corners depicted on said 1999 LCRS plat were recovered and located with this current survey and used to rotate/translate the plan geometry from said 1999 LCRS. The largest horizontal difference noted between section corner monuments found on said 1999 LCRS and the current survey was 0.05' and the largest angular difference was 0°00'14".
- Plats, notes and witnesses utilized this survey:
 - Road plans:
 - Right-of-Way Plans Intersection Improvement U.S. 6 at RP 036+051, Project No. STP-212-4(F), Code 3947, by H. Stewart Kline & Assoc., dated December 12, 2000.
 - Section Corner Witnesses:
 - Section corner witnesses obtained online from the LaPorte County Surveyors Office web site.
 - Based on the LaPorte County Surveyors naming convention, the following section corners were searched for in the field: (Twp 35 N., R. 4W.: 0471, 0472, 0473, 0474, 0475, 0476, 0480, 0482, 0483, 0484), (Twp 36 N., R. 4W.: 0851, 0852, 0853, 0854, 0855). All corners found were in agreement with the witnesses except the following which were not found, or the monument was different: (0472, 0484, 0853). Distances appear to be in substantial agreement with the LCRS plat listed in Item '4A' above and the survey listed in '4C' below.
 - Surveys of Record:
 - "Plat of Survey for Northern Indiana Public Service Company", by Metro Consulting Associates, dated January 25, 2018 and recorded March 12, 2018 as Document #2018R-02583-2.
 - Location Control Route Survey Plat, by Cole Associates Inc. a DLZ Company, dated June 7, 1999 and recorded June 10, 1999 as Document #99-13067.
- Monuments and Markers
 - Section corner monuments found and used, as shown on this survey plat, appear to be in substantial agreement with the section corner monuments shown on the LaPorte County Section Corner witness sheets.
 - The field measurements for this survey were made in accordance with the specifications for an "Urban Survey" as described in 865 IAC-1-12-7 (acceptable "relative positional accuracy" (RPA) 0.07 feet + 50 parts per million) and furthermore do not exceed the maximum allowable RPA per 865 IAC-1-12-22(a) (0.5').
- In accordance with 865 IAC 1-12-23, the following opinions are submitted regarding the various uncertainties in the locations of the lines and corners found or established on this survey:
 - The uncertainties in the location of the lines and corners found or established on this survey, due to the availability and condition of reference monuments, (section corners / property corners) is estimated to be less than 5 feet. The cause of these uncertainties could relate to "lost" or "obliterated" section corners.
 - The uncertainties in the location of the lines and corners found or established on this survey due to occupation or possession lines is estimated to be less than 10 feet. Cause of uncertainty in occupation could relate to property owners not having a correct understanding of their property lines prior to the placement of improvements (fences, plantings, driveways, etc.) or they may have intentionally kept their improvements away from their property lines. Agreements (either written or unwritten) between adjoining property owners may also be potential cause of discrepancies between apparent occupation and ownership lines.
 - The points established (reference points #1 - #6) are considered original monuments for this survey and therefore have no error as related to this survey.
- The monuments found and established for this survey were located by a combination of conventional traverse/radial measurement techniques and the use of GNSS equipment (RTK method). The correction source for RTK collection is a base station operated by GAI, Geoid12A (CONUS) geoid model was used. The distances shown on this plat are InGCS "grid" distances, however the grid to ground distances are negligible in the Indiana Geospatial Coordinate System.
- The BASIS OF BEARINGS: bearings, distances and coordinates shown on this plat are based on the Indiana Geospatial Coordinate System (InGCS) "LaPorte" zone per NAD83 (2011) epoch 2010.00, unless noted otherwise. The reported distances and coordinates are U.S. Survey Feet and decimal parts thereof. The InGCS "LaPorte" zone has the following published parameters: Geometric Datum - NAD83(2011) epoch 2010.00, Projection Type - Transverse Mercator, Central Meridian - 86°45'00" West longitude, Central Meridian Scale factor 1.000027, Latitude of Grid Origin 40°54'00" North latitude, False Northing - 36,000,000m (118,110.00 US Ft), False Easting - 240,000,000m (787,400.00 US Ft).
- The number of significant figures shown for the coordinates and station / offsets are for mathematical calculations only and are not intended to imply the precision of the original measurements.
- This route survey is not intended in any way to be a property retracement survey and the property lines shown are for informational purposes only. The right-of-way shown (Existing R/W) is based on the deeds for parcels obtained by the State of Indiana. The right-of-way shown (App. R/W) is based on the "assumed" County right-of-way width and no documents transferring ownership to the State or County were found.



This plat was prepared by: David G. Croft, PS
 "I affirm under the penalties for perjury that I have taken reasonable care to redact each social security number in this document, unless required by law."

Printed Name: David G. Croft

SURVEY STARTED		
10/29/2019		
SURVEY COMPLETED		
01/08/2020		
ROUTE PLAT SHEETS		
1	OF	3



9998 Crosspoint Blvd.
 Indianapolis, IN 46256
 (317) 436-4823
 WWW.GAICONCONSULTANTS.COM
 Project No. D190007.00

SURVEYOR STATEMENT
 THIS SURVEY, TO THE BEST OF MY KNOWLEDGE AND BELIEF, IS EXECUTED ACCORDING TO THE PROVISIONS OF TITLE 865 I.A.C. 1-12-20 THROUGH 1-12-25 REGARDING ROUTE SURVEYS, EXCEPT THAT ANY DATA SHOWN REGARDING THE LOCATION OR DESCRIPTION OF THE EXISTING PARCELS IS NOT A PART OF THIS SURVEY.



RECOMMENDED FOR APPROVAL: *David G. Croft* March 12, 2020
 REGISTERED LAND SURVEYOR DATE
 DESIGNED: N/A DRAWN: DGC
 CHECKED: N/A CHECKED: JDH

**U.S.-6 & U.S.-421
 LaPORTE COUNTY, INDIANA**
LOCATION CONTROL ROUTE SURVEY

SCALE	BRIDGE FILE
as noted	N/A
ROUTE	PROJECT NO.
US-6/US-421	1702989
SURVEY BOOK	SHEETS
N/A	8 of 59
CONTRACT	COUNTY
N/A	LaPORTE

Point	Station	Offset	Baseline	INGCS "Hamilton" Zone		Latitude	Longitude	Description	Point Condition	Relation to Ground	Point Origin
				Northing	Easting						
Reference Points											
1	55+82.15	39.889' RL	"D"	343564.868	747881.465	41°31'07.22400"N	86°53'39.53161"W	5/8" REBAR SET W/GAI-TRAV. CAP	NEW	FLUSH	GAI
2	N/A	N/A	N/A	343471.388	747286.284	41°31'06.29208"N	86°53'46.03896"W	5/8" REBAR SET W/GAI-TRAV. CAP	NEW	FLUSH	GAI
3	61+68.14	27.953' LL	"E"	343494.644	748609.642	41°31'06.54214"N	86°53'29.95844"W	5/8" REBAR SET W/GAI-TRAV. CAP	NEW	FLUSH	GAI
4	63+74.06	24.948' RL	"D"	342776.737	747927.341	41°30'59.43832"N	86°53'38.91132"W	5/8" REBAR SET W/GAI-TRAV. CAP	NEW	FLUSH	GAI
5	51+23.95	30.580' LL	"D"	344027.596	747963.185	41°31'11.79565"N	86°53'39.23650"W	5/8" REBAR SET W/GAI-TRAV. CAP	NEW	FLUSH	GAI
6	N/A	N/A	N/A	344507.932	747913.933	41°31'16.54028"N	86°53'40.04588"W	5/8" REBAR SET W/GAI-TRAV. CAP	NEW	FLUSH	GAI
Section 8, 1/4 Corners Found											
600	N/A	N/A	N/A	346766.918	747367.776	41°31'58.60844"N	86°53'46.40027"W	MONUMENT FOUND (HARRISON)	GOOD	FLUSH	LCSD
601	N/A	N/A	N/A	346704.678	749937.421	41°31'58.03607"N	86°53'12.61306"W	IRON AXLE ROD FOUND	GOOD	0.50' BELOW	LCSD
602	N/A	N/A	N/A	346652.241	752920.109	41°31'57.55566"N	86°52'39.30501"W	MONUMENT FOUND (HARRISON)	GOOD	0.50' BELOW	LCSD
603	N/A	N/A	N/A	346624.027	752849.796	41°31'51.69477"N	86°52'24.27005"W	MONUMENT FOUND (HARRISON)	GOOD	FLUSH	LCSD
604	N/A	N/A	N/A	343385.285	752349.536	41°31'05.53233"N	86°52'28.96407"W	MONUMENT FOUND (HARRISON)	GOOD	FLUSH	LCSD
605	N/A	N/A	N/A	343284.667	753279.981	41°31'05.52666"N	86°52'28.96409"W	MONUMENT FOUND (HARRISON)	GOOD	FLUSH	LCSD
606	N/A	N/A	N/A	346024.241	752852.722	41°31'51.49922"N	86°52'24.23105"W	MONUMENT FOUND (HARRISON)	GOOD	FLUSH	LCSD
607	N/A	N/A	N/A	346941.302	752428.499	41°32'00.41072"N	86°52'39.86514"W	MONUMENT FOUND (HARRISON)	GOOD	FLUSH	LCSD
608	N/A	N/A	N/A	339096.808	753366.909	41°30'23.16698"N	86°52'27.24607"W	MONUMENT FOUND (HARRISON)	GOOD	FLUSH	LCSD
609	N/A	N/A	N/A	339116.561	750718.449	41°30'23.32219"N	86°53'02.14663"W	MONUMENT FOUND (HARRISON)	GOOD	0.65' BELOW	LCSD
610	N/A	N/A	N/A	339136.154	748067.102	41°30'23.47399"N	86°53'36.99500"W	MONUMENT FOUND (HARRISON)	GOOD	FLUSH	LCSD
611	N/A	N/A	N/A	343477.015	747930.153	41°31'06.34971"N	86°53'38.88981"W	MONUMENT FOUND (HARRISON)	GOOD	FLUSH	LCSD
612	N/A	N/A	N/A	343526.259	745277.282	41°31'06.79025"N	86°54'13.76320"W	MONUMENT FOUND (HARRISON)	GOOD	FLUSH	LCSD
613	N/A	N/A	N/A	343574.526	742824.375	41°31'07.22696"N	86°54'48.63692"W	MONUMENT FOUND (HARRISON)	GOOD	FLUSH	LCSD
614	N/A	N/A	N/A	346205.803	742593.749	41°31'33.22180"N	86°54'49.10501"W	MONUMENT FOUND (HARRISON)	GOOD	FLUSH	LCSD
615	N/A	N/A	N/A	341828.079	742883.049	41°30'49.95468"N	86°54'47.82189"W	MONUMENT FOUND (HARRISON)	GOOD	FLUSH	LCSD
616	N/A	N/A	N/A	341470.74	742895.112	41°30'46.44410"N	86°54'47.65491"W	1.5" IRON ROD FOUND	GOOD	0.35' BELOW	LCSD
617	N/A	N/A	N/A	339177.159	742772.364	41°30'23.79618"N	86°54'46.58292"W	MONUMENT FOUND (HARRISON)	GOOD	0.80' BELOW	LCSD
Survey Monuments Found											
1038	52+92.44	33.42' RL	E	343447.8207	747733.03507	N/A	N/A	CONCRETE R/W MARKER	GOOD	ABOVE	INDOT
1039	52+92.36	17.96' RL	E	343463.31907	747733.21507	N/A	N/A	CONCRETE R/W MARKER	LEANING	ABOVE	INDOT
1113	53+84.29	33.29' RL	E	343446.47707	747824.87207	N/A	N/A	CONCRETE R/W MARKER	LEANING	ABOVE	INDOT
1235	62+82.77	43.06' RL	D	342867.41207	742867.41207	N/A	N/A	CONCRETE R/W MARKER	GOOD	ABOVE	INDOT
1236	62+83.08	30.65' RL	D	342867.49807	742867.49807	N/A	N/A	CONCRETE R/W MARKER	GOOD	ABOVE	INDOT
20717	52+25.10	30.00' LL	C	343930.46107	747915.67907	N/A	N/A	CONCRETE R/W MARKER	POOR	ABOVE	INDOT
Alignment Points											
300	63+00.00	0.000'	"D"	342851.54657	747949.84607	N/A	N/A	MAG NAIL SET	NEW	FLUSH	GAI
301	P.T. 57+69.06	0.000'	"D"	343382.22597	747933.13737	N/A	N/A	MAG NAIL SET	NEW	FLUSH	GAI
302	P.C. 55+62.24	1.994' LL	"D"	343489.08647	747929.77277	N/A	N/A	NO MONUMENT SET	NEW	FLUSH	GAI
303	P.C. 55+65.33	0.000'	"D"	343595.39897	747918.45257	N/A	N/A	MAG NAIL SET	NEW	FLUSH	GAI
304	P.C. 51+66.77	0.000'	"C"	343981.77027	747877.31177	N/A	N/A	MAG NAIL SET	NEW	FLUSH	GAI
305	47+00.00	0	"D"	344445.82007	747827.88887	N/A	N/A	MAG NAIL SET	NEW	FLUSH	GAI
306	50+00.00	0.000'	"E"	343486.17037	747441.19417	N/A	N/A	MAG NAIL SET	NEW	FLUSH	GAI
307	P.I. 56+73.39	191.855' RL	"C"	343478.00387	747930.95287	N/A	N/A	NO MONUMENT SET	NEW	FLUSH	GAI
308	POT / PT 59+96.44	0.000'	"E" & "C"	343469.55747	748437.49667	N/A	N/A	NO MONUMENT SET	NEW	FLUSH	GAI
309	62+00.00	0.000'	"E"	343466.16367	748641.02597	N/A	N/A	MAG NAIL SET	NEW	FLUSH	GAI

*LCSD = LAPORTE COUNTY SURVEYORS OFFICE

Southwest Quarter
Section 32, T. 36N., R. 4W.
New Durham Township,
LaPorte County, Indiana

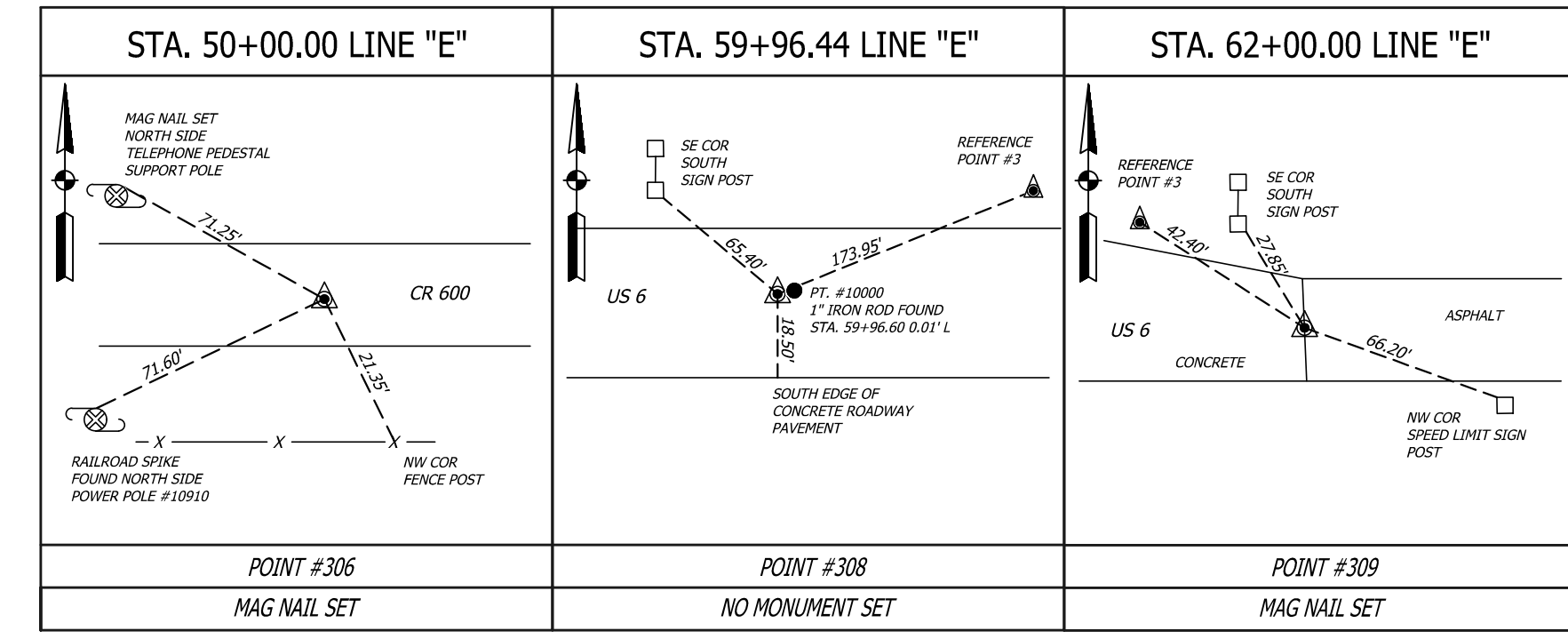
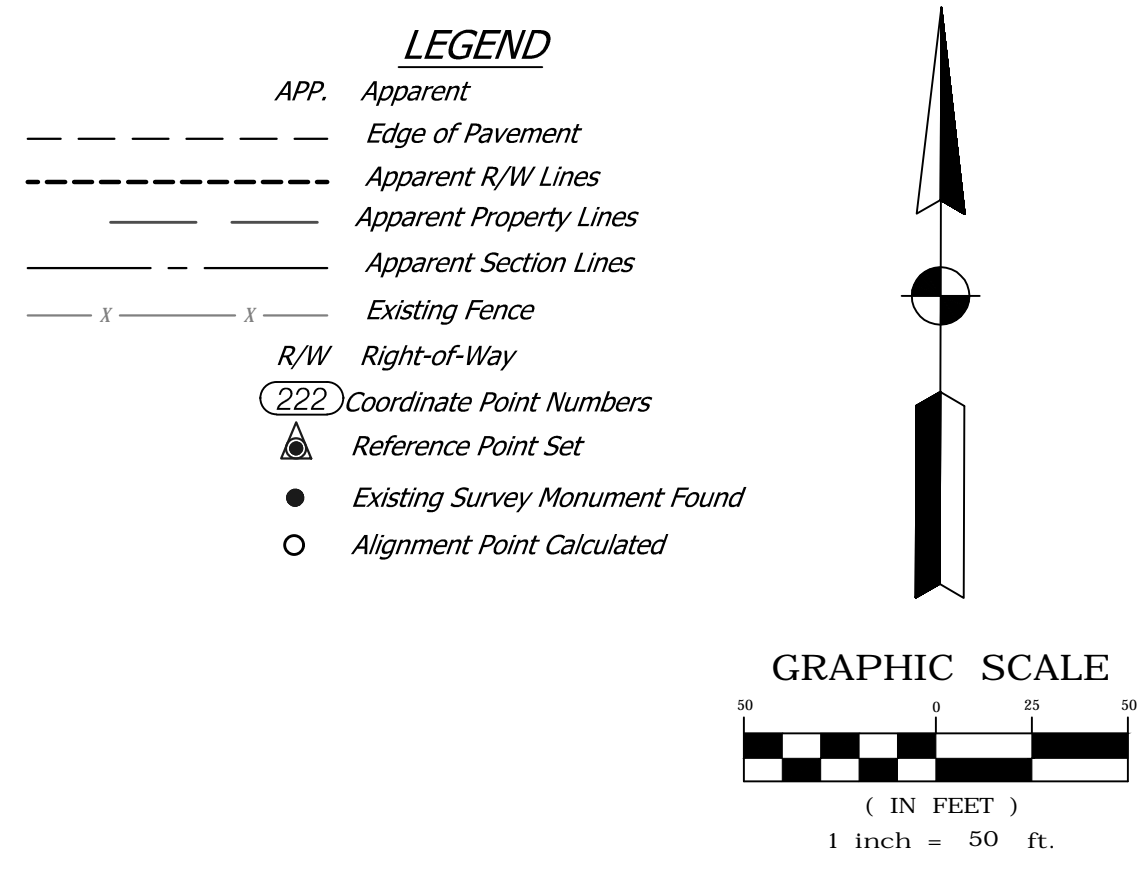
Richard O. Krumbacher
Doc. #2008R-06410
Tax. ID #46-09-32-400-006.000-027
(Farm Field)

