

<b>CATEGORICAL EXCLUSION LEVEL 1 FORM</b>	<b>Date:</b> August 6, 2019
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Initial Version

Additional Information to CE Level 1 Dated: \_\_\_\_\_

**Purpose of this document:**

CE Level 1 documentation for exempted projects

State-funded categorical exemption documentation

**Approval CE Level 1 or State-Funded CE:**

\_\_\_\_\_  
Environmental Scoping Manager or  
Environmental Policy Manager

\_\_\_\_\_  
Date

**Release for Public Involvement**

*PC* Certification of Public Involvement

*H.M.N.*

8/7/2019

*Pickie Clark*

*11-4-19*

ESM/ES Initials

Date

Office of Public Involvement

Date

<b>PROJECT INFORMATION</b>	
<b>County, Route</b>	Whitley County, US 30
<b>Des Number</b>	1600515
<b>Purpose and Need:</b>	<p><u>Need:</u> The need of this project is evidenced by the crash data presented in the INDOT-Technical Services Study Support Data Report dated March 11, 2015 (Appendix I-5 to I-6). Between the years of 2004 and 2014, there were 17 recorded right angle crashes-out of a total 28 recorded crashes at this intersection. The crash rate (crashes/million entering vehicles (MEV)) remained essentially the same before (0.26 crashes/MEV) and after (0.25 crashes/MEV) the installation of the "School 40 mph when Flashing."</p> <p><u>Purpose:</u> The purpose of this project is to improve safety along US 30 at the intersection of County Road (CR) 500 E by reducing the most severe type of crash; right angle crashes.</p>
<b>Project Description:</b>	<p><u>Location:</u> This intersection improvement project is located at the intersection of US 30 and County Road (CR) 500 E, which is located 5.01 miles east of State Route (SR) 205 (Reference Post (RP) 116+90 to RP 117+28) in Union Township, Whitley County, Indiana (Appendix B-1 to B-3). The approximate project length is 0.31 mile:</p> <p><u>Existing Conditions:</u> US 30 is a rural principal arterial roadway that is divided into four lanes (two 12' lanes in each direction) with an 11' paved outside shoulder and 4' paved inside shoulder. There are right and left turns present on both eastbound and westbound of US 30. CR 500 E is a two-lane roadway (one 12' lane in each direction) with no inside or outside shoulder. The existing intersection is a traditional intersection. See Appendix B-16 to B-21 for photographs of the site.</p> <p><u>Preferred Alternative:</u> The proposed scope of work is to improve the current traditional intersection to a median U-turn intersection with an extension of existing left turn lanes (Appendix B-7 to B-9). Vehicles on CR 500 E will be restricted to make a right turn only to go onto either eastbound or westbound US 30. Vehicles wishing to make a left turn onto US 30 from CR 500 E will need to make a right turn and then will need to make a U-turn at a constructed crossover. Approximately 227' of 12" pipe with</p>

	<p>two (2) inlets (Str. No. 100 and 101; Appendix B-7) will be replaced within the median west of the intersection of US 30 and CR 500 E. Two (2) additional inlets (Str. No. 102 and 103; Appendix B-8) will also be replaced. Str. No. 104 will not be disturbed (Appendix B-8). New guardrail will be installed from approximately Sta. 453+75 to Sta. 457+66 (Right side) (Appendix B-7). Existing guardrail will be removed and replaced from approximately Sta. 466+50 to Sta. 471+25 (Left side) (Appendix B-8 to B-9). Ditch regrading will occur on the south side from Sta. 454+50 to Sta. 458+00 and on the north side from Sta. 467+00 to Sta. 470+75 (Appendix B-16). This grading is predominately due to the lengthening of the existing turn lanes. Thermoplastic pavement markings and snowplowable raised pavement markers will be utilized (Appendix B-13 to B-15).</p> <p><u>Maintenance of Traffic (MOT):</u> The MOT for the project will require single lane closures with the outside shoulder work to be completed first and then the median work. The 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. Delays may occur during construction but will cease with project completion.</p> <p>This alternative meets the purpose and need of the project by reducing the number of right angle crashes and therefore improving safety along US 30. This project exhibits independent utility as it will be completed in a single project and does not rely on future projects to be successful.</p>						
<p><b>Other Alternatives Considered:</b></p>	<p><u>Traffic Signals Alternative:</u> This alternative requires signaling the intersection. However, this alternative is not considered any further because the intersection does not meet warrants for a traffic signal.</p> <p><u>Do Nothing Alternative:</u> This alternative will not solve the issue at the intersection. Right angle crashes would continue to occur. This alternative does not meet the purpose and need for the project and will not be considered further.</p>						
<p><b>Project Termini:</b></p>	<p>Approximately 815 feet to the west and 830 feet to the east of the intersection of US 30 and CR 500 E</p>						
<p><b>Funding Source(s):</b></p>	<table border="1"> <tr> <td><input checked="" type="checkbox"/> Federal</td> <td><input checked="" type="checkbox"/> State</td> <td><input type="checkbox"/> Local</td> <td><input type="checkbox"/> Other</td> <td><b>Estimated Cost</b></td> <td>\$1,229,009</td> </tr> </table>	<input checked="" type="checkbox"/> Federal	<input checked="" type="checkbox"/> State	<input type="checkbox"/> Local	<input type="checkbox"/> Other	<b>Estimated Cost</b>	\$1,229,009
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<p><b>Project Sponsor:</b></p>	<table border="1"> <tr> <td>Indiana Department of Transportation (INDOT)</td> <td><b>Project Length</b></td> <td>0.31 mile</td> </tr> </table>	Indiana Department of Transportation (INDOT)	<b>Project Length</b>	0.31 mile			
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Name and organization of CE Level 1 Preparer: Ashley Taylor, Environmental Manager II, INDOT-Fort Wayne District

INDOT ES/District Env. Reviewer Signature: Karen M. Novak Date: 8/5/2019

SCOPE OF THE PROPOSED ACTION			
<b>Public Involvement*</b>	No:	Yes: <b>X</b>	Possible:
Comments:	<p>Notice of Entry letters were not mailed to nearby property owners as all work is expected to occur within existing right-of-way.</p> <p>The project will meet the minimum requirements described in the current <i>INDOT Public Involvement Manual</i> which requires the project sponsor to offer the public an opportunity to submit comment and/or request a public hearing. INDOT elected to hold a public hearing. On August 7, 2019, INDOT released the environmental document for public involvement.</p> <p>On September 18 &amp; 25, 2019 as well as October 2, 2019, legal notices of planned improvement were</p>		

**SCOPE OF THE PROPOSED ACTION**

published in *The Post and Mail Newspaper* (Appendix G-1 to G-4). From September 18, 2019 to October 25, 2019, public comments were accepted, and the preliminary environmental document and design plans were available for public review at the following facilities:

- Peabody Public Library, 1160 East SR 105, Columbia City, IN 46725
- INDOT Fort Wayne District Office, 5333 Hatfield Road, Fort Wayne, IN 46808
- INDOT Office of Public Involvement, 100 North Senate Avenue, Room N642, Indianapolis, IN 46204
- Fort Wayne District Webpage: <https://www.in.gov/indot/2703.htm>

INDOT held the public hearing on October 8, 2019 from 6:00 p.m. to 9:00 pm in Coesse Elementary School Cafeteria, which is located at 3360 S. 500 E., Columbia City, IN 46725. A handout was distributed to attendees, and general project information was presented by American Structurepoint and INDOT in a slide presentation (Appendix G-25 to G-38). After the presentation, attendees were offered an opportunity to comment. Transcriptions of the comments presented at the meeting and written comments are included in Appendix G-47 to G-69. INDOT Project Manager and the designer adequately responded to the comments from the Public Hearing. The vast majority of comments brought during, and following, the public hearing primarily revolved around developing a long term plan for US 30, concerns with acceleration onto US 30, and providing considerations for school buses and large trucks. As discussed in the response to public hearing comments (Appendix G-78 to G-104), improving the safety of this intersection is an immediate need and the proposed improvements do not preclude any long term changes to the corridor from taking place. Additionally, the traffic turning right with the intent of making the median u-turn will move directly into the left turn lane. There will not be the need to accelerate up to mainline speed. The intersection has also been designed to accommodate both school buses and WB-67 (interstate tractor-trailer) design vehicles. Other alternatives such as a roundabout, traffic signal, and an interchange were discussed and deemed to not be feasible and prudent alternatives. A roundabout was not considered at this intersection due to the high speed nature of US 30 and the intersection does not meet the required warrants for the inclusion of a stoplight. Additionally, the cost for a new interchange is in the vicinity of \$30 million and is cost prohibitive given the levels of traffic at the intersection. Therefore, these alternatives were not considered further for this project. The preferred alternative is still to install a median u-turn at this intersection.

A copy of the legal notice, responses received, and the comments addressing concerns raised during the public involvement process are detailed in Appendix G.

<b>Right-of-way (permanent and temporary, in acres)</b>	No: <input checked="" type="checkbox"/>	Yes:	Possible:
Comments:	<p>According to the Beacon GIS Website (<a href="https://beacon.schneidercorp.com/?site=WhitleyCountyIN">https://beacon.schneidercorp.com/?site=WhitleyCountyIN</a>), existing right-of-way ranges from approximately 90 to 100 feet both north and south of the centerline of US 30. This project will occur within existing right-of-way. No permanent or temporary right-of-way will be required for this project.</p> <p>If the scope of work changes or if permanent or temporary right-of-way becomes necessary, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately.</p>		
<b>Disruption to public facilities/services (such as schools, emergency service)</b>	No:	Yes: <input checked="" type="checkbox"/>	Possible:
Comments:	<p>Based on a desktop review, a site visit on June 21, 2019 by INDOT-Fort Wayne District, the aerial map of the project area (Appendix B-2) and the Red Flag Investigation (RFI) report (Appendix E-2, E-5, and E-7), there is one (1) religious facility, one (1) cemetery, one (1) school/reactional facility, and one (1) trail located within the 0.5 mile of the project. The cemetery, Hope Lutheran Cemetery, and school/recreational facility, Coesse Elementary, are within or adjacent to the project area. The Hope Lutheran Cemetery will not be impacted because the work will be confined to existing right-of-way. Additional coordination with INDOT-Cultural Resources Office (CRO) acknowledged the presence of the cemetery, but did not recommend a Cemetery Development Plan be developed. Coesse Elementary may</p>		

<b>SCOPE OF THE PROPOSED ACTION</b>			
	<p>experience temporary traffic delays associated with the single lane closures; however, no significant delays are anticipated. Access to all properties will be maintained during construction. Emergency response times may also be impacted by utilizing a median U-turn. These impacts are expected to be minimal due to the close spacing of the U-turns.</p> <p>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.</p> <p><u>Early Coordination:</u>                      Early coordination letters were sent to the Whitley County Surveyor, Whitley County Highway Department, Whitley County Board of Commissioners, and Coesse Elementary on April 12, 2019 (Appendix C-1 to C-2). The Whitley County Surveyor, Whitley County Board of Commissioners, and Coesse Elementary did not respond to the early coordination letter. The City of Columbia City Mayor responded on May 10, 2019 with several recommendations to avoid or minimize impacts to the surrounding public facilities/services (Appendix C-3 to C-4). The Whitley County Highway Department responded on May 9, 2019 with several questions/concerns regarding the use of the median U-turn (Appendix C-37 to C-38). These questions were addressed by INDOT-Technical Services and returned to the Whitley County Highway Department (Appendix C-39 to C-41). Considerations to various project aspects requested by the Whitley County Highway Department are included as “For Further Consideration” commitments. All applicable recommendations are included in the Environmental Commitments section of this CE document.</p>		
<b>Involvement with existing bridge(s) (Include structure number(s))</b>		No:	Yes: <b>X</b>
		Possible:	
Comments:	<p>One (1) 12” pipe (Str. No. 100 and 101) will be replaced along with an inlet at each side (Appendix B-7). Additionally, two (2) inlets (Str. No. 102 and 103) will be adjusted to grade (Appendix B-8). Str. No. 104 is a culvert located within the project limits and carries Mowery Ditch, but will not be disturbed.</p>		

\* Limited public involvement, CE-1 level projects will typically have no public hearing opportunity offered.

<b>INVOLVEMENT WITH RESOURCES</b>			
<b>Streams, Rivers, and Watercourses Impacted (linear feet)</b>		No: <b>X</b>	Yes:
		Possible:	
Comments:	<p>Based on a desktop review, a site visit on June 21, 2019 by INDOT-Fort Wayne District, the aerial map of the project area (Appendix B-2), and the water resources map in the RFI report (Appendix E-8), there are two (2) stream segments located within the 0.5 mile search radius. The nearest stream, Mowery Ditch, passes through the project area. However, the culvert carrying Mowery Ditch is listed as “Do Not Disturb” on the plan sheets (Appendix B-8). Therefore, no impacts to Mowery Ditch are expected. Ditch regrading will occur on the south side from Sta. 454+50 to Sta. 458+00 and on the north side from Sta. 467+00 to Sta. 470+75 (Appendix B-16). The ditch from Sta. 454+50 to Sta. 458+00 consists of a steep slope and mowed grass. No Ordinary High Water Mark (OHWM) was observed during the site visit on June 21, 2019 by INDOT-Fort Wayne District. The ditch from Sta. 467+00 to Sta. 470+75 consists of existing riprap. Therefore, no impacts are expected.</p> <p>A <i>Waters of the U.S. Determination / Wetland Delineation Report</i> was approved on July 31, 2019 by the INDOT Ecology and Waterway Permitting Office. Please refer to Appendix F for the <i>Waters of the U.S. Determination / Wetland Delineation Report</i>. It was determined that no jurisdictional waterways are located where the ditch grading will occur. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.</p>		