Northeast Quarter
Section 5, T. 35N., R. 4W.
Clinton Township,
LaPorte County, Indiana

NP Westville Industrial, LLC
Doc. #2019R-00794
Tax. ID #46-13-05-200-009.000-044
(Commercial Use)

Continued on Sheet No. 3

Continued on Sheet No. 3

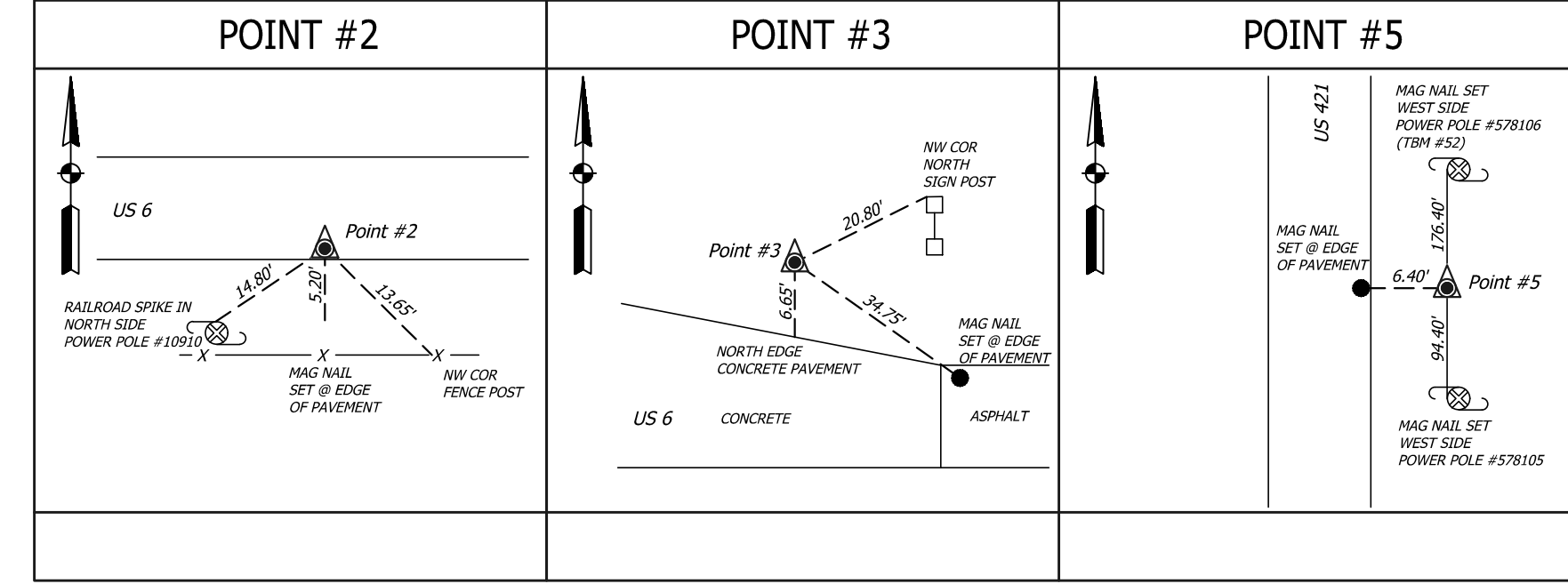


ALIGNMENT POINTS

Southwest Quarter
Section 33, T. 35N., R. 4W.
New Durham Township,
LaPorte County, Indiana

Roy H. Kresel Corp.
Doc. #83-08309
Tax. ID #46-09-33-300-011.000-027
(Farm Field)

CURVE DATA
P.I.=56+73.39 "C"
D=10°00'00"
D=82°58'00" Lt.
R=572.96'
L=829.67'
T=506.61'
E = 191.85'



REFERENCE POINTS

This plat was prepared by: David G. Croft, PS

"I affirm under the penalties for perjury that I have taken reasonable care to redact each social security number in this document, unless required by law."

Printed Name: David G. Croft

SURVEY STARTED		
10/29/2019		
SURVEY COMPLETED		
01/08/2020		
ROUTE PLAT SHEETS		
2	OF	3

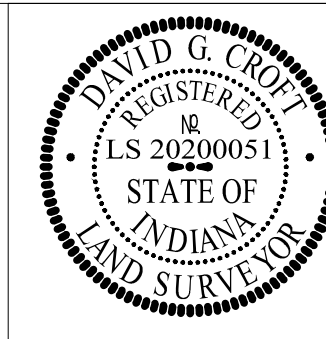


9998 Crosspoint Blvd.
Indianapolis, IN 46256
(317) 436-4823
WWW.GAICONULTANTS.COM

Project No. D190007.00

SURVEYOR STATEMENT

THIS SURVEY, TO THE BEST OF MY KNOWLEDGE AND BELIEF, IS EXECUTED ACCORDING TO THE PROVISIONS OF TITLE 865 I.A.C. 1-12-20 THROUGH 1-12-25 REGARDING ROUTE SURVEYS, EXCEPT THAT ANY DATA SHOWN REGARDING THE LOCATION OR DESCRIPTION OF THE EXISTING PARCELS IS NOT A PART OF THIS SURVEY.



RECOMMENDED FOR APPROVAL	<i>Des Cat</i>	March 12, 2020
DESIGNED: N/A	DRAWN: DGC	
CHECKED: N/A	CHECKED: JDH	

U.S.-6 & U.S.-421
LaPORTE COUNTY, INDIANA

LOCATION CONTROL ROUTE SURVEY

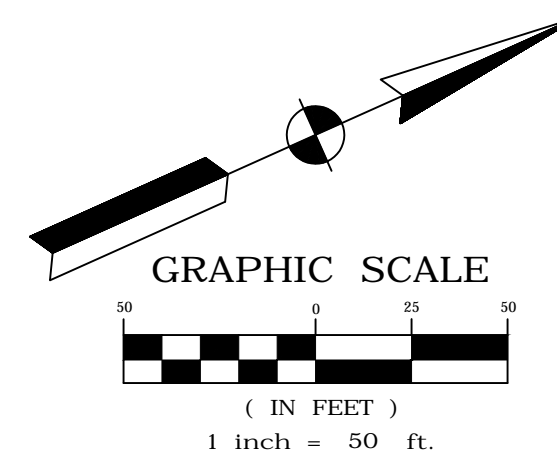
SCALE	BRIDGE FILE
as noted	N/A
ROUTE	PROJECT NO.
US-6/US-421	1702989
SURVEY BOOK	SHEETS
N/A	9 of 59
CONTRACT	COUNTY
N/A	LaPORTE

<p>STA. 63+00.00 LINE "D"</p> <p>POINT #300 MAG NAIL SET</p>	<p>STA. 57+69.06 LINE "D"</p> <p>POINT #301 MAG NAIL SET</p>	<p>STA. 55+55.33 LINE "D"</p> <p>POINT #302 MAG NAIL SET</p>	<p>STA. 51+66.77 LINE "D"</p> <p>POINT #304 MAG NAIL SET</p>	<p>STA. 47+00.00 LINE "D"</p> <p>POINT #305 MAG NAIL SET</p>
--	--	--	--	--

ALIGNMENT POINTS

LEGEND

---	APP.	Apparent
---		Edge of Pavement
---		Apparent R/W Lines
---		Apparent Property Lines
---		Apparent Section Lines
---		Existing Fence
---		R/W Right-of-Way
222		Coordinate Point Numbers
▲		Reference Point Set
●		Existing Survey Monument Found
○		Alignment Point Calculated



SE corner
Section 32, T. 36N., R. 4W.
New Durham Township,
LaPorte County, Indiana

Richard O. Krumbacher
Doc. #2008R-06410
Tax. ID #46-09-32-400-006.000-027
(Farm Field)

Patricia A. & Aaron Patrick Kresel
Doc. #2004R-01721
Tax. ID #46-09-33-300-010.000-027
(Farm Field)

Roy H. Kresel Corp.
Doc. #83-08309
Tax. ID #46-09-33-300-011.000-027
(Farm Field)

Northeast Quarter
Section 5, T. 35N., R. 4W.
Clinton Township,
LaPorte County, Indiana

NP Westville Industrial, LLC
Doc. #2019R-00794
Tax. ID #46-13-05-200-009.000-044
(Commercial Use)

CURVE DATA
P.I. = 56+62.24 "D"
D = 2°00'00"
D = 4°16'28" Rt.
R = 2864.78'
L = 213.73'
T = 106.91'
E = 1.99'

CURVE DATA
P.I. = 56+73.39 "C"
D = 10°00'00"
D = 82°58'00" Lt.
R = 572.96'
L = 829.67'
T = 506.61'
E = 191.85'

Northwest Quarter
Section 4, T. 35N., R. 4W.
Clinton Township,
LaPorte County, Indiana

Robert W. & LaVonn L. Meyers
Doc. #98-06473
Tax. ID #46-13-04-100-005.000-044
(Farm Field)

Southwest Quarter
Section 33, T. 36N., R. 4W.
New Durham Township,
LaPorte County, Indiana

<p>POINT #1</p>	<p>POINT #4</p>	<p>POINT #6</p>
-----------------	-----------------	-----------------

REFERENCE POINTS

This plat was prepared by: David G. Croft, PS

"I affirm under the penalties for perjury that I have taken reasonable care to redact each social security number in this document, unless required by law."

Printed Name: David G. Croft

SURVEY STARTED		
10/29/2019		
SURVEY COMPLETED		
01/08/2020		
ROUTE PLAT SHEETS		
3	OF	3



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Indianapolis, IN 46256
(317) 436-4823
WWW.GAICONULTANTS.COM

Project No. D190007.00

SURVEYOR STATEMENT

THIS SURVEY, TO THE BEST OF MY KNOWLEDGE AND BELIEF, IS EXECUTED ACCORDING TO THE PROVISIONS OF TITLE 865 I.A.C. 1-12-20 THROUGH 1-12-25 REGARDING ROUTE SURVEYS, EXCEPT THAT ANY DATA SHOWN REGARDING THE LOCATION OR DESCRIPTION OF THE EXISTING PARCELS IS NOT A PART OF THIS SURVEY.



RECOMMENDED FOR APPROVAL	<i>David G. Croft</i>	March 12, 2020
DESIGNED: N/A	DRAWN: DGC	REGISTERED LAND SURVEYOR DATE
CHECKED: N/A	CHECKED: JDH	

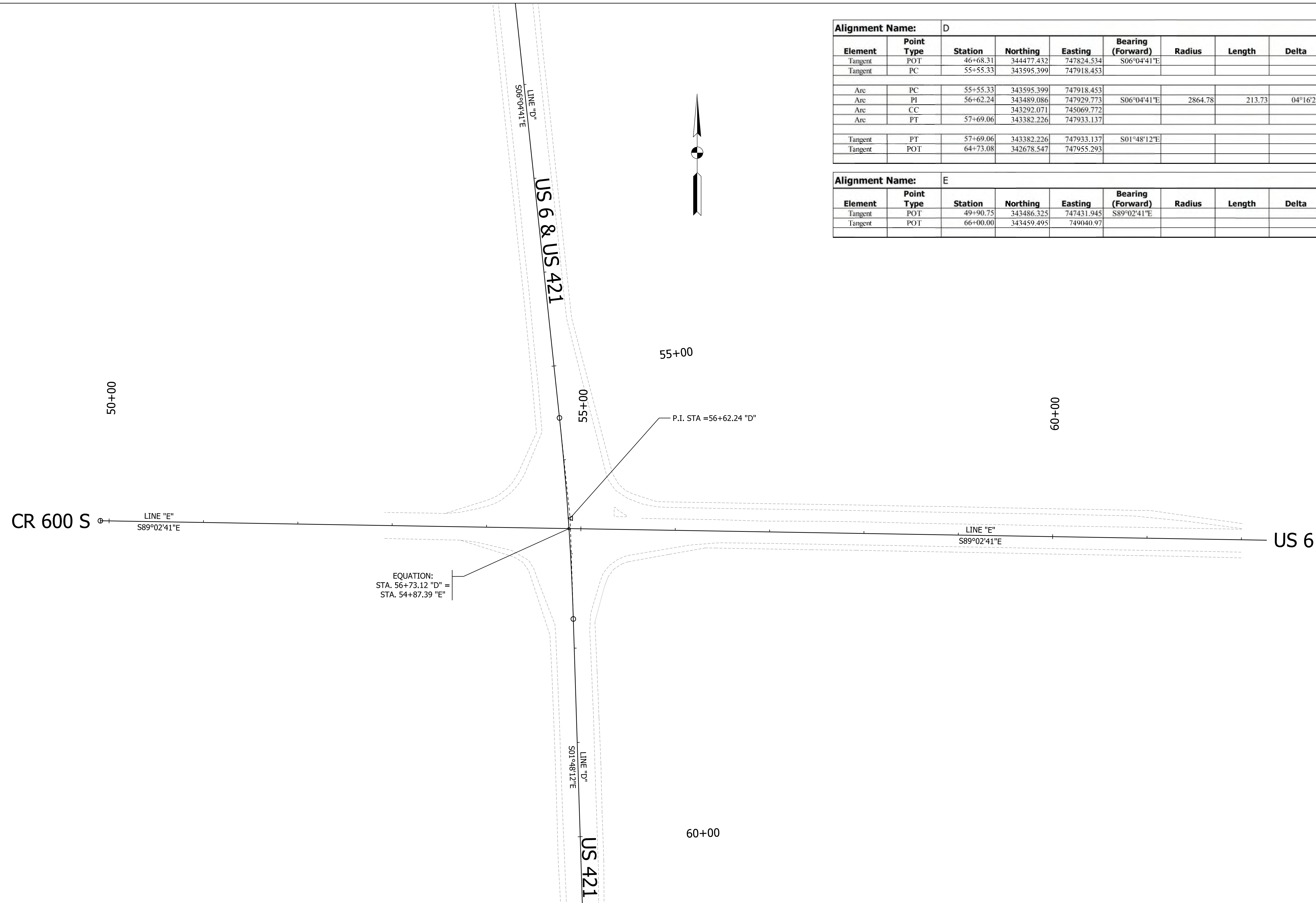
U.S.-6 & U.S.-421
LaPORTE COUNTY, INDIANA

LOCATION CONTROL ROUTE SURVEY

SCALE	BRIDGE FILE
as noted	N/A
ROUTE	PROJECT NO.
US-6/US-421	1702989
SURVEY BOOK	SHEETS
N/A	10 of 59
CONTRACT	COUNTY
N/A	LaPORTE

Alignment Name:		D								
Element	Point Type	Station	Northing	Easting	Bearing (Forward)	Radius	Length	Delta	Rotation Direction	
Tangent	POT	46+68.31	344477.432	747824.534	S06°04'41"E					
Tangent	PC	55+55.33	343595.399	747918.453						
Arc	PC	55+55.33	343595.399	747918.453						
Arc	PI	56+62.24	343489.086	747929.773	S06°04'41"E	2864.78	213.73	04°16'28"	Right	
Arc	CC		343292.071	745069.772						
Arc	PT	57+69.06	343382.226	747933.137						
Tangent	PT	57+69.06	343382.226	747933.137	S01°48'12"E					
Tangent	POT	64+73.08	342678.547	747955.293						

Alignment Name:		E								
Element	Point Type	Station	Northing	Easting	Bearing (Forward)	Radius	Length	Delta	Rotation Direction	
Tangent	POT	49+90.75	343486.325	747431.945	S89°02'41"E					
Tangent	POT	66+00.00	343459.495	749040.97						



Plc1:1/9/2022 2:36:54 PM By: mramw Per: Transportation.tbl Model:Sheet 1

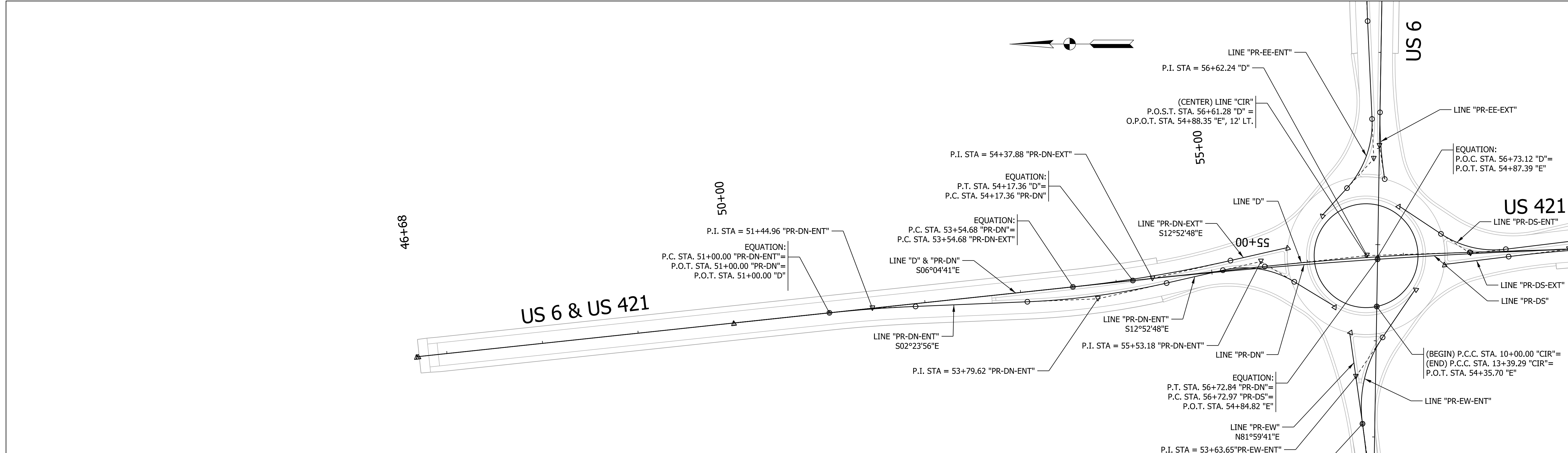


RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: JJV _____	DRAWN: KTH _____	
CHECKED: REW _____	CHECKED: JJV _____	