<b>INVOLVEMENT WITH RESOURCES</b>			
	<p><u>Early Coordination:</u>                      Early coordination letters were sent to the Indiana Department of Natural Resources (IDNR) Division of Fish and Wildlife (DFW) and United States Fish and Wildlife Service (USFWS) on April 12, 2019 (Appendix C-1 to C-2). IDNR DFW responded on May 10, 2019 and provided standard recommendations to minimize impacts to waterways (Appendix C-14). USFWS responded on April 15, 2019 and indicated “because the proposed project will have minor impacts on natural resources, and no Federally endangered species are known to be present, the U.S. Fish and Wildlife Service will not be providing a comment letter” (Appendix C-19). All applicable IDNR DFW recommendations are included in the Environmental Commitments section of this CE document.</p>		
<b>Wetlands (acres)</b>		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>Based on a review of the National Wetlands Inventory (NWI) online mapper (<a href="https://www.fws.gov/wetlands/data/Mapper.html">https://www.fws.gov/wetlands/data/Mapper.html</a>), the USGS topographic map (Appendix B-3), and the RFI report (Appendix E-3 and E-8) showed there are 29 wetlands located within the 0.5 mile search radius. The nearest wetland is located approximately 0.01 mile north of the project area. A site visit was conducted on June 21, 2019 by INDOT-Fort Wayne District and no wetlands were observed in the areas where ground disturbance will occur. These areas include the eastern and western medians as well as two sections of ditch grading as indicated in Appendix B-16. Therefore, no impacts are expected.</p> <p>A <i>Waters of the U.S. Determination / Wetland Delineation Report</i> was approved on July 31, 2019 by the INDOT Ecology and Waterway Permitting Office. Please refer to Appendix F for the <i>Waters of the U.S. Determination / Wetland Delineation Report</i>. It was determined that no wetlands are located where the ditch grading will occur. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction</p> <p><u>Early Coordination:</u>                      Early coordination letters were sent to the IDNR DFW and USFWS on April 12, 2019 (Appendix C-1 to C-2). IDNR DFW responded on May 10, 2019 and did not provide recommendations regarding wetlands (Appendix C-14). USFWS responded on April 15, 2019 and indicated “because the proposed project will have minor impacts on natural resources, and no Federally endangered species are known to be present, the U.S. Fish and Wildlife Service will not be providing a comment letter” (Appendix C-19).</p>		
<b>Disturbance of Terrestrial Habitat (acres)</b>		No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/>
Comments:	<p>Based on a desktop review, a site visit on June 21, 2019 by INDOT-Fort Wayne District, and the aerial map of the project area (Appendix B-2), the project area consists of maintained mowed grassy median as well as a grassy ditch (Sta. 454+50 to Sta. 458+00) to be regraded on the south side. On the north side, ditch regrading will occur from Sta. 467+00 to Sta. 470+75; however, this ditch consists of existing riprap. No trees will be removed as part of this project. A Rule 5 permit is anticipated to be required due to greater than one (1) acre of soil disturbance related to the ditch regrading and median work. Avoidance alternatives are not feasible due to the space needs of the preferred alternative. The construction footprint has been minimized to stay within existing right-of-way.</p> <p><u>Early Coordination:</u>                      Early coordination letters were sent to the IDNR DFW and USFWS on April 12, 2019 (Appendix C-1 to C-2). IDNR DFW responded on May 10, 2019 and provided standard recommendations to avoid or minimize impacts to terrestrial habitat (Appendix C-14). USFWS responded on April 15, 2019 and indicated “because the proposed project will have minor impacts on natural resources, and no Federally endangered species are known to be present, the U.S. Fish and Wildlife Service will not be providing a comment letter” (Appendix C-19). All applicable IDNR DFW recommendations are included in the Environmental Commitments section of this CE document.</p>		

<b>INVOLVEMENT WITH RESOURCES</b>			
<b>Karst Features</b>	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<p>Based on a desktop review, a site visit on June 21, 2019 by INDOT-Fort Wayne District, the topo map of the project area (Appendix B-3), and the RFI report (Appendix E-3 and E-8), the proposed project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding (MOU). There are no karst features identified within the project area. In the early coordination response, the Indiana Geological Survey (IGS) did not indicate that karst features may exist in the project area (Appendix C-15 to C-17). The IGS did indicate the following features in their response:</p> <ul style="list-style-type: none"> <li>• Geological Hazards                             <ul style="list-style-type: none"> <li>○ Moderate liquefaction potential</li> </ul> </li> <li>• Mineral Resources                             <ul style="list-style-type: none"> <li>○ Bedrock Resource: High Potential</li> <li>○ Sand and Gravel Resource: Low Potential</li> </ul> </li> <li>• No documented active or abandoned mineral resources extraction sites</li> </ul> <p>The features will not be affected because of the scope of work. Therefore, no impacts are expected.</p>		
<b>Threatened and Endangered Species</b>	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<p>Based on a desktop review and the RFI (Appendix E-4 to E-5), completed by INDOT-Fort Wayne District on March 18, 2019, the IDNR Whitley County Endangered, Threatened and Rare (ETR) Species List has been checked and is included in Appendix E-10 to E-11. The highlighted species on the list reflect the federal and state identified ETR species located within the county. According to the IDNR-DFW early coordination response letter dated May 10, 2019 (Appendix C-14), 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.</p> <p>The project qualifies for the <i>Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)</i>, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), and USFWS. Project information was submitted through the USFWS’s Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C-31 to C-36) and no additional species were found within the project area. Whitley County is within range of the federally endangered Indiana bat (<i>Myotis sodalis</i>) and the federally threatened northern long-eared bat (NLEB) (<i>Myotis septentrionalis</i>). In addition, an effect determination key was completed on May 24, 2019, and based on the responses provided, the project was found to “<i>May Affect – Not Likely to Adversely Affect (NLAA)</i>” the Indiana bat and/or the NLEB (Appendix C-20 to C-30). INDOT verified the finding on May 24, 2019 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. Avoidance and Minimization Measures (AMMs) are included as firm commitments in the Environmental Commitments section of this document.</p> <p>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.</p>		
<b>Drinking Water Resources</b>	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<p><u>Sole Source Aquifer:</u> The project is located in Whitley 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) is not applicable to this project. No impacts are expected.</p> <p><u>Wellhead Protection Area:</u> The Indiana Department of Environmental Management’s Wellhead Proximity Determinator website (<a href="http://www.in.gov/idem/cleanwater/pages/wellhead/">http://www.in.gov/idem/cleanwater/pages/wellhead/</a>) was accessed on May 24, 2019 by INDOT-Fort</p>		

<b>INVOLVEMENT WITH RESOURCES</b>			
	<p>Wayne District. This project is not located within a Wellhead Protection Area. No impacts are expected.</p> <p><u>Water Wells:</u> The Indiana Department of Natural Resources Water Well Record Database website (<a href="https://www.in.gov/dnr/water/3595.htm">https://www.in.gov/dnr/water/3595.htm</a>) was accessed on May 24, 2019 by INDOT-Fort Wayne District. No wells are located near this project. Therefore, no impacts are expected.</p> <p><u>Urban Area Boundary:</u> Based on a desktop review of the INDOT MS4 website (<a href="https://entapps.indot.in.gov/MS4/">https://entapps.indot.in.gov/MS4/</a>) by INDOT-Fort Wayne District on May 24, 2019, and the RFI report; this project is not located in an Urban Area Boundary location. No impacts are expected.</p> <p><u>Public Water System:</u> Based on a desktop review, a site visit on June 21, 2019 by INDOT-Fort Wayne District, and the aerial map of the project area (Appendix B-2), this project is not located where there will be public water system impacts. Therefore, no impacts are expected.</p>		
<b>Flood Plains (note transverse or longitudinal impact)</b>		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<a href="http://dnrmmaps.dnr.in.gov/appsphp/fdms/">http://dnrmmaps.dnr.in.gov/appsphp/fdms/</a>) was accessed on May 24, 2019 by INDOT-Fort Wayne District. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F-7). 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.</p>		
<b>Farmland (acres)</b>		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>Based on a desktop review, a site visit on June 21, 2019 by INDOT-Fort Wayne District, the aerial map of the project area (Appendix B-2), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected.</p>		
<b>Cultural Resources</b>		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>On April 5, 2019, the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Categories A-2, A-3, and B-3 under the Minor Projects Programmatic Agreement, (Appendix D-1 to D-3).</p> <p>A-2: All work within interchanges and within medians of divided highways in previously disturbed soils.</p> <p>A-3: Replacement, repair, lining, or extension of culverts and other drainage structures that do not exhibit wood, stone, or brick structures or parts therein and are in previously disturbed soils.</p> <p>B-3: Construction of added travel, turning, or auxiliary lanes (e.g. bicycle, truck climbing, acceleration and deceleration lanes) and shoulder widening under the following conditions: work occurs in previously disturbed soils and work does not occur adjacent or within a National Register-listed or National Register-eligible district or individual above-ground resource.</p> <p>No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.</p>		
<b>Section 4(f) and Section 6(f) Resources</b>		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and NRHP eligible or listed historic properties regardless of ownership. Lands subject to this law are considered Section 4(f) resources.</p>		

<b>INVOLVEMENT WITH RESOURCES</b>			
	<p>Based on a desktop review, a site visit on June 21, 2019 by INDOT-Fort Wayne District, the aerial map of the project area (Appendix B-2), and the RFI report (Appendix E-2), there are no Section 4(f) resources within or adjacent to the project area. Therefore, no impacts are expected.</p> <p>The U.S. Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use.</p> <p>A review of 6(f) properties on the Land and Water Conservation Fund (LWCF) website at <a href="https://www.lwcfcoalition.com/tools">https://www.lwcfcoalition.com/tools</a> revealed a total of seven (7) properties in Whitley County (Appendix I-9). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources as a result of this project.</p>		
<b>Air Quality Impacts</b>		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>This project is included in the Fiscal Year (FY) 2020-2024 Statewide Transportation Improvement Program (STIP) initial listing, approved July 2, 2019 (Appendix H-1) and the FY 2018-2021 STIP, approved July 3, 2017 (Appendix H-2). In addition, the project is included within the FY 2016-2019 STIP via Amendment 16-36, approved March 1, 2017 (Appendix H-3).</p> <p>This project is located in Whitley County, which is currently in attainment for all criteria pollutants according to the Indiana Department of Environmental Management (IDEM) (<a href="https://www.in.gov/idem/airquality/files/nonattainment_county_list.pdf">https://www.in.gov/idem/airquality/files/nonattainment_county_list.pdf</a>). 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>		
<b>Community/Economic Impacts</b>		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p><u>Indirect and Cumulative Impacts</u>                      Indirect impacts are effects which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate. Cumulative impacts affect the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such actions.</p> <p>This project is not expected to have any substantial community cohesion impacts. No community events should be substantially impacted by this project. The proposed action will not result in substantial indirect or cumulative impacts. This project will not add capacity to the roadway, nor is it intended to change the surrounding properties.</p> <p><u>Environmental Justice (EJ)</u>                      Under FHWA Order 6640.23A, FHWA and INDOT, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. This project will have no relocations and will not require any right-of-way; therefore, an EJ analysis is not required per the current INDOT Categorical Exclusion Manual.</p>		
<b>Hazardous Materials</b>		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>Based on a review of GIS and available public records, a Red Flag Investigation (RFI) was completed on March 18, 2019 by INDOT-Fort Wayne District and approved on April 15, 2019 by INDOT-Site</p>		

<b>INVOLVEMENT WITH RESOURCES</b>			
	Assessment and Management (SAM) (Appendix E). One (1) Resource Conservation and Recovery Act (RCRA) generator, one (1) Underground Storage Tank (UST), one (1) Leaking Underground Storage Tank (LUST), and one (1) National Pollutant Discharge Elimination System (NPDES) Facility are located within 0.5 mile of the project area. However, no hazmat sites were identified in or within 0.5 mile of the project area that will impact the project. The nearest RCRA generator is located adjacent to the project area. The nearest UST site is located 0.13 mile south of the project area. The nearest LUST site is located 0.13 mile northwest of the project area. The nearest NPDES facility is located 0.49 mile northwest of the project area. No impacts are expected because of distance or a No Further Action determination by Indiana Department of Environmental Management (IDEM). Further investigation for hazardous material concerns is not required at this time.		
<b>Permits</b>	No:	Yes: <input checked="" type="checkbox"/>	Possible:
<b>Comments:</b>	A Rule 5 permit is anticipated to be required for this project due to soil disturbance exceeding one (1) acre. No other permits are anticipated. IDNR responded to the early coordination letter on May 10, 2019 and indicated that “formal approval by the Department of Natural Resources under the regulatory programs administered by the Division of Water is not required for this project” (Appendix C-14).  Applicable recommendations provided by IDNR 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.  It is the responsibility of the project sponsor to identify and obtain all required permits.		