INDIANA
DEPARTMENT OF TRANSPORTATION

GEOMETRIC TIE SHEET
EXISTING ALIGNMENTS

SCALE 1" = 50'	BRIDGE FILE
	DESIGNATION 1702989
SURVEY BOOK	SHEETS 11 of 59
CONTRACT R-43059	PROJECT 1702989



Alignment Name:		PR-DN								
Element	Point Type	Station	Northing	Easting	Bearing (Forward)	Radius	Length	Delta	Rotation Direction	
Tangent	POT	46+70.00	344475.751	747824.712						
Tangent	PC	54+17.36	343732.591	747903.844						
Arc	PC	54+17.36	343732.591	747903.844						
Arc	PI	55+45.12	343605.554	747917.371		6561.68	255.48	2°13'51"	Right	
Arc	CC		343037.83	741379.049						
Arc	PT	56+72.84	343478.087	747925.943	S03°50'50"E					

Alignment Name:		PR-DN-ENT								
Element	Point Type	Station	Northing	Easting	Bearing (Forward)	Radius	Length	Delta	Rotation Direction	
Tangent	POB	50+00.00	344147.606	747859.653						
Tangent	PC	51+00.00	344048.168	747870.242						
Arc	PC	51+00.00	344048.168	747870.242						
Arc	PI	51+44.96	344003.457	747875.002		1400	89.9	3'40'45"	Right	
Arc	CC		343899.934	746478.111						
Arc	PT	51+89.90	343958.531	747876.884						
Tangent	PT	51+89.90	343958.531	747876.884						
Tangent	PC	53+06.25	343842.286	747881.754						
Arc	PC	53+06.25	343842.286	747881.754						
Arc	PI	53+79.62	343768.972	747884.826		800	146.35	10'28'53"	Left	
Arc	CC		343875.77	748681.053						
Arc	PT	54+52.59	343697.441	747901.182						
Tangent	PT	54+52.59	343697.441	747901.182						
Tangent	PC	55+12.59	343638.95	747914.557						
Arc	PC	55+12.59	343638.95	747914.557						
Arc	PI	55+53.18	343599.386	747923.604		100	77.11	44'10'50"	Right	
Arc	CC		343616.659	747817.073						
Arc	PT	55+89.70	343564.707	747902.519						
Tangent	PT	55+89.70	343564.707	747902.519						
Tangent	POE	56+39.41	343522.237	747876.696						

Alignment Name:		PR-DN-EXT								
Element	Point Type	Station	Northing	Easting	Bearing (Forward)	Radius	Length	Delta	Rotation Direction	
Tangent	POB	50+00.00	344147.606	747859.653						
Tangent	PC	53+54.68	343794.919	747897.208						
Arc	PC	53+54.68	343794.919	747897.208						
Arc	PI	54+37.88	343712.186	747906.017		1400	166.21	6'48'08"	Left	
Arc	CC		343943.154	749289.338						
Arc	PT	55+20.89	343631.078	747924.564						
Tangent	PT	55+20.89	343631.078	747924.564						
Tangent	POE	55+81.92	343571.586	747938.167						

Alignment Name:		PR-EW-ENT								
Element	Point Type	Station	Northing	Easting	Bearing (Forward)	Radius	Length	Delta	Rotation Direction	
Arc	PC	51+50.00	343483.669	747591.173						
Arc	PI	52+32.27	343482.298	747673.435		1050	164.21	8'57'38"	Left	
Arc	CC		344533.524	747608.679						
Arc	PRC	53+14.21	343493.756	747754.907						
Arc	PRC	53+14.21	343493.756	747754.907						
Arc	PI	53+63.65	343500.641	747803.867		128	94.36	42'14'22"	Right	
Arc	CC		343367.003	747772.733						
Arc	PT	54+08.58	343472.826	747844.743						
Tangent	PT	54+08.58	343472.826	747844.743						
Tangent	POE	54+69.11	343438.769	747894.793						

Alignment Name:		PR-EW								
Element	Point Type	Station	Northing	Easting	Bearing (Forward)	Radius	Length	Delta	Rotation Direction	
Tangent	POT	50+00.00	343486.167	747441.193	S89°02'46"E					
Tangent	PC	51+50.00	343483.669	747591.173						
Arc	PC	51+50.00	343483.669	747591.173	S89°02'46"E					
Arc	PI	52+32.27	343482.298	747673.435		1050	164.21	08°57'38"	Left	
Arc	CC		344533.524	747608.679						
Arc	PT	53+14.21	343493.756	747754.907						
Tangent	PT	53+14.21	343493.756	747754.907	N81°59'41"E					
Tangent	POT	54+09.70	343507.053	747849.46						

P:\c1\19\2022 2:36:58 PM By: murramw Per: Transportation.tbl Model:Sheet 2



RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE _____

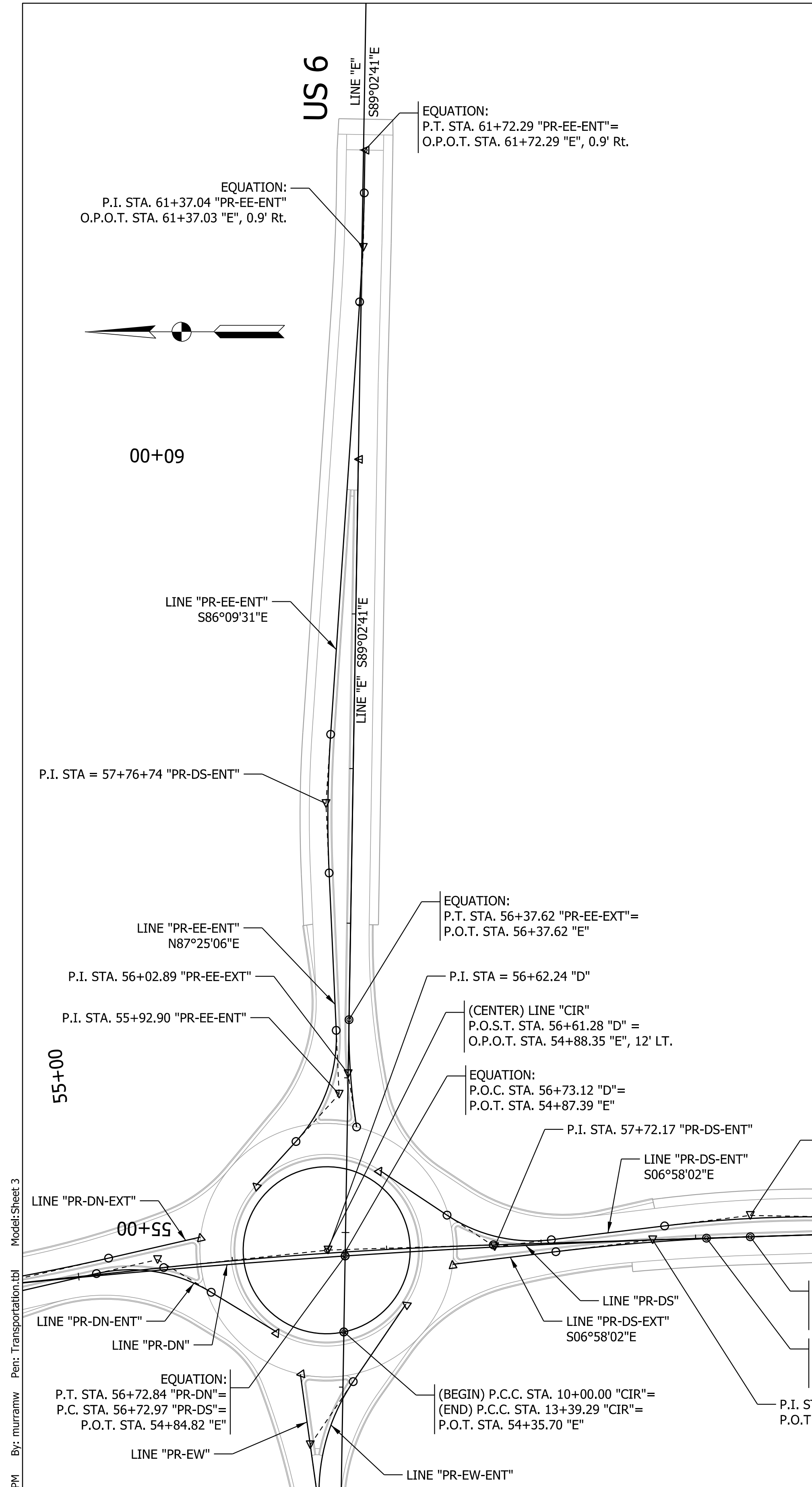
DESIGNED: JJV DRAWN: KTH

CHECKED: REW CHECKED: REW

INDIANA DEPARTMENT OF TRANSPORTATION

GGEOMETRIC TIE SHEET LINES "PR-DN" & "PR-EW"

SCALE 1" = 50'	BRIDGE FILE
	DESIGNATION 1702989
SURVEY BOOK	SHEETS 12 of 59
CONTRACT R-43059	PROJECT 1702989



Element		Point Type	Station	Northing	Easting	Bearing (Forward)	Radius	Length	Delta	Rotation Direction
Tangent		POB	55+12.95	343535.847	747971.44	S47°38'56"E				
Tangent		PC	55+51.55	343509.842	747999.968					
Arc		PC	55+51.55	343509.842	747999.968	S47°38'56"E				
Arc		PI	55+92.90	343481.983	748030.529		100	78.42	44°55'59"	Left
Arc		CC		343583.745	748067.335					
Arc		PT	56+29.97	343483.846	748071.84					
Tangent		PT	56+29.97	343483.846	748071.84	N87°25'06"E				
Tangent		PC	57+31.86	343488.436	748173.622					
Arc		PC	57+31.86	343488.436	748173.622	N87°25'06"E				
Arc		PI	57+76.74	343490.457	748218.464		800	89.68	6°25'23"	Right
Arc		CC		342689.248	748209.657					
Arc		PT	58+21.54	343487.45	748263.252					
Tangent		PT	58+21.54	343487.45	748263.252	S86°09'31"E				
Tangent		PC	61+01.78	343468.676	748542.86					
Arc		PC	61+01.78	343468.676	748542.86	S89°02'41"E				
Arc		PI	61+37.04	343466.314	748578.048		1400	70.52	2°53'10"	Left
Arc		CC		344865.531	748636.651					
Arc		PT	61+72.29	343465.726	748613.31					
Tangent		PT	61+72.29	343465.726	748613.31	S89°02'41"E				
Tangent		POE	62+00.00	343465.264	748641.012					

Element		Point Type	Station	Northing	Easting	Bearing (Forward)	Radius	Length	Delta	Rotation Direction
Arc		PC	55+67.99	343470.65	748009.35	S89°02'41"E				
Arc		PI	56+02.89	343476.122	748043.824		400	69.63	9°58'28"	Right
Arc		CC		343075.595	748072.056					
Arc		PT	56+37.62	343475.54	748078.725					
Tangent		PT	56+37.62	343475.54	748078.725	S89°02'41"E				
Tangent		POE	60+00.00	343469.498	748441.055					

Element		Point Type	Station	Northing	Easting	Bearing (Forward)	Radius	Length	Delta	Rotation Direction
Tangent		POT	50+00.00	343486.167	747441.193	S89°02'46"E				
Tangent		PC	51+50.00	343483.669	747591.173					
Arc		PC	51+50.00	343483.669	747591.173	S89°02'46"E				
Arc		PI	52+32.27	343482.298	747673.435		1050	164.21	08°57'38"	Left
Arc		CC		344533.524	747608.679					
Arc		PT	53+14.21	343493.756	747754.907					
Tangent		PT	53+14.21	343493.756	747754.907	N81°59'41"E				
Tangent		POT	54+09.70	343507.053	747849.46					

Element		Point Type	Station	Northing	Easting	Bearing (Forward)	Radius	Length	Delta	Rotation Direction
Tangent		POB	56+82.90	343455.734	747981.325	S33°34'52"W				
Tangent		PC	57+35.23	343412.135	747952.379					
Arc		PC	57+35.23	343412.135	747952.379	S33°34'52"W				
Arc		PI	57+72.17	343381.36	747931.947		100	70.77	40°32'54"	Left
Arc		CC		343356.823	748035.689					
Arc		PT	58+06.00	343344.693	747936.428					
Tangent		PT	58+06.00	343344.693	747936.428	S06°58'02"E				
Tangent		PC	58+79.84	343271.402	747945.384					
Arc		PC	58+79.84	343271.402	747945.384	S06°58'02"E				
Arc		PI	59+35.67	343215.988	747952.156		800	111.47	7°59'01"	Right
Arc		CC		343174.361	747151.292					
Arc		PT	59+91.31	343160.171	747951.166					
Tangent		PT	59+91.31	343160.171	747951.166	S01°00'59"W				
Tangent		PC	61+81.10	342970.41	747947.799					
Arc		PC	61+81.10	342970.41	747947.799	S01°00'59"W				
Arc		PI	62+15.56	342935.96	747947.188		1400	68.9	2°49'11"	Left
Arc		CC		342945.579	749347.579					
Arc		PT	62+50.00	342901.521	747948.273					
Tangent		PT	62+50.00	342901.521	747948.273	S01°48'12"E				
Tangent		POE	63+00.00	342851.546	747949.846					

Element		Point Type	Station	Northing	Easting	Bearing (Forward)	Radius	Length	Delta	Rotation Direction
Tangent		POB	57+41.92	343408.534	747920.567	S06°58'02"E				
Tangent		PC	58+09.19	343341.76	747928.727					
Arc		PC	58+09.19	343341.76	747928.727	S06°58'02"E				
Arc		PI	58+72.32	343279.096	747936.384		1400	126.18	5°09'50"	Right
Arc		CC		343171.938	746539.065					
Arc		PT	59+35.37	343215.996	747938.371					
Tangent		PT	59+35.37	343215.996	747938.371	S01°48'12"E				
Tangent		POE	63+00.00	342851.546	747949.846					

Element		Point Type	Station	Northing	Easting	Bearing (Forward)	Radius	Length	Delta	Rotation Direction
Arc		PC	56+72.97	343478.087	747925.943	S03°50'50"E				
Arc		PI	57+90.01	343361.31	747933.796		6561.68	234.06	2°02'38"	Right
Arc		CC		343037.83	741379.049					
Arc		PT	59+07.02	343244.326	747937.479					
Tangent		PT	59+07.02	343244.326	747937.479	S01°48'12"E				
Tangent		POT	64+73.08	342678.547	747955.293					

Plc:1/19/2022 2:37:07 PM By: muramw Per: Transportation.tbl Model:Sheet 3

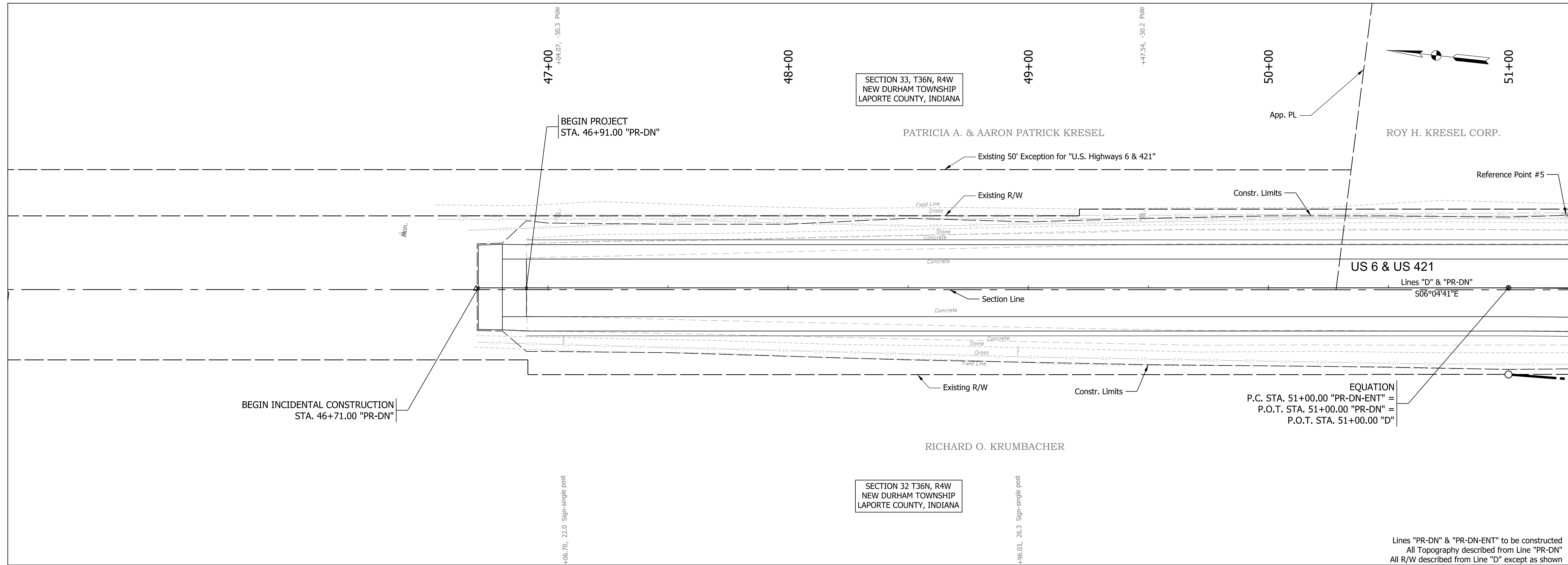


RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: JVV _____	DRAWN: KTH _____	
CHECKED: REW _____	CHECKED: REW _____	

INDIANA
 DEPARTMENT OF TRANSPORTATION

 GGEOMETRIC TIE SHEET
 LINES "PR-DS" & "E"

SCALE 1" = 50'	BRIDGE FILE
	DESIGNATION 1702989
SURVEY BOOK	SHEETS 13 of 59
CONTRACT R-43059	PROJECT 1702989

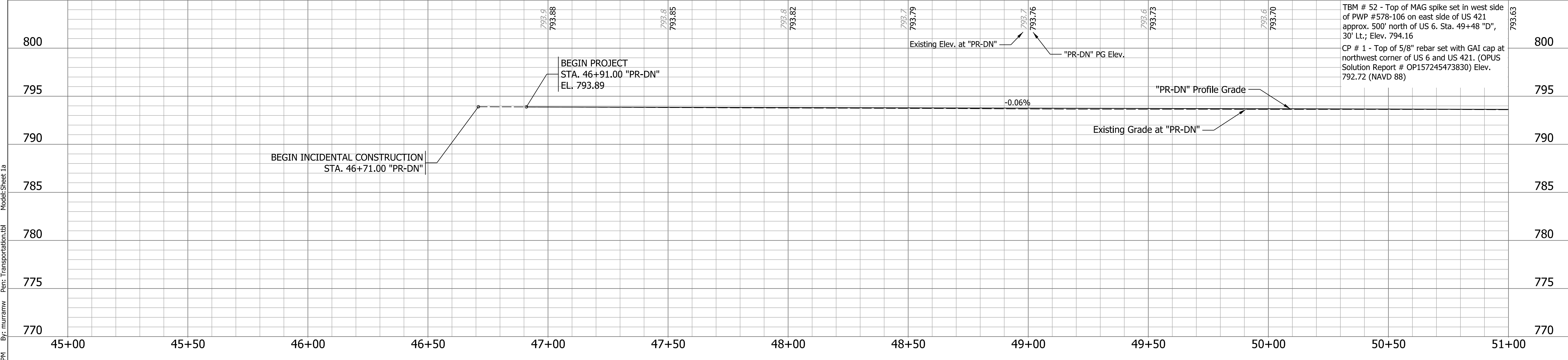


BEGIN INCIDENTAL CONSTRUCTION
STA. 46+71.00 "PR-DN"