<b>ENVIRONMENTAL COMMITMENTS:</b>
<p><u>FIRM</u></p> <ol style="list-style-type: none"> <li>1. If the scope of work changes or permanent or temporary right-of-way becomes necessary, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT)</li> <li>2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT)</li> <li>3. General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)</li> <li>4. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)</li> </ol> <p><u>FOR FURTHER CONSIDERATION</u></p> <ol style="list-style-type: none"> <li>5. Consider widening the radii at County Road (CR) 500 E. (Whitley County Highway)</li> <li>6. Consider extending the mill and fill to the right-of-way lines on CR 500 E. (Whitley County Highway)</li> <li>7. Consider consulting with the Fort Wayne Bridge Inspector to assess the condition of the culvert east of the intersection. This is a legal county regulated drain, the Mowery J2 A, #460-000A. (Whitley County Highway)</li> <li>8. Consider studying and making adjustments, if necessary, to the signal timing at both the CR 300 E and CR 600 E intersections with US 30. (Whitley County Highway)</li> </ol>

<b>THE CATEGORICAL EXCLUSION CANNOT BE PROCESSED AS A LEVEL ONE IF YES IS SELECTED FOR ANY OF THE FOLLOWING ITEMS*:</b>		
<b>Formal noise analysis required?</b>	No: <b>X</b>	Yes:
<b>Environmental Justice analysis required?</b>	No: <b>X</b>	Yes:
<b>Right-of-Way acquisition greater than 0.5 acre?</b>	No: <b>X</b>	Yes:
<b>Relocation of residences/businesses/etc.?</b>	No: <b>X</b>	Yes:
<b>Added through-traffic lanes?</b>	No: <b>X</b>	Yes:
<b>Facility on new location or realignment?</b>	No: <b>X</b>	Yes:
<b>Permanent alteration of local traffic pattern?</b>	No: <b>X</b>	Yes:
<b>Section 4(f) and Section 6(f) resource impacts?</b>	No: <b>X</b>	Yes:
<b>Sole Source Aquifer Groundwater Assessment required?</b>	No: <b>X</b>	Yes:
<b>Is the project "Likely to Adversely Affect" Threatened and Endangered Species?</b>	No: <b>X</b>	Yes:
<b>Stream impacts greater than 300 linear feet, or work beyond 75 feet from pavement?</b>	No: <b>X</b>	Yes:
<b>Wetland impacts greater than 0.1 acre?</b>	No: <b>X</b>	Yes:
<b>Does the project have historic bridge involvement, or a Section 106 finding of No Adverse Effect / Adverse Effect?</b>	No: <b>X</b>	Yes:

\* Please note, this table is not applicable for state funded CE's.



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**Appendix H: Air Quality**

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Appendix A:  
INDOT Supporting Documentation

**Categorical Exclusion Level Thresholds**  
**CE-1 due to public involvement needed for median U-turns**

	PCE	Level 1	Level 2	Level 3	Level 4 <sup>1</sup>
<b>Section 106</b>	Falls within guidelines of Minor Projects PA	"No Historic Properties Affected"	"No Adverse Effect"	-	"Adverse Effect" Or Historic Bridge involvement <sup>2</sup>
<b>Stream Impacts</b>	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	Individual 404 Permit
<b>Wetland Impacts</b>	No adverse impacts to wetlands	< 0.1 acre	-	< 1 acre	≥ 1 acre
<b>Right-of-way<sup>3</sup></b>	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
<b>Relocations</b>	None	-	-	< 5	≥ 5
<b>Threatened/Endangered Species (Species Specific Programmatic for Indiana bat &amp; northern long eared bat)</b>	"No Effect", "Not likely to Adversely Affect" (Without AMMs <sup>4</sup> or with AMMs required for all projects <sup>5</sup> )	"Not likely to Adversely Affect" (With any other AMMs)	-	"Likely to Adversely Affect"	Project does not fall under Species Specific Programmatic
<b>Threatened/Endangered Species (Any other species)</b>	Falls within guidelines of USFWS 2013 Interim Policy	"No Effect", "Not likely to Adversely Affect"	-	-	"Likely to Adversely Affect"
<b>Environmental Justice</b>	No disproportionately high and adverse impacts	-	-	-	Potential <sup>6</sup>
<b>Sole Source Aquifer</b>	Detailed Assessment Not Required	-	-	-	Detailed Assessment
<b>Floodplain</b>	No Substantial Impacts	-	-	-	Substantial Impacts
<b>Coastal Zone Consistency</b>	Consistent	-	-	-	Not Consistent
<b>National Wild and Scenic River</b>	Not Present	-	-	-	Present
<b>New Alignment</b>	None	-	-	-	Any
<b>Section 4(f) Impacts</b>	None	-	-	-	Any
<b>Section 6(f) Impacts</b>	None	-	-	-	Any
<b>Added Through Lane</b>	None	-	-	-	Any
<b>Permanent Traffic Alteration</b>	None	-	-	-	Any
<b>Coast Guard Permit</b>	None	-	-	-	Any
<b>Noise Analysis Required</b>	No	-	-	-	Yes
<b>Air Quality Analysis Required</b>	No	-	-	-	Yes <sup>7</sup>
<b>Approval Level</b>	Concurrence by INDOT District Environmental or Environmental Services	Yes	Yes	Yes	Yes
<ul style="list-style-type: none"> <li>• District Env. Supervisor</li> <li>• Env. Services Division</li> <li>• FHWA</li> </ul>				Yes	Yes

<sup>1</sup>Coordinate with INDOT Environmental Services. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

<sup>2</sup>Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

<sup>3</sup>Permanent and/or temporary right-of-way.

<sup>4</sup>AMMs = Avoidance and Mitigation Measures.

<sup>5</sup>AMMs determined by the IPAC decision key to be needed that are listed in the USFWS *User's Guide for the Range-wide Programmatic Consultation for Indiana bat and Northern long-eared bat* as "required for all projects".

<sup>6</sup>Potential for causing a disproportionately high and adverse impact.

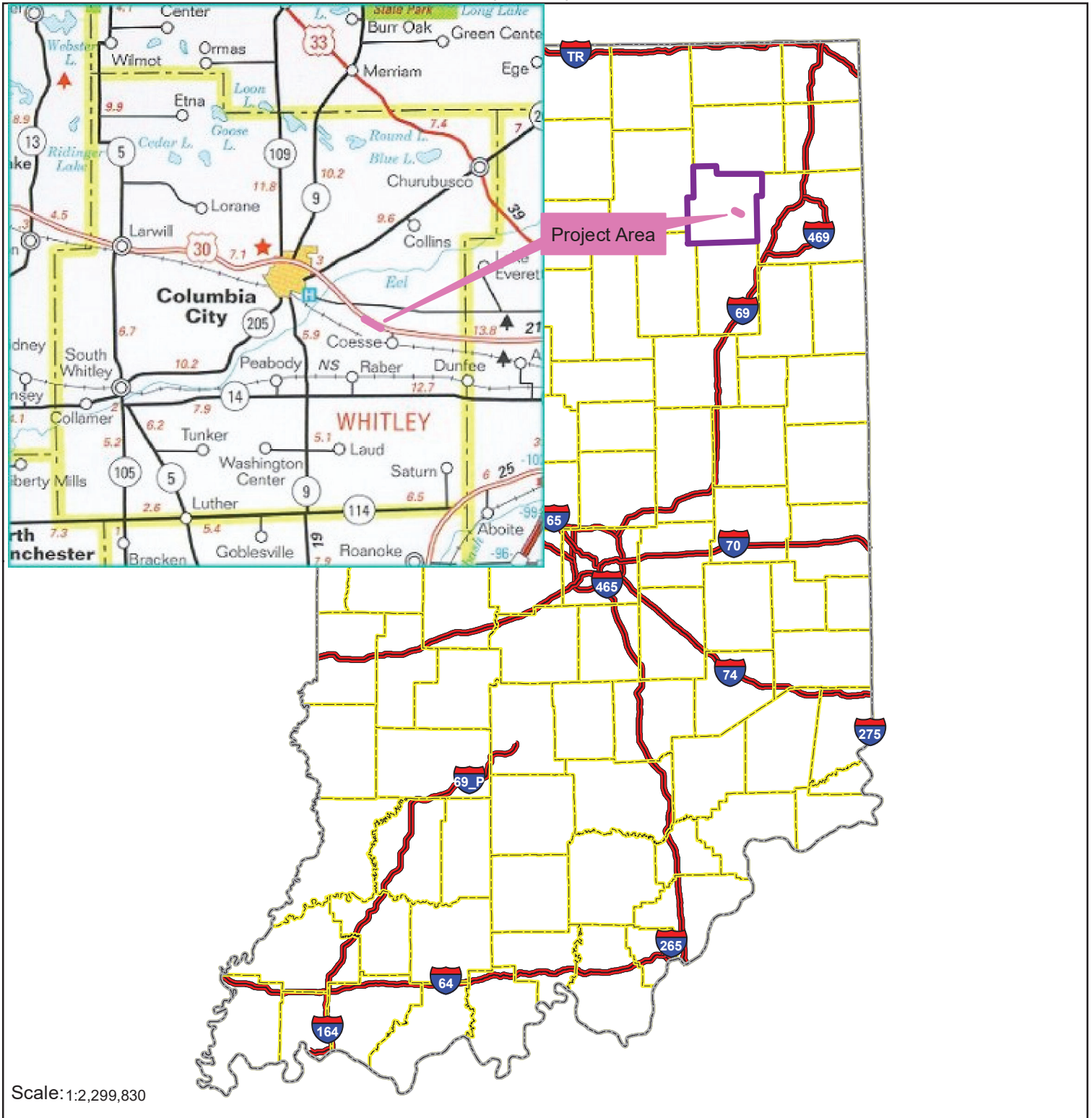
<sup>7</sup>Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

\*Substantial public or agency controversy may require a higher-level NEPA document.

# Appendix B:

## Graphics

Site Location Map  
 Des No. 1600515  
 Other Intersection Improvement  
 US 30, 5.01 miles E of SR 205 (at CR 500 E)  
 RP 116+90 to RP 117+28  
 Whitley County, Indiana



**Sources: Non Orthophotography**




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

**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

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



**Legend**

-  State Boundary
-  County Boundaries
- Highways**
-  Interstates

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





Aerial Map  
 Des. No. 1600515, Other Intersection Improvement  
 US 30 5.01 miles E of SR 205 (at CR 500 E)  
 RP 116+90 to RP 117+28  
 Whitley County, Indiana



National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U.S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal

1:10,000

0 0.075 0.15 0.3 Miles



Sources: Imagery\2016 NAIP  
 Columbia City, Indiana Quadrangle  
 Township 31N, Range 10E, Section 21, 22

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

**Legend**

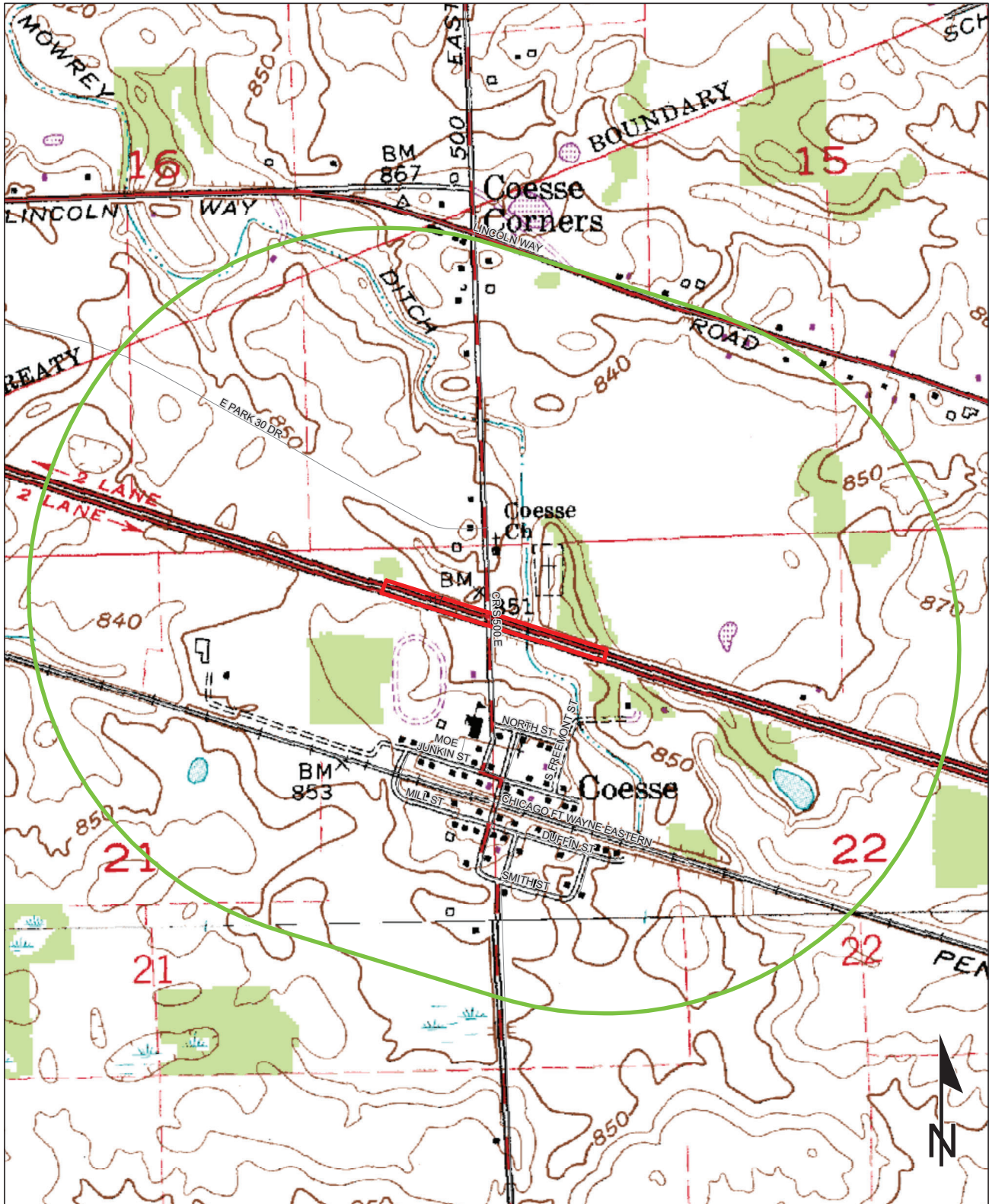
**State Routes**

**Highways**

- Interstates
- State Routes
- US Routes
- Local Road



Red Flag Investigation - Topographic Map  
 US 30, 5.01 mi E of SR 205  
 Des. No. 1600515, Other Intersection Improvement  
 Whitley County, Indiana