BEGIN PROJECT
STA. 46+91.00 "PR-DN"

EQUATION
P.C. STA. 51+00.00 "PR-DN-ENT" =
P.O.T. STA. 51+00.00 "PR-DN" =
P.O.T. STA. 51+00.00 "D"

Lines "PR-DN" & "PR-DN-ENT" to be constructed
All Topography described from Line "PR-DN"
All R/W described from Line "D" except as shown



BEGIN PROJECT
STA. 46+91.00 "PR-DN"
EL. 793.89

BEGIN INCIDENTAL CONSTRUCTION
STA. 46+71.00 "PR-DN"

TBM # 52 - Top of MAG spike set in west side of PWP #578-106 on east side of US 421 approx. 500' north of US 6. Sta. 49+48 "D", 30' Lt.; Elev. 794.16
CP # 1 - Top of 5/8" rebar set with GAI cap at northwest corner of US 6 and US 421. (OPUS Solution Report # OP157245473830) Elev. 792.72 (NAVD 88)

Plc1:1/9/2022 2:37:49 PM By: muramw Per: Transportation.tbl Model:Sheet 1a

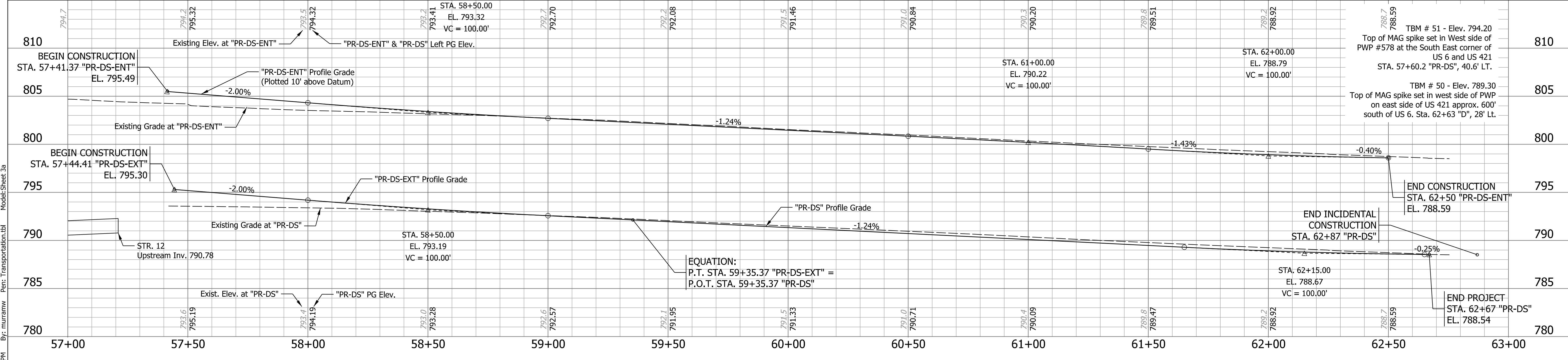
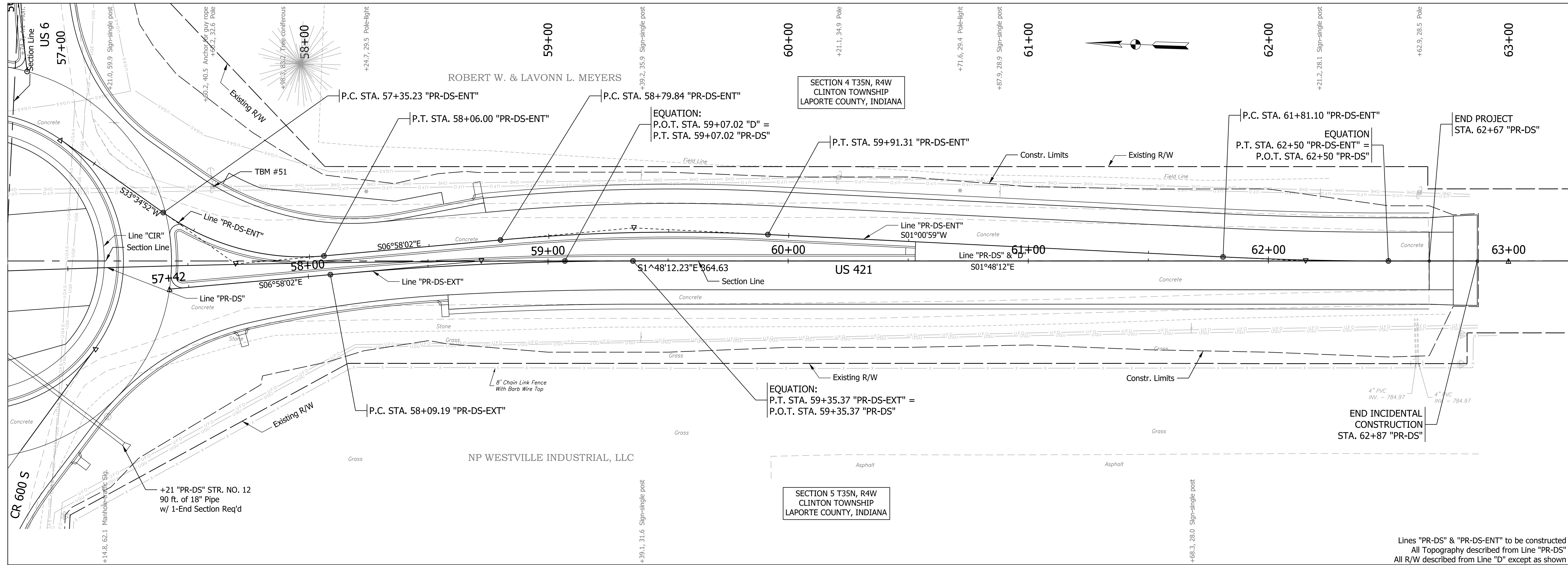


RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: JJV	DRAWN: KTH	
CHECKED: REW	CHECKED: JJV	

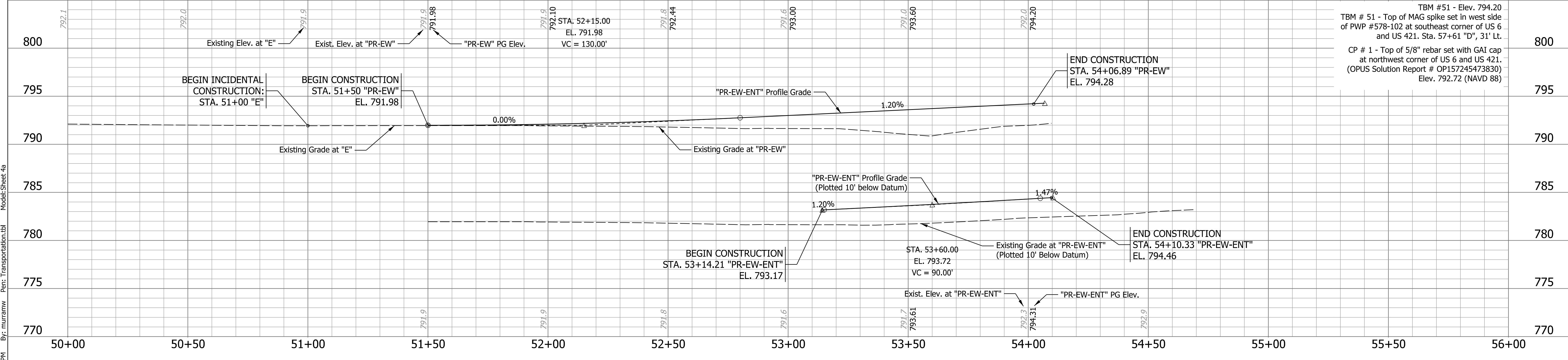
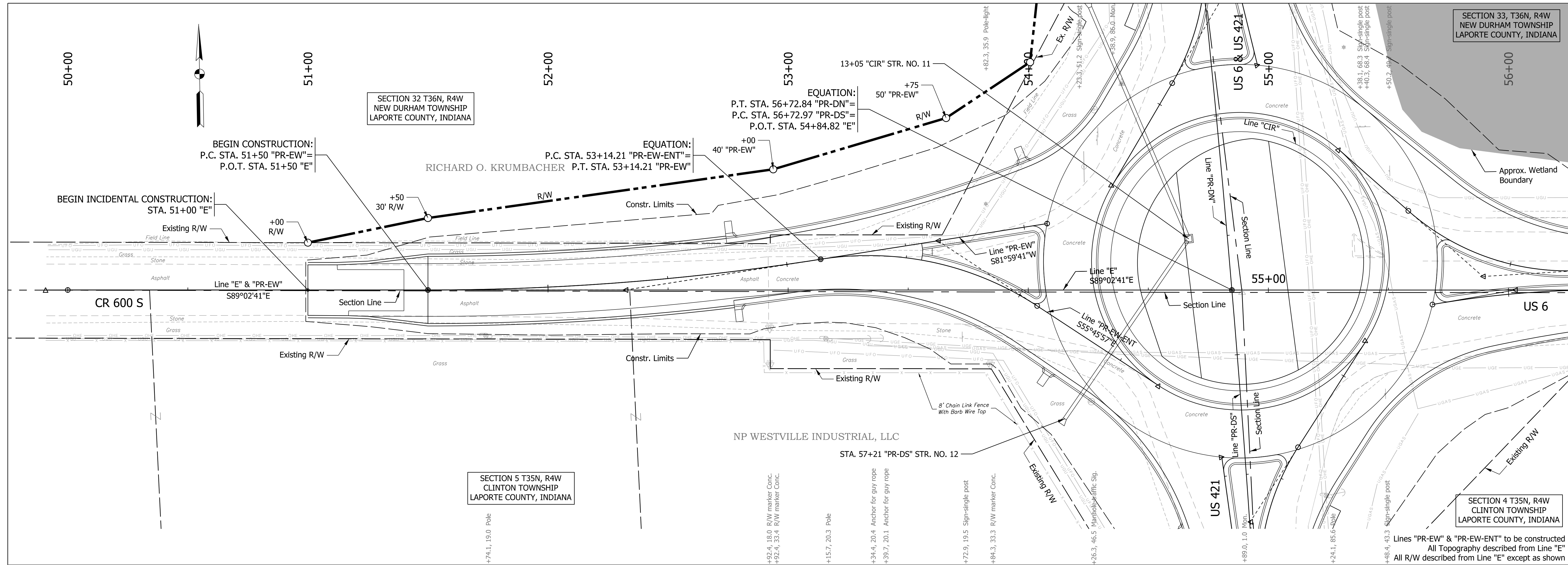
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINES "D", "PR-DN", & "PR-DN-ENT"

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE
VERTICAL SCALE 1" = 5'	DESIGNATION 1702989
SURVEY BOOK	SHEETS 14 of 59
CONTRACT R-43059	PROJECT 1702989



	RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____ DATE _____	INDIANA DEPARTMENT OF TRANSPORTATION PLAN AND PROFILE LINES "D", "PR-DS", & "PR-DS-ENT"	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE
	DESIGNED: JJV	DRAWN: KTH		VERTICAL SCALE 1" = 5'	DESIGNATION 1702989
	CHECKED: REW	CHECKED: JJV		SURVEY BOOK	SHEETS 16 of 59
				CONTRACT R-43059	PROJECT 1702989



Lines "PR-EW" & "PR-EW-ENT" to be constructed
 All Topography described from Line "E"
 All R/W described from Line "E" except as shown

TBM #51 - Elev. 794.20
 TBM # 51 - Top of MAG spike set in west side of PWP #578-102 at southeast corner of US 6 and US 421. Sta. 57+61 "D", 31' Lt.
 CP # 1 - Top of 5/8" rebar set with GAI cap at northwest corner of US 6 and US 421. (OPUS Solution Report # OP157245473830) Elev. 792.72 (NAVD 88)

P10c11/19/2022 2:38:00 PM By: muramw Per: Transportation.tbl Model:Sheet 4a

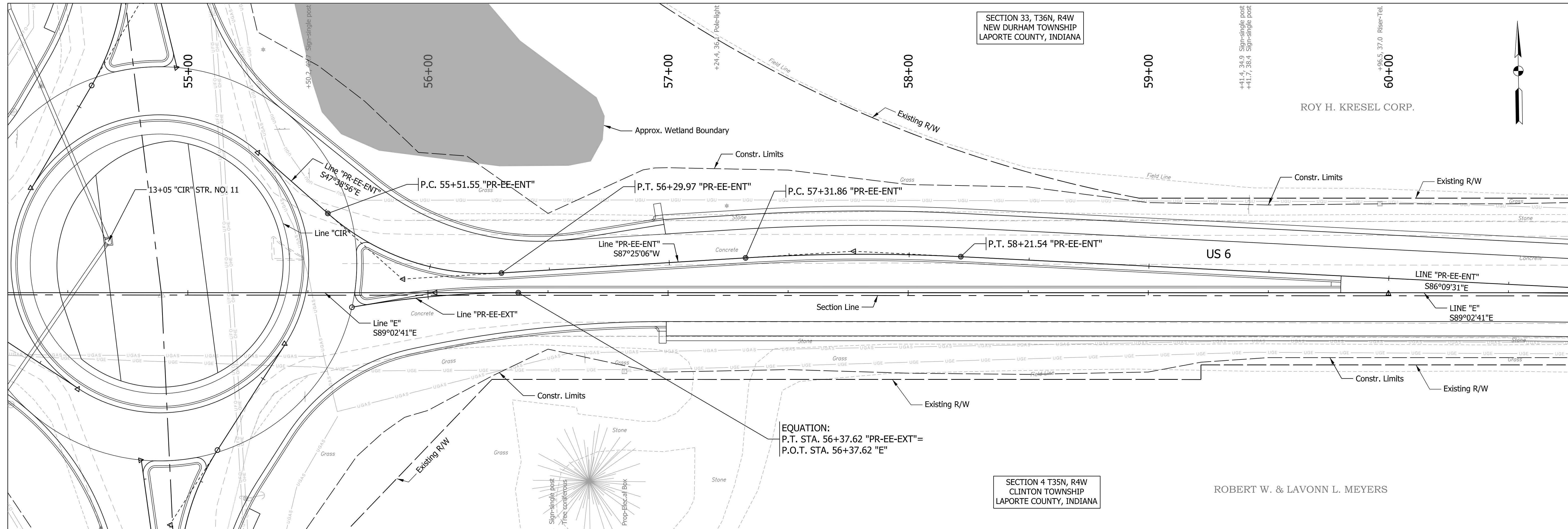


RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JJV	DRAWN: KTH	
CHECKED: REW	CHECKED: JJV	

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINES "E", "PR-EW" & "PR-EW-ENT"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	
VERTICAL SCALE	DESIGNATION
1" = 5'	1702989
SURVEY BOOK	SHEETS
	17 of 59
CONTRACT	PROJECT
R-43059	1702989



SECTION 33, T36N, R4W
NEW DURHAM TOWNSHIP
LAPORTE COUNTY, INDIANA

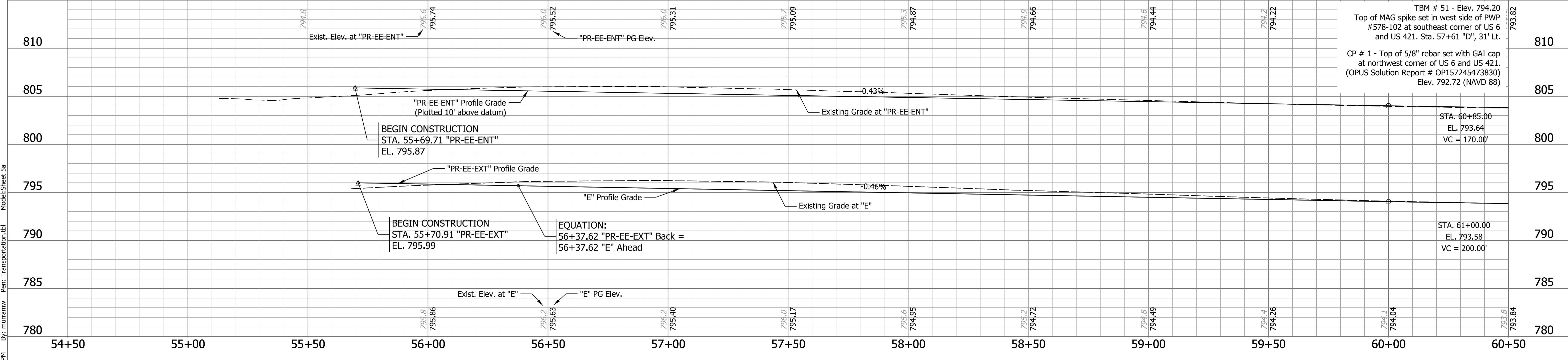
SECTION 4 T35N, R4W
CLINTON TOWNSHIP
LAPORTE COUNTY, INDIANA

ROY H. KRESEL CORP.