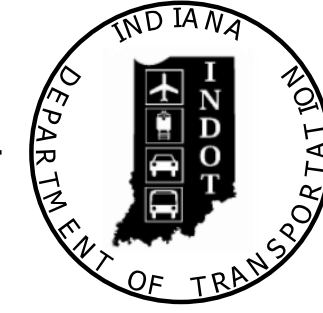


Sources: 0.15 0.075 0 0.15 Miles  
**Non Orthophotography**  
**Data** - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83  
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

**COLUMBIA CITY QUADRANGLE**  
**INDIANA**  
**7.5 MINUTE SERIES**  
**(TOPOGRAPHIC)**

PROJECT	DESIGNATION
1600515	1600515
CONTRACT	BRIDGE FILE
R-41086	N/A

# INDIANA DEPARTMENT OF TRANSPORTATION



## ROAD PLANS

ROUTE: U.S. 30 FROM: RP 116+94 TO: RP 117+25

PROJECT NO.

1600515 P.E.

R/W

1600515 CONST.

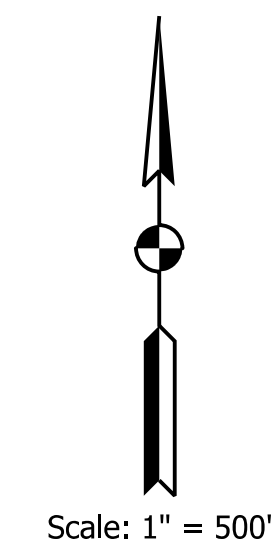
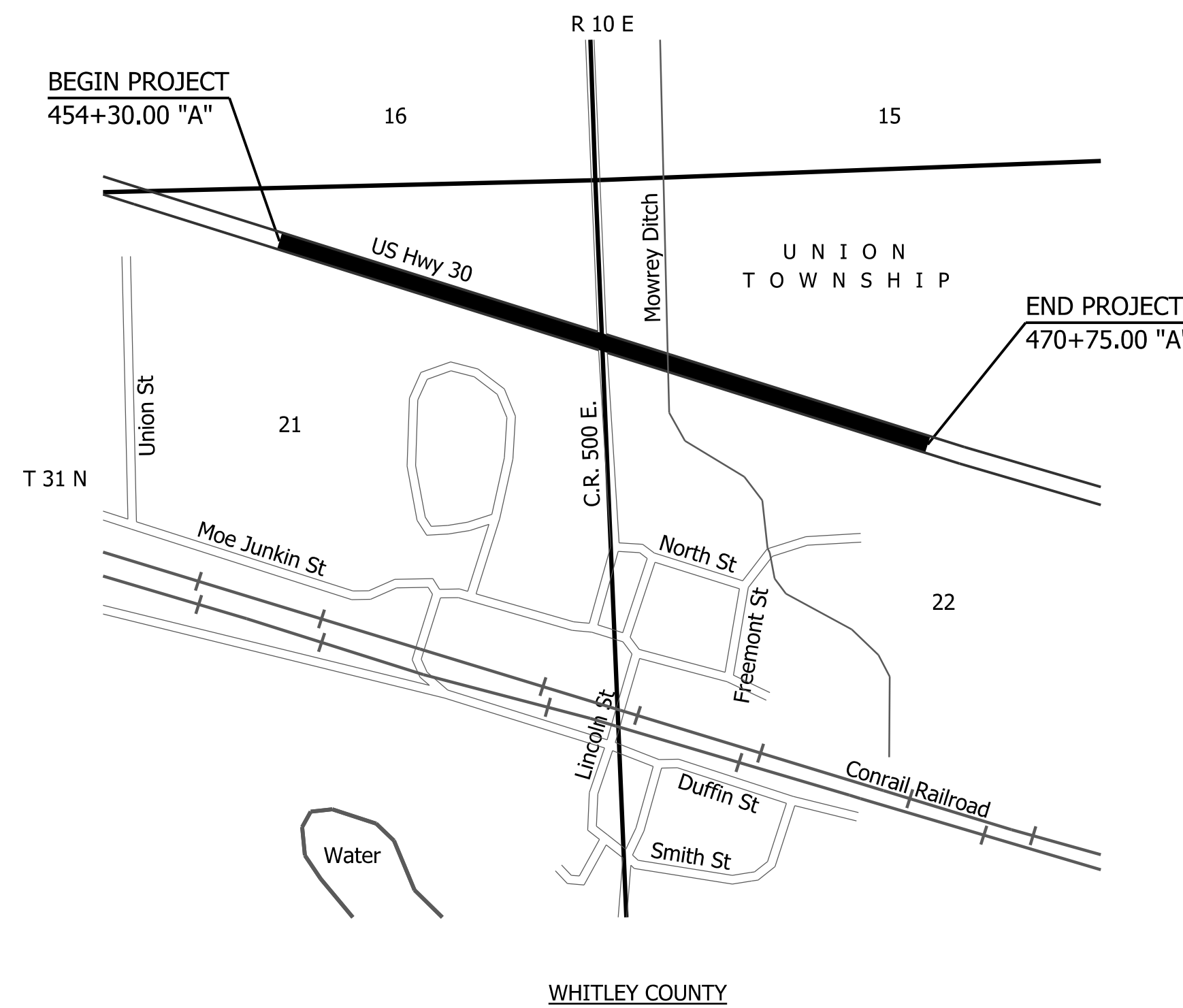
NO ADDITIONAL RIGHT OF WAY IS REQUIRED FOR THIS PROJECT