ROBERT W. & LAVONN L. MEYERS

EQUATION:
P.T. STA. 56+37.62 "PR-EE-EXT" =
P.O.T. STA. 56+37.62 "E"

Lines "E" & "PR-EE-ENT" to be constructed
All Topography and R/W described from Line "E" except as shown



Plc11/9/2022 2:38:01 PM By: muramw Per: Transportation.tbl Model: Sheet Ea

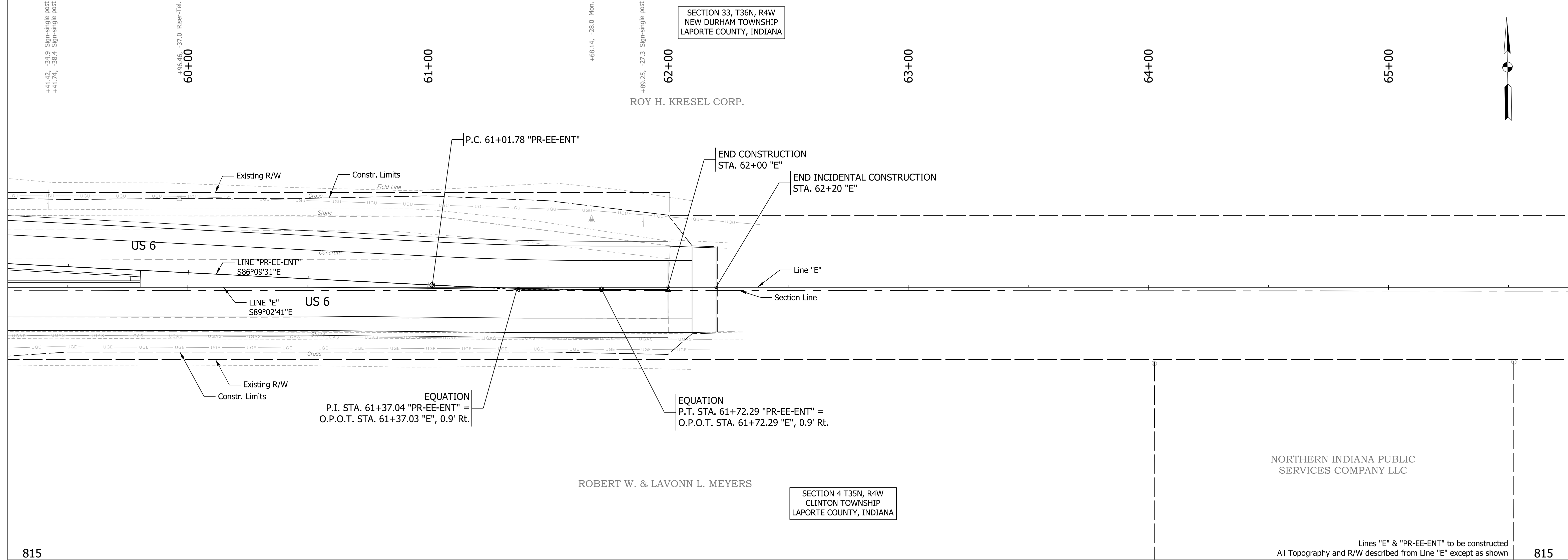


RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JJV	DRAWN: KTH	
CHECKED: REW	CHECKED: JJV	

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINES "E", "PR-EE-EXT", & "PR-EE-ENT"

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE
VERTICAL SCALE 1" = 5'	DESIGNATION 1702989
SURVEY BOOK	SHEETS 18 of 59
CONTRACT R-43059	PROJECT 1702989



Lines "E" & "PR-EE-ENT" to be constructed
All Topography and R/W described from Line "E" except as shown

TBM # 51 - Elev. 794.20
Top of MAG spike set in west side of PWP #578-102 at southeast corner of US 6 and US 421. Sta. 57+61 "D", 31' Lt.

CP # 1 - Top of 5/8" rebar set with GAI cap at northwest corner of US 6 and US 421. (OPUS Solution Report # OP157245473830) Elev. 792.72 (NAVD 88)

Plc1/19/2022 2:38:02 PM By: muramw Per: Transportation.tbl Model:Sheet Ga

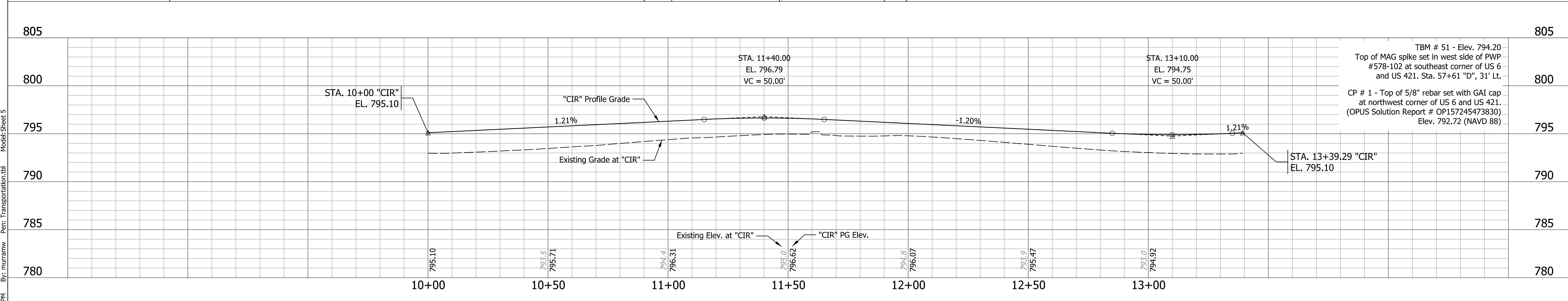
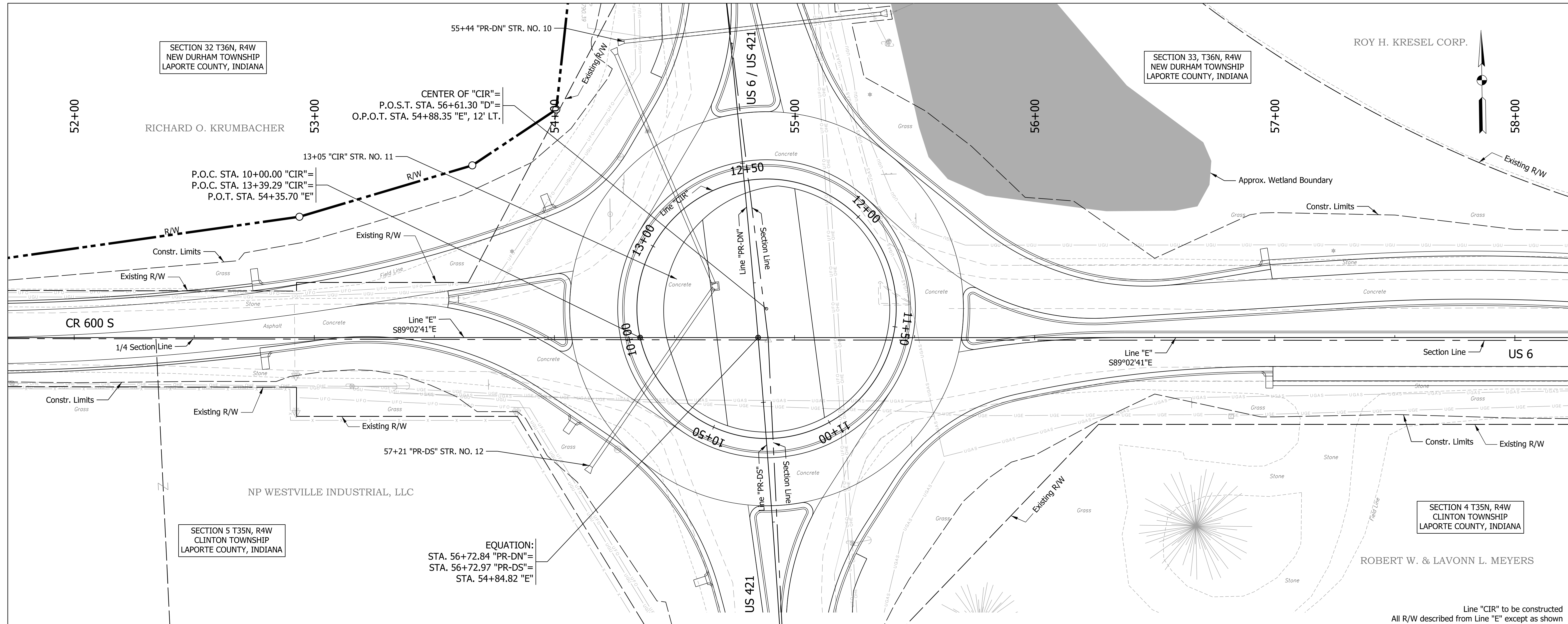


RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: JJV	DRAWN: KTH	
CHECKED: REW	CHECKED: JJV	

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE LINES "E" & "PR-EE-ENT"

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE
VERTICAL SCALE 1" = 5'	DESIGNATION 1702989
SURVEY BOOK	SHEETS 19 of 59
CONTRACT R-43059	PROJECT 1702989



By: muramw Per: Transportation.tbl Model: Sheet 5
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RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JJV	DRAWN: KTH	
CHECKED: REW	CHECKED: JJV	

**INDIANA
DEPARTMENT OF TRANSPORTATION**

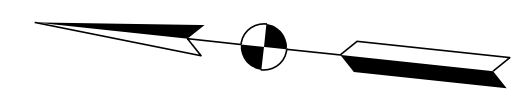
**PLAN AND PROFILE
LINE "CIR"**

SCALE	BRIDGE FILE
1" = 20'	
VERTICAL SCALE	DESIGNATION
1" = 5'	1702989
SURVEY BOOK	SHEETS
	20 of 59
CONTRACT	PROJECT
R-43059	1702989

47+00

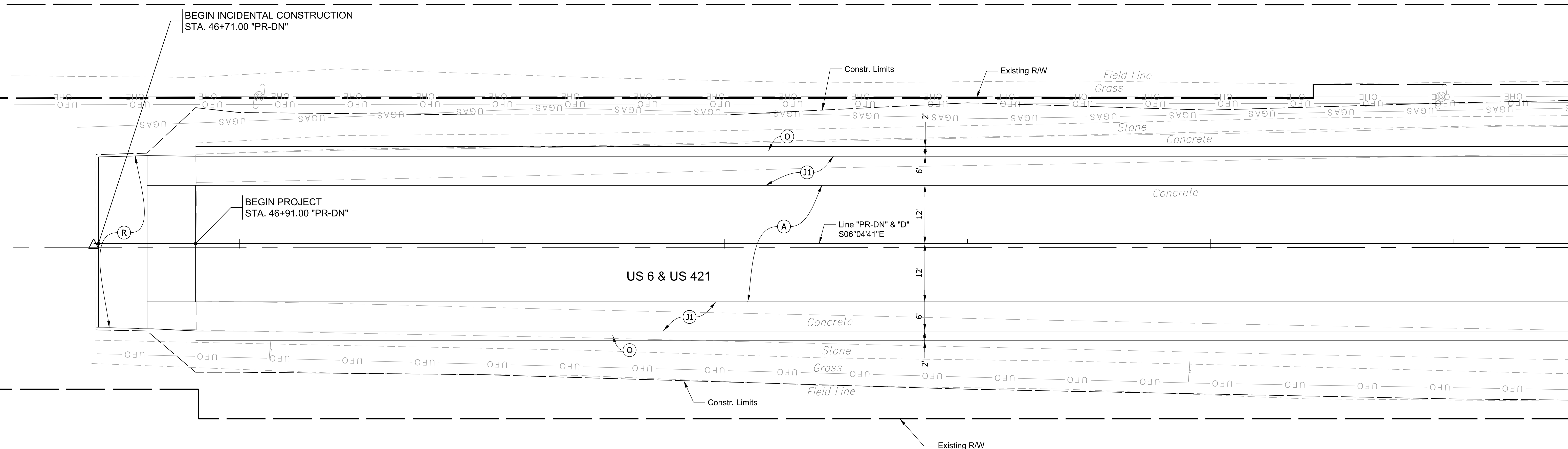
48+00

49+00



SECTION 33, T36N, R4W
NEW DURHAM TOWNSHIP
LAPORTE COUNTY, INDIANA

PATRICIA A. & AARON PATRICK KRESEL



RICHARD O. KRUMBACHER

SECTION 32 T36N, R4W
NEW DURHAM TOWNSHIP
LAPORTE COUNTY, INDIANA

LEGEND

- (17) Concrete Curb and Gutter, Type B
- (18) Concrete Curb and Gutter, Type B, Modified
- (19) Concrete Curb and Gutter, Roundabout
- (22) Concrete Center Curb, Type B
- (26) Mulched Seeding, Type R
- (A) PCCP, 7 in. w/ Transverse D-1 Joints @ ___ ft. spacing, on Subbase for PCCP, on Subgrade Treatment Type ___
- (O) ___ in. of Compacted Aggregate, No. 53
- (R) HMA for Approaches, Type B, consisting of: 165 lb/syd HMA Surface, Type B, on 1 1/2" Asphalt Surface Milling
- (U) Pipe, 6 in., Type 4
- (J1) PCCP, ___ in. Shoulder, on Subbase for PCCP, on Subgrade Treatment Type ___
- (J2) Geocell Vegetated Pavement System: 2 in. Infill Topsoil-Aggregate Mix, on 8 in. Geocell Confining System, on Geotextile Type 2A, on 5 in. of Compacted Aggregate, No. 53
- (K) HMA for Approaches, Type B, consisting of: 165 lb/syd HMA Surface, Type B, on 495 lb/syd HMA Intermediate, Type B, on 4 in. of Compacted Aggregate, No. 53, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)



RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JJV	DRAWN: KTH	
CHECKED: REW	CHECKED: JJV	

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
47+00 TO 50+50 LINES "D" & "PR-DN"

SCALE 1" = 10'	BRIDGE FILE
	DESIGNATION 1702989
SURVEY BOOK	SHEETS 21 of 59
CONTRACT R-43059	PROJECT 1702989

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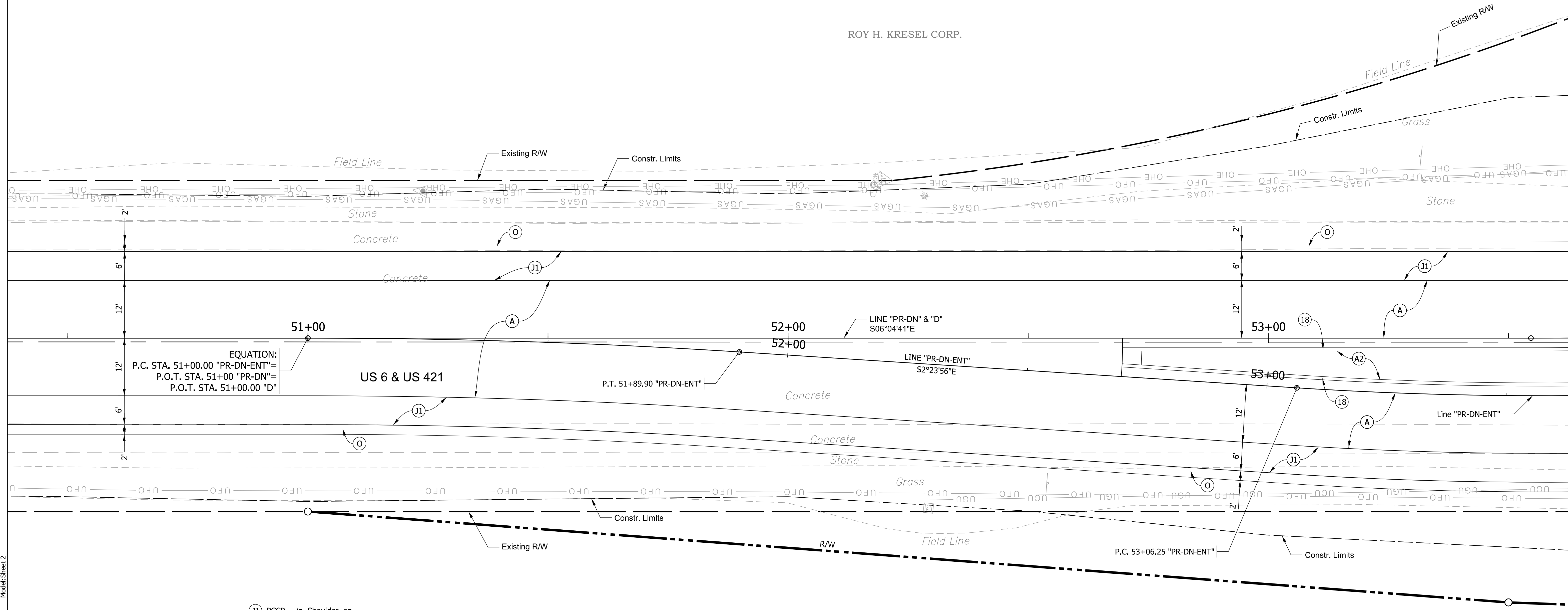
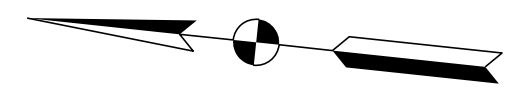
51+00

52+00

53+00

SECTION 33, T36N, R4W
NEW DURHAM TOWNSHIP
LAPORTE COUNTY, INDIANA

ROY H. KRESEL CORP.



RICHARD O. KRUMBACHER

SECTION 32 T36N, R4W
NEW DURHAM TOWNSHIP
LAPORTE COUNTY, INDIANA

LEGEND

- (17) Concrete Curb and Gutter, Type B
- (18) Concrete Curb and Gutter, Type B, Modified
- (19) Concrete Curb and Gutter, Roundabout
- (22) Concrete Center Curb, Type B
- (26) Mulched Seeding, Type R
- (A) PCCP, _ in. w/ Transverse D-1 Joints @ _ ft. spacing, on Subbase for PCCP, on Subgrade Treatment Type _
- (A1) Truck Apron PCCP, _ in. w/ Transverse D-1 Joints @ _ ft. spacing, on Subbase for PCCP, on Subgrade Treatment Type _
- (A2) PCCP, 7 in., on Subbase for PCCP, on Subgrade Treatment Type IC

- (J1) PCCP, _ in. Shoulder, on Subbase for PCCP, on Subgrade Treatment Type _
- (J2) Geocell Vegetated Pavement System: 2 in. Infill Topsoil-Aggregate Mix, on 8 in. Geocell Confining System, on Geotextile Type 2A, on 5 in. of Compacted Aggregate, No. 53
- (K) HMA for Approaches, Type B, consisting of: 165 lb/syd HMA Surface, Type B, on 495 lb/syd HMA Intermediate, Type B, on 4 in. of Compacted Aggregate, No. 53, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
- (O) _ in. of Compacted Aggregate, No. 53
- (R) HMA for Approaches, Type B, consisting of: 165 lb/syd HMA Surface, Type B, on 1 1/2" Asphalt Surface Milling
- (U) Pipe, 6 in., Type 4



RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JJV	DRAWN: KTH	
CHECKED: REW	CHECKED: JJV	

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
50+50 TO 53+50 LINES "D" & "PR-DN"

SCALE 1" = 10'	BRIDGE FILE
	DESIGNATION 1702989
SURVEY BOOK	SHEETS 22 of 59
CONTRACT R-43059	PROJECT 1702989

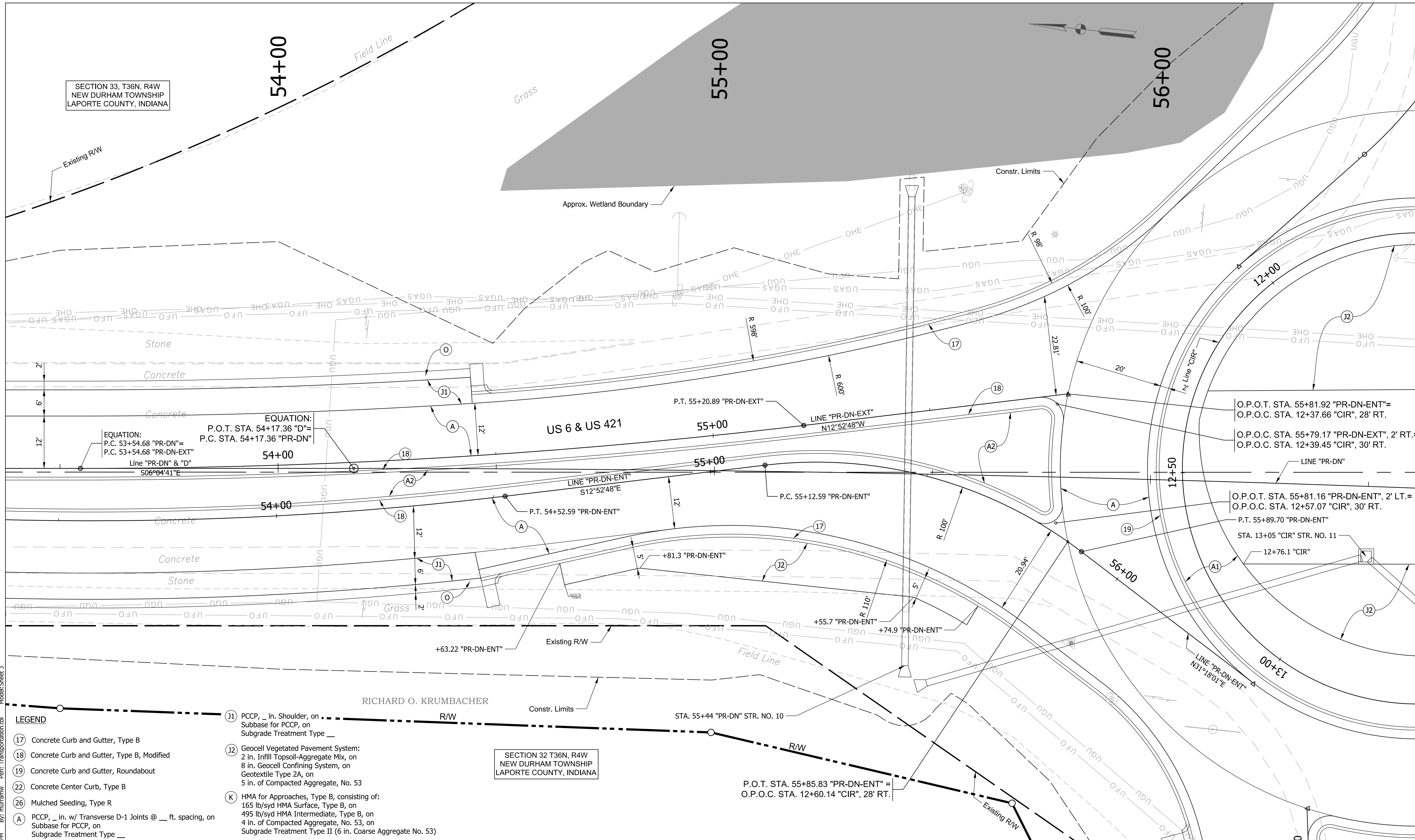
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SECTION 33, T36N, R4W
NEW DURHAM TOWNSHIP
LAPORTE COUNTY, INDIANA

54+00

55+00

56+00



Model: Sheet 3
 Per: Transportation.tbl
 By: murrmw
 2:38:43 PM
 Pict: 1/19/2022

LEGEND

- (17) Concrete Curb and Gutter, Type B
- (18) Concrete Curb and Gutter, Type B, Modified
- (19) Concrete Curb and Gutter, Roundabout
- (22) Concrete Center Curb, Type B
- (26) Mulched Seeding, Type R
- (A) PCCP, 7 in. w/ Transverse D-1 Joints @ ___ ft. spacing, on Subbase for PCCP, on Subgrade Treatment Type ___
- (A2) PCCP, 7 in., on Subbase for PCCP, on Subgrade Treatment Type IC
- (K) HMA for Approaches, Type B, consisting of: 165 lb/syd HMA Surface, Type B, on 495 lb/syd HMA Intermediate, Type B, on 4 in. of Compacted Aggregate, No. 53, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
- (O) ___ in. of Compacted Aggregate, No. 53
- (R) HMA for Approaches, Type B, consisting of: 165 lb/syd HMA Surface, Type B, on 1 1/2" Asphalt Surface Milling
- (U) Pipe, 6 in., Type 4

SECTION 32 T36N, R4W
NEW DURHAM TOWNSHIP
LAPORTE COUNTY, INDIANA

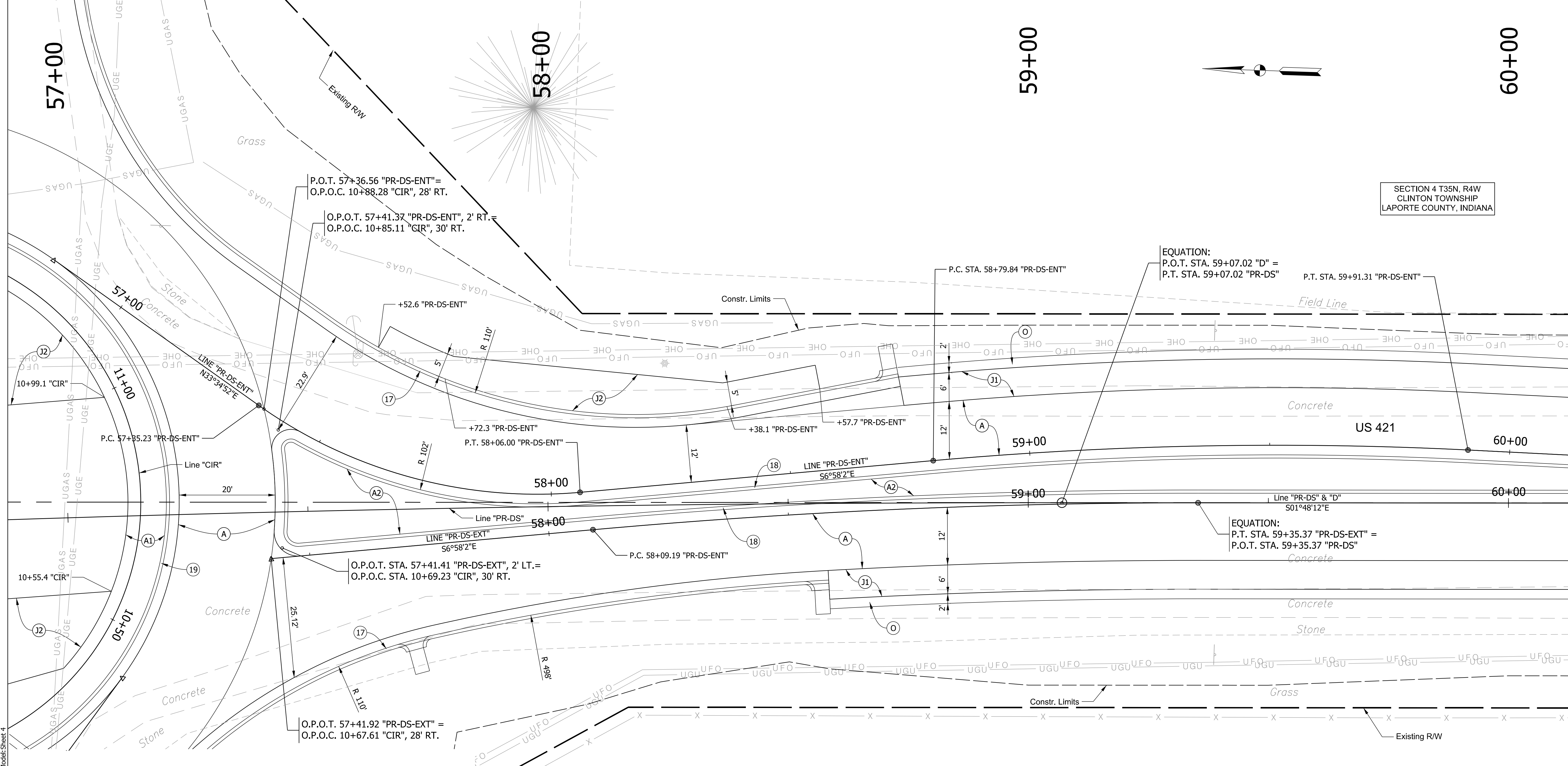


RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JJV	DRAWN: KTH	
CHECKED: REW	CHECKED: JJV	

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
53+50 TO 56+50 LINES "D",
"PR-DN-ENT" & "PR-DN-EXT"

SCALE 1" = 10'	BRIDGE FILE
	DESIGNATION 1702989
SURVEY BOOK	SHEETS 23 of 59
CONTRACT R-43059	PROJECT 1702989



SECTION 4 T35N, R4W
CLINTON TOWNSHIP
LAPORTE COUNTY, INDIANA

EQUATION:
P.O.T. STA. 59+07.02 "D" =
P.T. STA. 59+07.02 "PR-DS"
P.T. STA. 59+91.31 "PR-DS-ENT"

EQUATION:
P.T. STA. 59+35.37 "PR-DS-EXT" =
P.O.T. STA. 59+35.37 "PR-DS"

SECTION 5 T35N, R4W
CLINTON TOWNSHIP
LAPORTE COUNTY, INDIANA

- LEGEND**
- (17) Concrete Curb and Gutter, Type B
 - (18) Concrete Curb and Gutter, Type B, Modified
 - (19) Concrete Curb and Gutter, Roundabout
 - (22) Concrete Center Curb, Type B
 - (26) Mulched Seeding, Type R
 - (A) PCCP, 7 in. w/ Transverse D-1 Joints @ ___ ft. spacing, on Subbase for PCCP, on Subgrade Treatment Type ___
 - (A1) Truck Apron PCCP, 7 in. w/ Transverse D-1 Joints @ ___ ft. spacing, on Subbase for PCCP, on Subgrade Treatment Type ___
 - (A2) PCCP, 7 in., on Subbase for PCCP, on Subgrade Treatment Type IC
 - (O) ___ in. of Compacted Aggregate, No. 53
 - (R) HMA for Approaches, Type B, consisting of: 165 lb/syd HMA Surface, Type B, on 1 1/2" Asphalt Surface Milling
 - (U) Pipe, 6 in., Type 4

- (J1) PCCP, ___ in. Shoulder, on Subbase for PCCP, on Subgrade Treatment Type ___
- (J2) Geocell Vegetated Pavement System: 2 in. Infill Topsoil-Aggregate Mix, on 8 in. Geocell Confining System, on Geotextile Type 2A, on 5 in. of Compacted Aggregate, No. 53
- (K) HMA for Approaches, Type B, consisting of: 165 lb/syd HMA Surface, Type B, on 495 lb/syd HMA Intermediate, Type B, on 4 in. of Compacted Aggregate, No. 53, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)



RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JJV	DRAWN: KTH	
CHECKED: REW	CHECKED: JJV	

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
57+00 TO 60+00 LINES "D", "PR-DS",
"PR-DS-ENT" & "PR-DS-EXT"

SCALE 1" = 10'	BRIDGE FILE
	DESIGNATION 1702989
SURVEY BOOK	SHEETS 24 of 59
CONTRACT R-43059	PROJECT 1702989

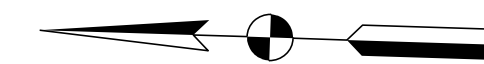
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60+00

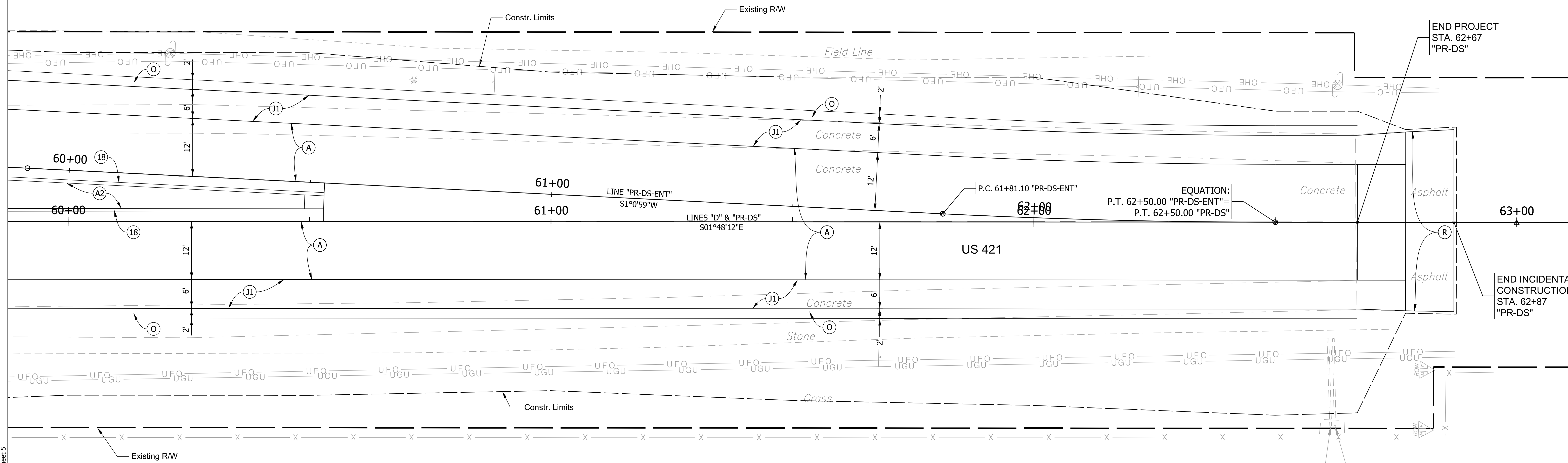
61+00

62+00

63+00



SECTION 4 T35N, R4W
CLINTON TOWNSHIP
LAPORTE COUNTY, INDIANA



Model: Sheet 5
Per: Transportation.tbl
By: murrainw
2:38:46 PM
Pict: 1/19/2022

LEGEND

- (17) Concrete Curb and Gutter, Type B
- (18) Concrete Curb and Gutter, Type B, Modified
- (19) Concrete Curb and Gutter, Roundabout
- (22) Concrete Center Curb, Type B
- (26) Mulched Seeding, Type R
- (A) PCCP, ___ in. w/ Transverse D-1 Joints @ ___ ft. spacing, on Subbase for PCCP, on Subgrade Treatment Type ___
- (A1) Truck Apron PCCP, ___ in. w/ Transverse D-1 Joints @ ___ ft. spacing, on Subbase for PCCP, on Subgrade Treatment Type ___
- (A2) PCCP, 7 in., on Subbase for PCCP, on Subgrade Treatment Type IC
- (J1) PCCP, ___ in. Shoulder, on Subbase for PCCP, on Subgrade Treatment Type ___
- (J2) Geocell Vegetated Pavement System: 2 in. Infill Topsoil-Aggregate Mix, on 8 in. Geocell Confining System, on Geotextile Type 2A, on 5 in. of Compacted Aggregate, No. 53
- (K) HMA for Approaches, Type B, consisting of: 165 lb/syd HMA Surface, Type B, on 495 lb/syd HMA Intermediate, Type B, on 4 in. of Compacted Aggregate, No. 53, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
- (O) ___ in. of Compacted Aggregate, No. 53
- (R) HMA for Approaches, Type B, consisting of: 165 lb/syd HMA Surface, Type B, on 1 1/2" Asphalt Surface Milling
- (U) Pipe, 6 in., Type 4

Grass

SECTION 5 T35N, R4W
CLINTON TOWNSHIP
LAPORTE COUNTY, INDIANA



RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JJV	DRAWN: KTH	
CHECKED: REW	CHECKED: JJV	

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
60+00 TO 63+00 LINES "D", "PR-DS",
"PR-DS-ENT" & "PR-DS-EXT"

SCALE 1" = 10'	BRIDGE FILE
	DESIGNATION 1702989
SURVEY BOOK	SHEETS 25 of 59
CONTRACT R-43059	PROJECT 1702989

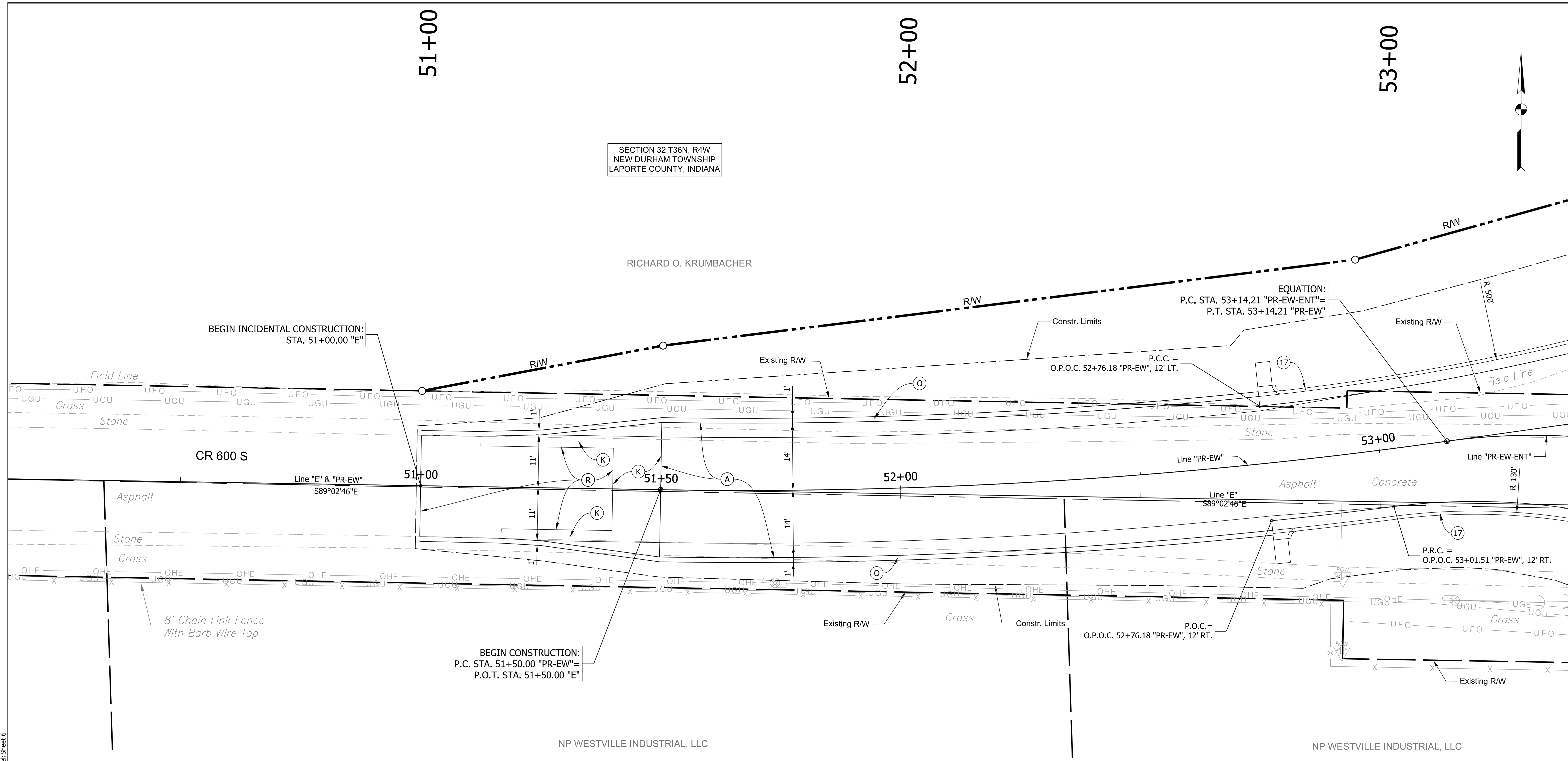
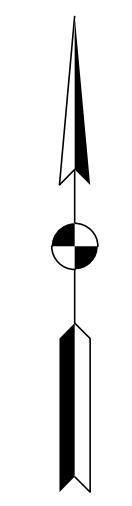
51+00

52+00

53+00

SECTION 32 T36N, R4W
NEW DURHAM TOWNSHIP
LAPORTE COUNTY, INDIANA

RICHARD O. KRUMBACHER



NP WESTVILLE INDUSTRIAL, LLC

SECTION 5 T35N, R4W
CLINTON TOWNSHIP
LAPORTE COUNTY, INDIANA

- LEGEND**
- (17) Concrete Curb and Gutter, Type B
 - (18) Concrete Curb and Gutter, Type B, Modified
 - (19) Concrete Curb and Gutter, Roundabout
 - (22) Concrete Center Curb, Type B
 - (26) Mulched Seeding, Type R
 - (A) PCCP, ___ in. w/ Transverse D-1 Joints @ ___ ft. spacing, on Subbase for PCCP, on Subgrade Treatment Type ___
 - (K) HMA for Approaches, Type B, consisting of: 165 lb/syd HMA Surface, Type B, on 495 lb/syd HMA Intermediate, Type B, on 4 in. of Compacted Aggregate, No. 53, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
 - (O) ___ in. of Compacted Aggregate, No. 53
 - (R) HMA for Approaches, Type B, consisting of: 165 lb/syd HMA Surface, Type B, on 1 1/2" Asphalt Surface Milling
 - (U) Pipe, 6 in., Type 4
 - (A1) Truck Apron PCCP, ___ in. w/ Transverse D-1 Joints @ ___ ft. spacing, on Subbase for PCCP, on Subgrade Treatment Type ___
 - (A2) PCCP, 7 in., on Subbase for PCCP, on Subgrade Treatment Type IC



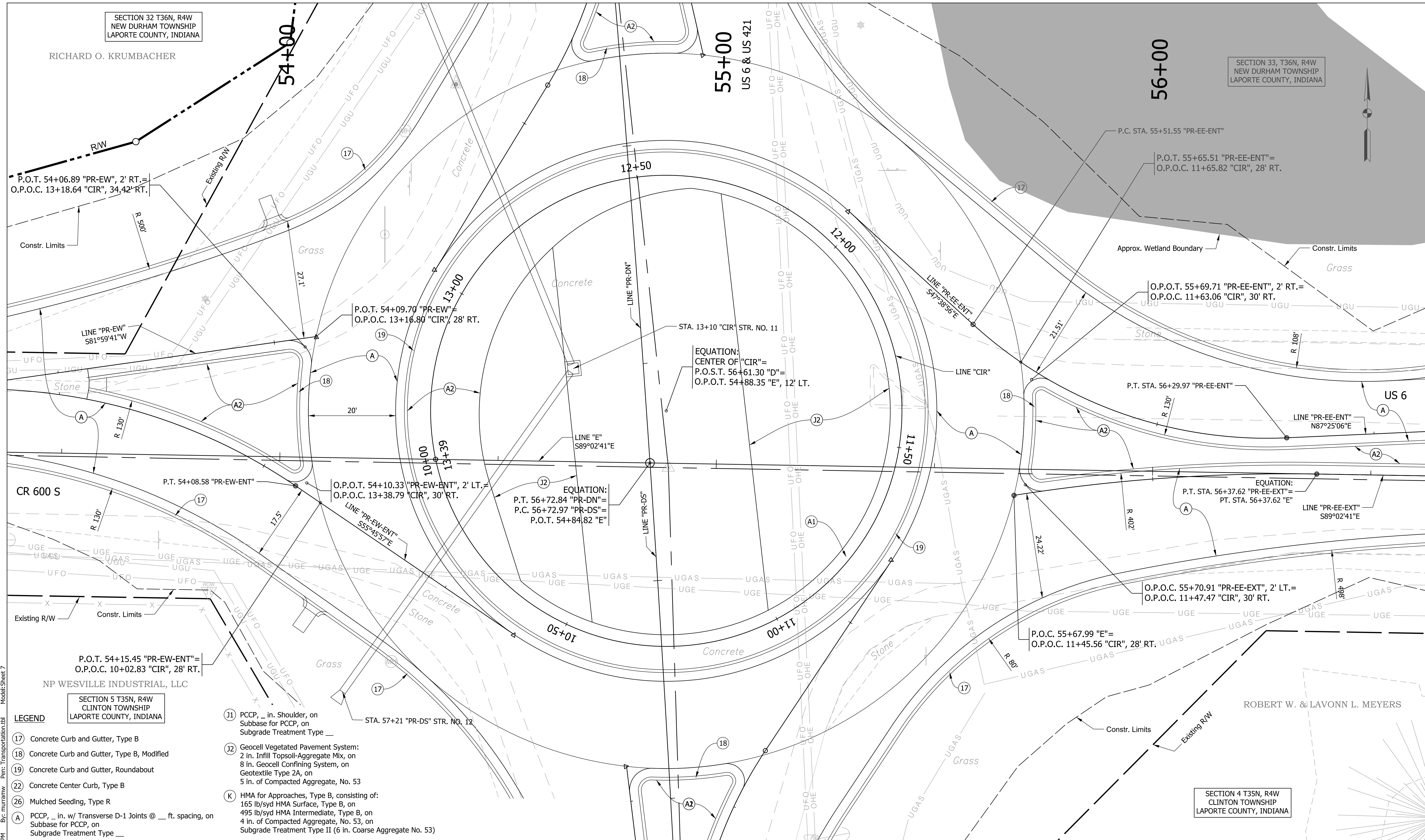
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JJV	DRAWN: KTH	
CHECKED: REW	CHECKED: JJV	

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
50+50 TO 53+50 LINES "E",
"PR-EW", & "PR-EW-ENT"

SCALE 1" = 10'	BRIDGE FILE
	DESIGNATION 1702989
SURVEY BOOK	SHEETS 26 of 59
CONTRACT R-43059	PROJECT 1702989

Model: Sheet 6
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SECTION 32 T36N, R4W
NEW DURHAM TOWNSHIP
LAPORTE COUNTY, INDIANA

SECTION 33, T36N, R4W
NEW DURHAM TOWNSHIP
LAPORTE COUNTY, INDIANA

SECTION 5 T35N, R4W
CLINTON TOWNSHIP
LAPORTE COUNTY, INDIANA

SECTION 4 T35N, R4W
CLINTON TOWNSHIP
LAPORTE COUNTY, INDIANA

- LEGEND**
- (17) Concrete Curb and Gutter, Type B
 - (18) Concrete Curb and Gutter, Type B, Modified
 - (19) Concrete Curb and Gutter, Roundabout
 - (22) Concrete Center Curb, Type B
 - (26) Mulched Seeding, Type R
 - (A) PCCP, 7 in. w/ Transverse D-1 Joints @ 10 ft. spacing, on Subbase for PCCP, on Subgrade Treatment Type II
 - (A1) PCCP, 7 in., on Subbase for PCCP, on Subgrade Treatment Type IC
 - (A2) PCCP, 7 in., on Subbase for PCCP, on Subgrade Treatment Type IC
 - (K) HMA for Approaches, Type B, consisting of: 165 lb/syd HMA Surface, Type B, on 495 lb/syd HMA Intermediate, Type B, on 4 in. of Compacted Aggregate, No. 53, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
 - (O) 6 in. of Compacted Aggregate, No. 53
 - (R) HMA for Approaches, Type B, consisting of: 165 lb/syd HMA Surface, Type B, on 1 1/2" Asphalt Surface Milling
 - (U) Pipe, 6 in., Type 4

- (J1) PCCP, 7 in. Shoulder, on Subbase for PCCP, on Subgrade Treatment Type II
- (J2) Geocell Vegetated Pavement System: 2 in. Infill Topsoil-Aggregate Mix, on 8 in. Geocell Confining System, on Geotextile Type 2A, on 5 in. of Compacted Aggregate, No. 53



RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JJV	DRAWN: KTH	
CHECKED: REW	CHECKED: JJV	

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
53+50 TO 56+50 LINES "E", "CIR", "PR-EW", "PR-EE-ENT", "PR-EE-EXT", & "PR-EE-EXT"

SCALE 1" = 10'	BRIDGE FILE
	DESIGNATION 1702989
SURVEY BOOK	SHEETS 27 of 59
CONTRACT R-43059	PROJECT 1702989

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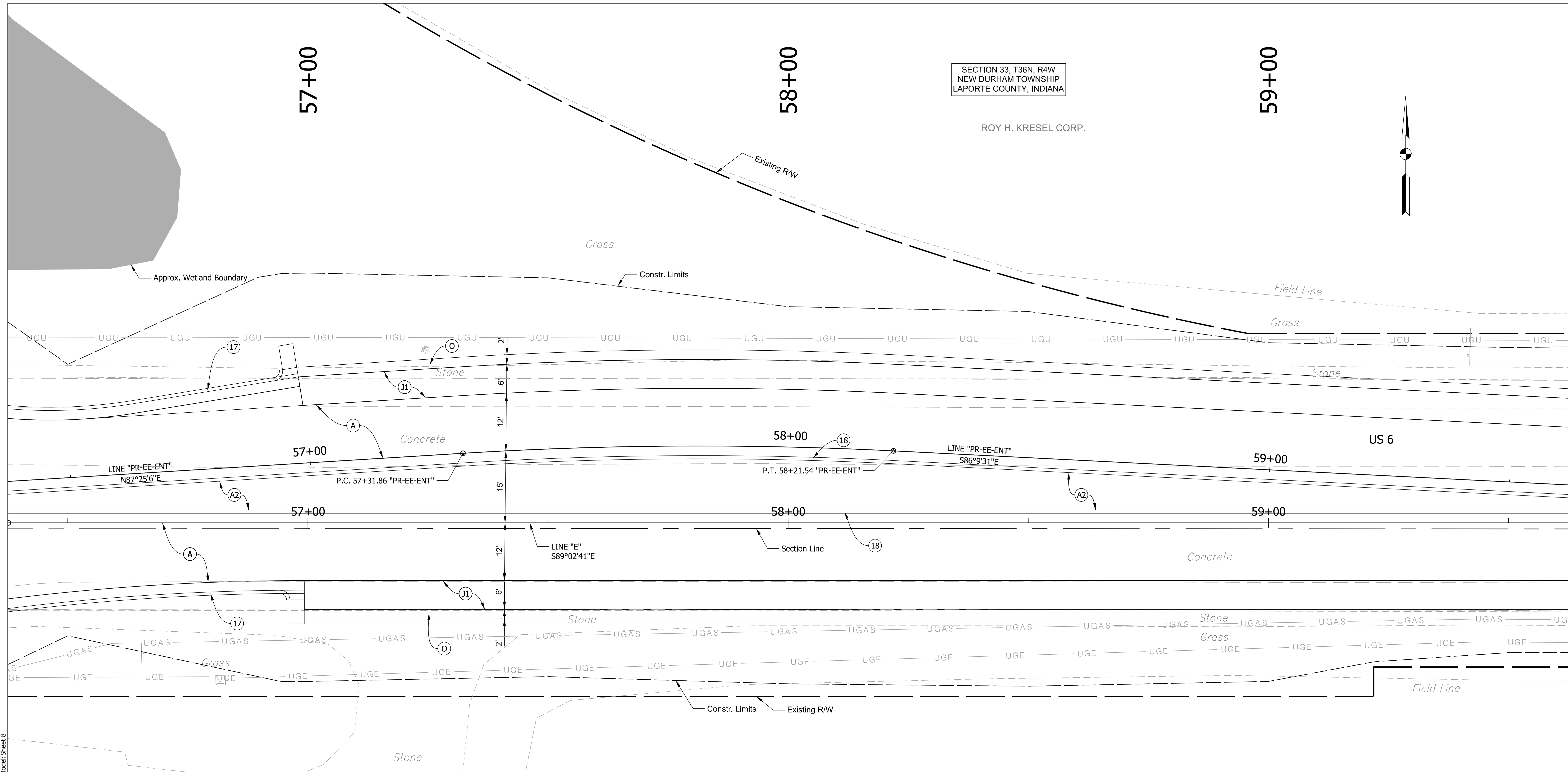
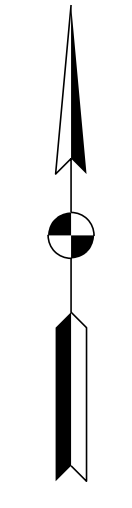
57+00

58+00

59+00

SECTION 33, T36N, R4W
NEW DURHAM TOWNSHIP
LAPORTE COUNTY, INDIANA

ROY H. KRESEL CORP.



- LEGEND**
- (17) Concrete Curb and Gutter, Type B
 - (18) Concrete Curb and Gutter, Type B, Modified
 - (19) Concrete Curb and Gutter, Roundabout
 - (22) Concrete Center Curb, Type B
 - (26) Mulched Seeding, Type R
 - (A) PCCP, ___ in. w/ Transverse D-1 Joints @ ___ ft. spacing, on Subbase for PCCP, on Subgrade Treatment Type ___
 - (A1) Truck Apron PCCP, ___ in. w/ Transverse D-1 Joints @ ___ ft. spacing, on Subbase for PCCP, on Subgrade Treatment Type ___
 - (A2) PCCP, 7 in., on Subbase for PCCP, on Subgrade Treatment Type IC
 - (J1) PCCP, ___ in. Shoulder, on Subbase for PCCP, on Subgrade Treatment Type ___
 - (J2) Geocell Vegetated Pavement System: 2 in. Infill Topsoil-Aggregate Mix, on 8 in. Geocell Confining System, on Geotextile Type 2A, on 5 in. of Compacted Aggregate, No. 53
 - (K) HMA for Approaches, Type B, consisting of: 165 lb/syd HMA Surface, Type B, on 495 lb/syd HMA Intermediate, Type B, on 4 in. of Compacted Aggregate, No. 53, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
 - (O) ___ in. of Compacted Aggregate, No. 53
 - (R) HMA for Approaches, Type B, consisting of: 165 lb/syd HMA Surface, Type B, on 1 1/2" Asphalt Surface Milling
 - (U) Pipe, 6 in., Type 4

ROBERT W. & LAVONN L. MEYERS

SECTION 4 T35N, R4W
CLINTON TOWNSHIP
LAPORTE COUNTY, INDIANA



RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JJV	DRAWN: KTH	
CHECKED: REW	CHECKED: JJV	

INDIANA DEPARTMENT OF TRANSPORTATION	
CONSTRUCTION DETAILS 56+50 TO 59+50 LINE "E" & "PR-EE-ENT"	

SCALE 1" = 10'	BRIDGE FILE
	DESIGNATION 1702989
SURVEY BOOK	SHEETS 28 of 59
CONTRACT R-43059	PROJECT 1702989

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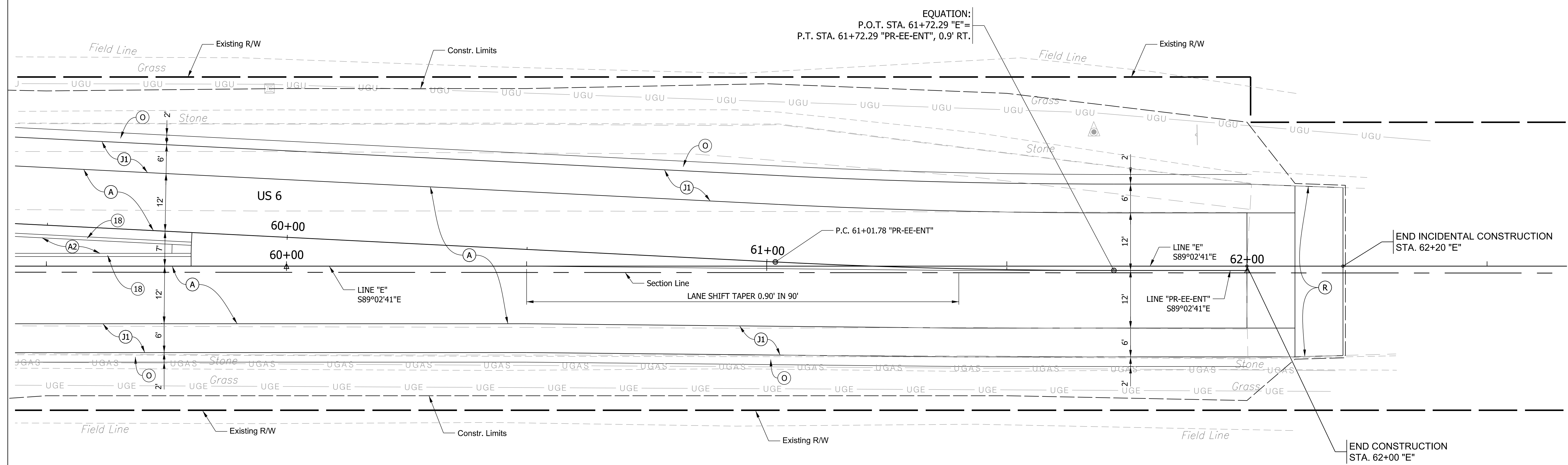
60+00

SECTION 33, T36N, R4W
NEW DURHAM TOWNSHIP
LAPORTE COUNTY, INDIANA

61+00

ROY H. KRESEL CORP.

62+00



EQUATION:
 P.O.T. STA. 61+72.29 "E"=
 P.T. STA. 61+72.29 "PR-EE-ENT", 0.9' RT.

END INCIDENTAL CONSTRUCTION
 STA. 62+20 "E"

END CONSTRUCTION
 STA. 62+00 "E"

ROBERT W. & LAVONN L. MEYERS

SECTION 4 T35N, R4W
 CLINTON TOWNSHIP
 LAPORTE COUNTY, INDIANA

LEGEND

- (17) Concrete Curb and Gutter, Type B
- (18) Concrete Curb and Gutter, Type B, Modified
- (19) Concrete Curb and Gutter, Roundabout
- (22) Concrete Center Curb, Type B
- (26) Mulched Seeding, Type R
- (A) PCCP, _ in. w/ Transverse D-1 Joints @ _ ft. spacing, on Subbase for PCCP, on Subgrade Treatment Type _
- (A1) Truck Apron PCCP, _ in. w/ Transverse D-1 Joints @ _ ft. spacing, on Subbase for PCCP, on Subgrade Treatment Type _
- (A2) PCCP, 7 in., on Subbase for PCCP, on Subgrade Treatment Type IC
- (J1) PCCP, _ in. Shoulder, on Subbase for PCCP, on Subgrade Treatment Type _
- (J2) Geocell Vegetated Pavement System: 2 in. Infill Topsoil-Aggregate Mix, on 8 in. Geocell Confining System, on Geotextile Type 2A, on 5 in. of Compacted Aggregate, No. 53
- (K) HMA for Approaches, Type B, consisting of: 165 lb/syd HMA Surface, Type B, on 495 lb/syd HMA Intermediate, Type B, on 4 in. of Compacted Aggregate, No. 53, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
- (O) _ in. of Compacted Aggregate, No. 53
- (R) HMA for Approaches, Type B, consisting of: 165 lb/syd HMA Surface, Type B, on 1 1/2" Asphalt Surface Milling
- (U) Pipe, 6 in., Type 4



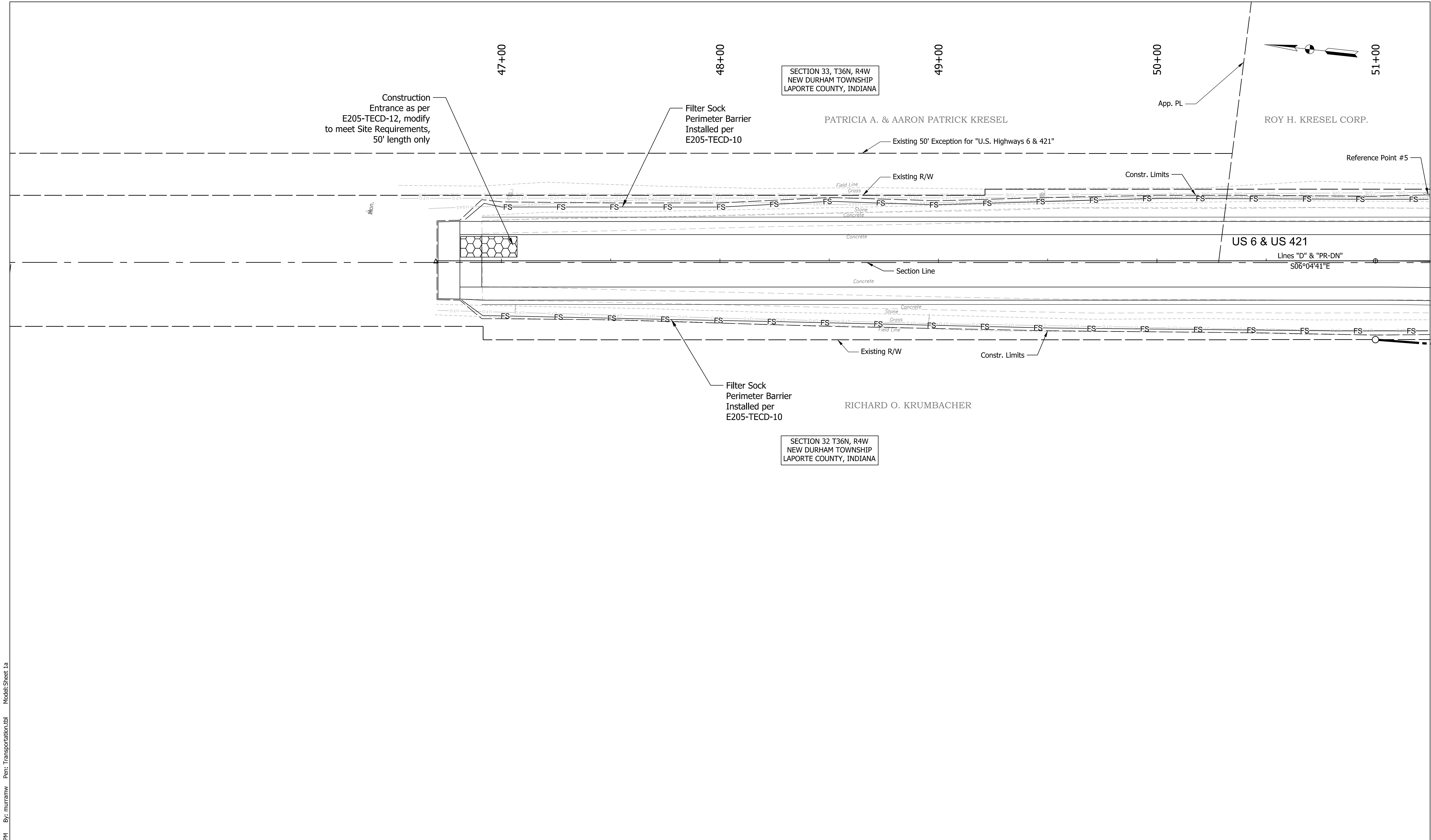
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JJV	DRAWN: KTH	
CHECKED: REW	CHECKED: JJV	

INDIANA
DEPARTMENT OF TRANSPORTATION

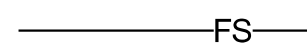

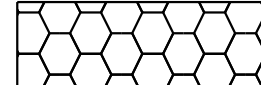
CONSTRUCTION DETAILS
59+50 TO 62+50 LINES "E" & "PR-EE-ENT"

SCALE 1" = 10'	BRIDGE FILE
	DESIGNATION 1702989
SURVEY BOOK	SHEETS 29 of 59
CONTRACT R-43059	PROJECT 1702989

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P10:1/1/2022 2:38:57 PM By: mramm Per: Transportation.tbl Model: Sheet 1a

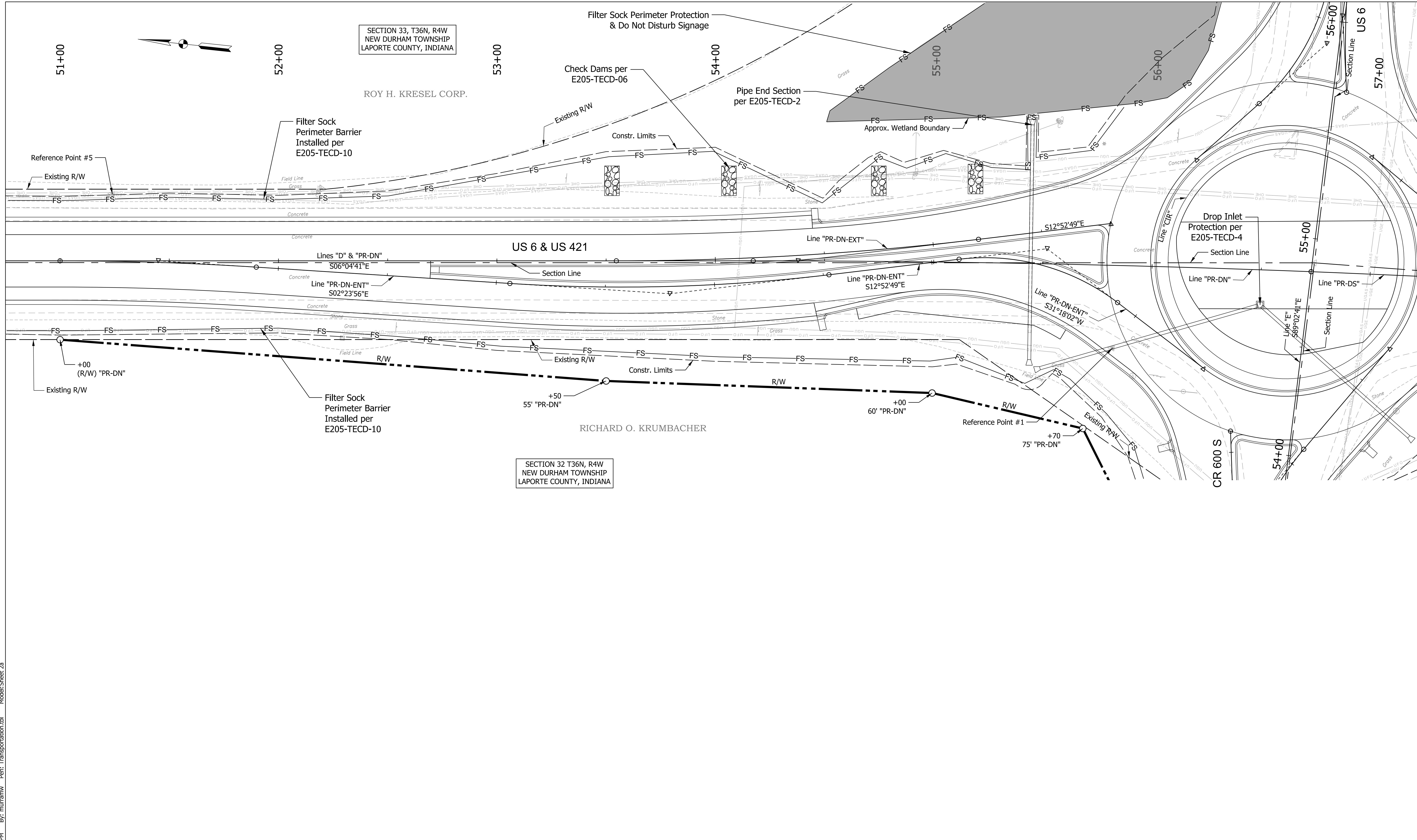
LEGEND	
	- Filter Sock
	- Check Dam (Rivetment Riprap)
	- Temporary Construction Entrance



RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: JJV	DRAWN: MWM	
CHECKED: REW	CHECKED: JJV	

INDIANA DEPARTMENT OF TRANSPORTATION	
EROSION CONTROL DETAILS LINES "D", "PR-DN", & "PR-DN-ENT"	

SCALE 1" = 20'	BRIDGE FILE
1" = 5'	DESIGNATION 1702989
SURVEY BOOK	SHEETS 30 of 59
CONTRACT R-43059	PROJECT 1702989



P1011/19/2022 2:39:00 PM By: murramw Per: Transportation.tbl Model: Sheet 2a

LEGEND

- Filter Sock
- Check Dam (Revetment Riprap)
- Temporary Construction Entrance

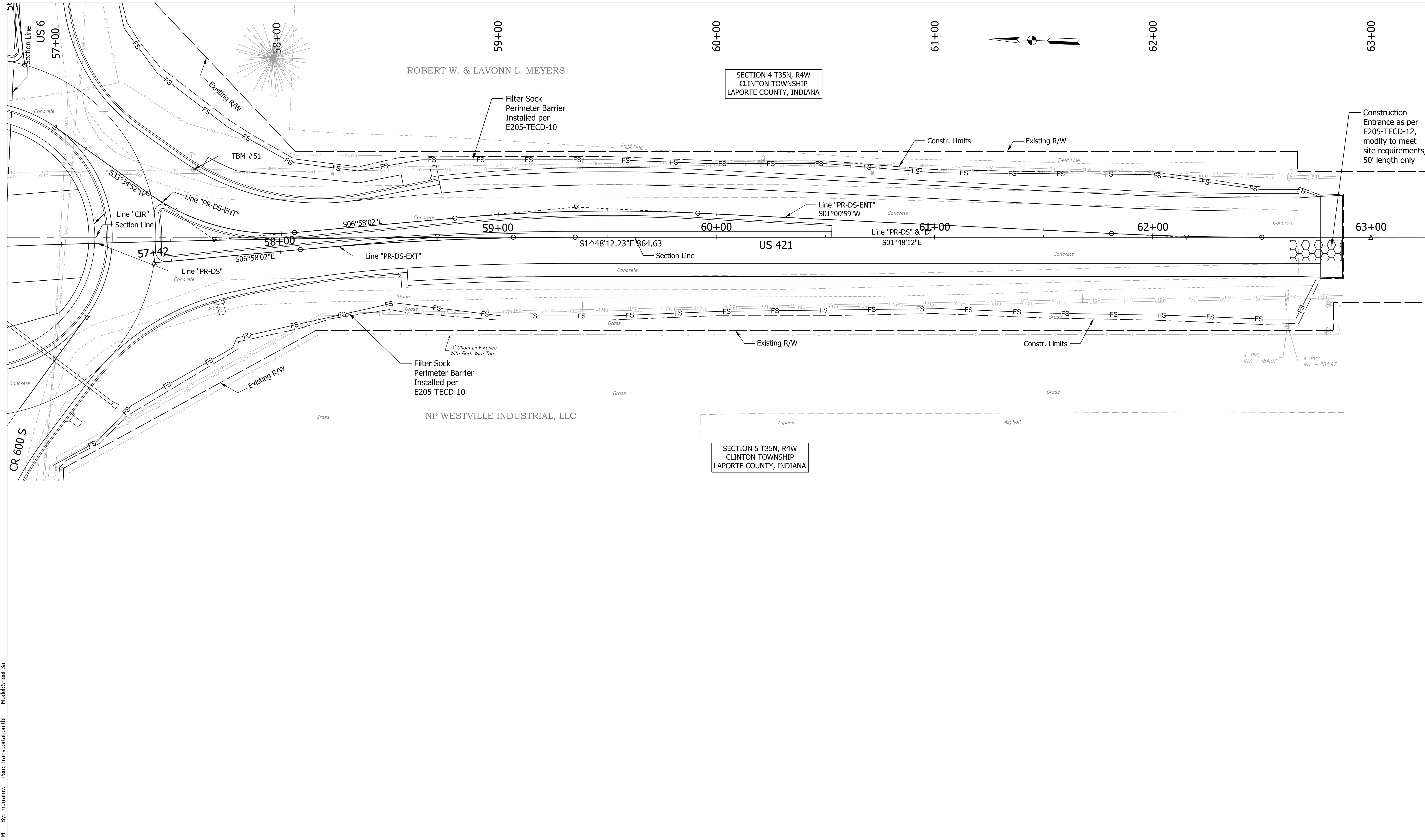


RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JJV	DRAWN: MWM	
CHECKED: REW	CHECKED: JJV	

INDIANA
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS
LINES "D", "PR-DN", & "PR-DN-ENT"

SCALE	BRIDGE FILE
1" = 20'	
DESIGNATION	
1" = 5'	1702989
SURVEY BOOK	SHEETS
	31 of 59
CONTRACT	PROJECT
R-43059	1702989



2:39:01 PM By: mramm Per: Transportation.tbl Model: Sheet 2a
 P:\1\19\2022

LEGEND

- Filter Sock
- Check Dam (Revetment Riprap)
- Temporary Construction Entrance



RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	DESIGNED: JJV CHECKED: REW
DRAWN: MWM CHECKED: JJV	

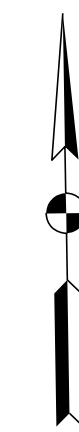
INDIANA DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS
LINES "D", "PR-DS", & "PR-DS-ENT"

SCALE	BRIDGE FILE
1" = 20'	
DESIGNATION	
1" = 5'	1702989
SURVEY BOOK	SHEETS
	32 of 59
CONTRACT	PROJECT
R-43059	1702989

SECTION 33, T36N, R4W
NEW DURHAM TOWNSHIP
LAPORTE COUNTY, INDIANA

ROY H. KRESEL CORP.



60+00

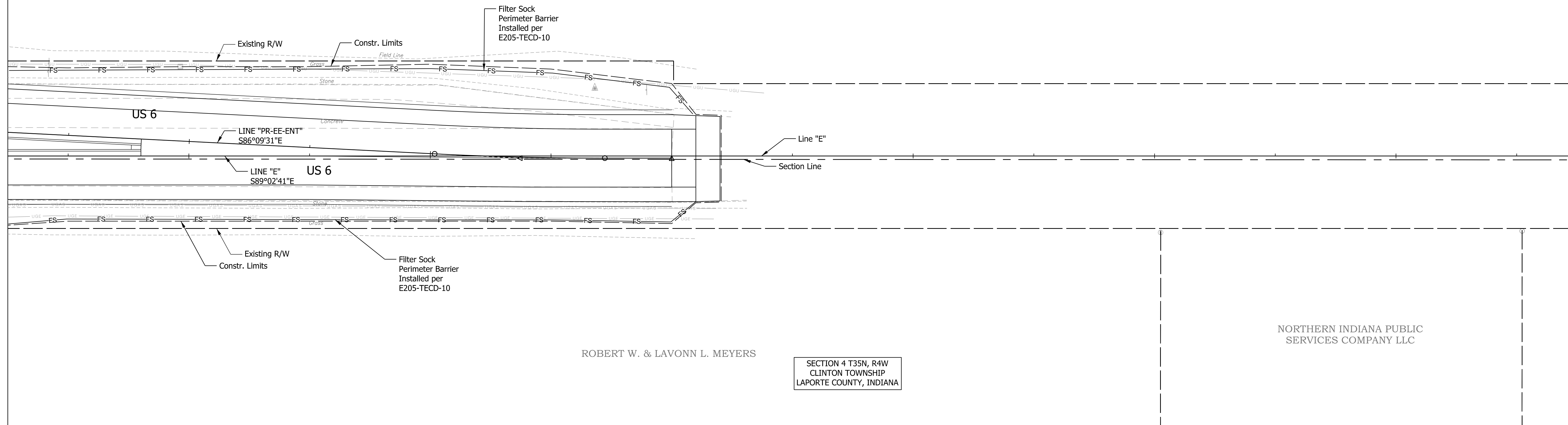
61+00

62+00

63+00

64+00

65+00



ROBERT W. & LAVONN L. MEYERS

SECTION 4 T35N, R4W
CLINTON TOWNSHIP
LAPORTE COUNTY, INDIANA

NORTHERN INDIANA PUBLIC
SERVICES COMPANY LLC

Plc1:1/9/2022 2:39:03 PM By: murramw Per: Transportation.tbl Model:Sheet Ga

LEGEND

FS - Filter Sock

- Check Dam (Revetment Riprap)

- Temporary Construction Entrance



RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JJV	DRAWN: MWM	
CHECKED: REW	CHECKED: JJV	

INDIANA
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS
LINES "E" & "PR-EE-ENT"

SCALE	BRIDGE FILE
1" = 20'	
DESIGNATION	
1" = 5'	1702989
SURVEY BOOK	SHEETS
	33 of 59
CONTRACT	PROJECT
R-43059	1702989

STRUCTURE DATA

STRUCTURE NUMBER	LOCATION			SIZE	PIPE TYPE	MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE	STR. RIM ELEVATION	LENGTH	SKEW	COVER	FLOW LINE		SERVICE LIFE	SITE DESIGNATION	PH	BACKFILL METHOD	BACKFILL TYPE	STRUCTURE BACKFILL	CLASS 2 RIPRAP	GEOTEXTILE FOR RIPRAP TYPE 1A	PIPE END SECTION	GRATED BOX END SECTION		SAFETY METAL END SECTION		CONCRETE ANCHOR	CONNECT TO STRUCTURE NUMBER	REMARKS										
	STATION	LEFT	RIGHT								CROSS	UPSTREAM										DOWNSTREAM	ELEV.	ELEV.	YR.				CU. YD.	TON	SYS.	EA.	TYPE	SLOPE	EA.	SLOPE	EA.	EA.
10	55+44 "PR-DN"			X	18	1		112			790.25	789.96	75	NA	8	1	1				2									Remove Exist. 15" CMP								
11	13+05 "CIR"	30.6'			18	2		104			790.55	790.28	75	NA	8	1	1				1								OUTFALL									
12	57+21 "PR-DS"		74.3'		18	2		90			790.78	790.55	75	NA	8	1	1				1							11										

Pict:1/19/2022 2:40:08 PM By: muramw Per: Transportation.tbl Model: Misc. Tables



RECOMMENDED FOR APPROVAL _____
 DESIGN ENGINEER DATE
 DESIGNED: JJV DRAWN: ZJM
 CHECKED: REW CHECKED: REW

INDIANA
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS TABLES

SCALE	BRIDGE FILE
None	
	DESIGNATION
	1702989
SURVEY BOOK	SHEETS
	36 of 59
CONTRACT	PROJECT
R-43059	1702989