**REVIEWED**

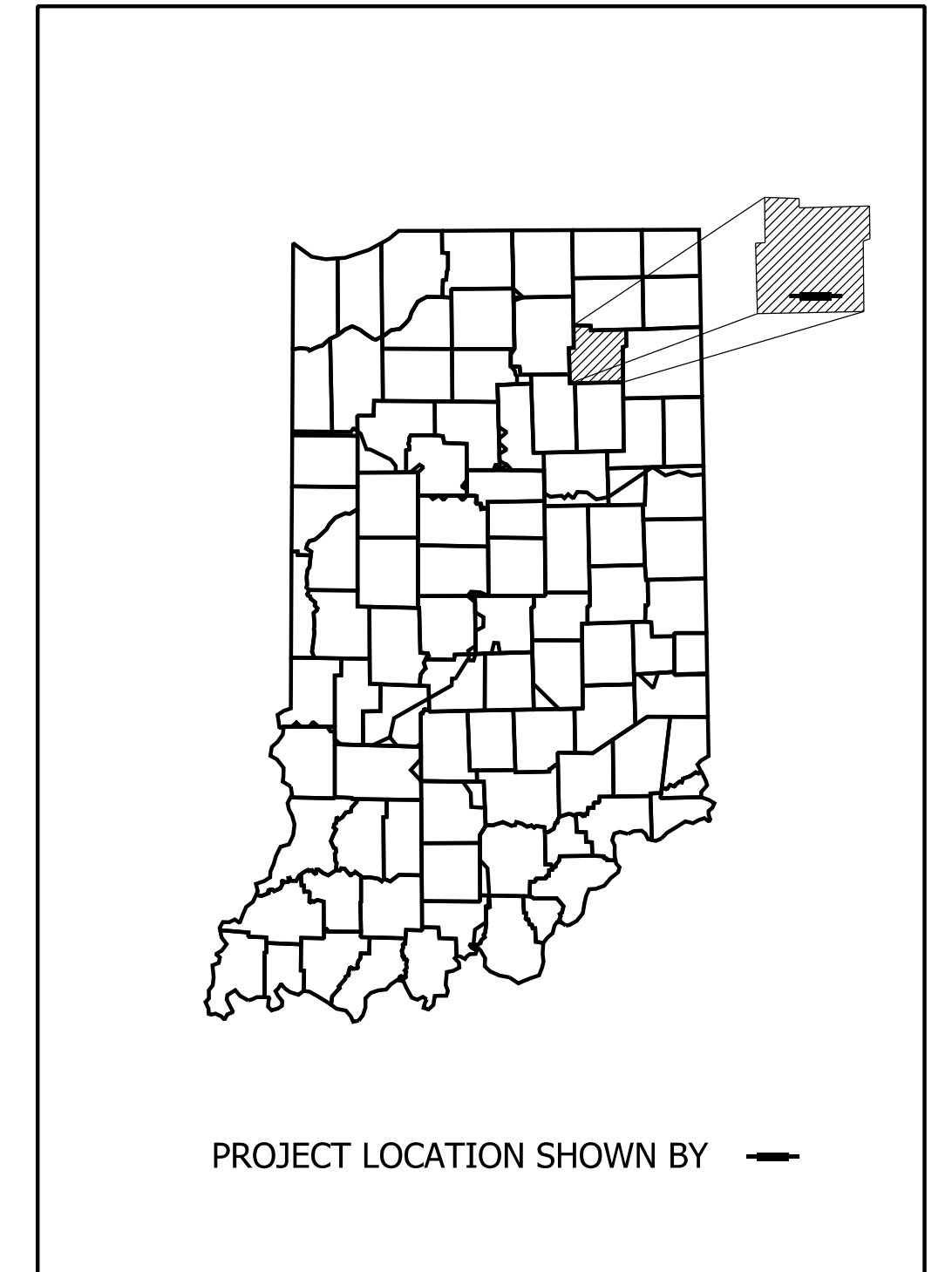
By Mark A. Ober, PS, PMP at 11:53 am, Mar 04, 2019

Gross Length: 0.31 MI.  
 Net Length: 0.31 MI.  
 Maximum Grade: Exist. %

Project Description: Intersection Improvement on U.S. 30 at CR 500E.  
 The Project is Located 5.01 Miles E of SR 205  
 in Sections 21, 22, T 31 N, R 10 E, Union Township, Whitley County, Indiana.



TRAFFIC DATA		
A.A.D.T. (2019)	27,803	V.P.D.
A.A.D.T. (2039)	33,900	V.P.D.
D.H.V	8%	V.P.H.
DIRECTIONAL DISTRIBUTION	53%	%
TRUCKS	23%	% A.A.D.T. % D.H.V.
DESIGN DATA		
DESIGN SPEED	60	M.P.H.
PROJECT DESIGN CRITERIA	3R NON-FREEWAY	
FUNCTIONAL CLASSIFICATION	PRINCIPAL ARTERIAL	
RURAL/URBAN	RURAL	
TERRAIN	LEVEL	
ACCESS CONTROL	PARTIAL	



LATITUDE: 41° 07' 48" N LONGITUDE: 85° 23' 45" W  
 HUC CODE: 051201040204

STAGE 1 PLANS  
 SUBMITTED BY: American Structurepoint  
 DATE: 02-07-2019

INDIANA DEPARTMENT OF TRANSPORTATION  
 STANDARD SPECIFICATIONS DATED 2019  
 TO BE USED WITH THESE PLANS.



PLANS PREPARED BY: American Structurepoint, Inc. (317) 547-5580 PHONE NUMBER  
 CERTIFIED BY: \_\_\_\_\_ DATE  
 APPROVED FOR LETTING: \_\_\_\_\_ INDIANA DEPARTMENT OF TRANSPORTATION DATE

BRIDGE FILE	N/A
DESIGNATION	1600515
SURVEY BOOK	N/A
CONTRACT	R-41086
SHEETS	1 of 29
PROJECT	1600515

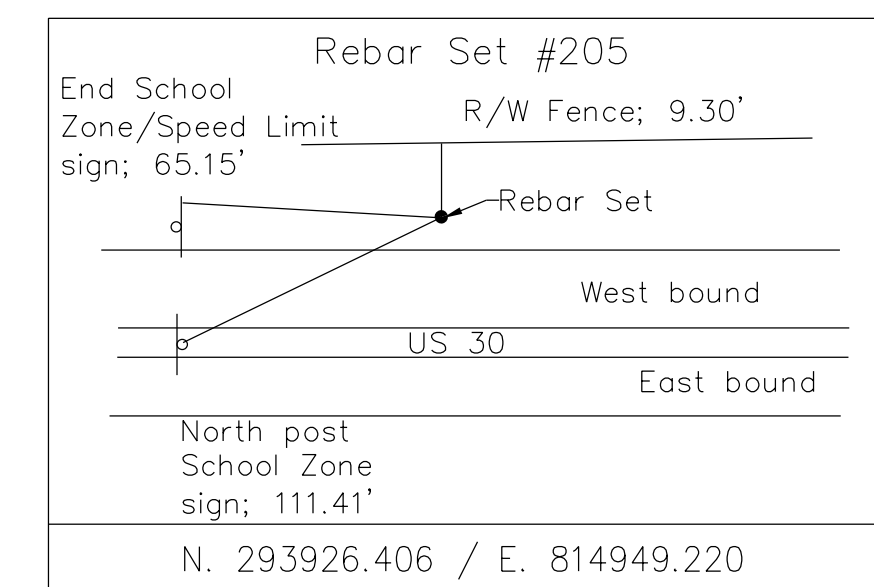
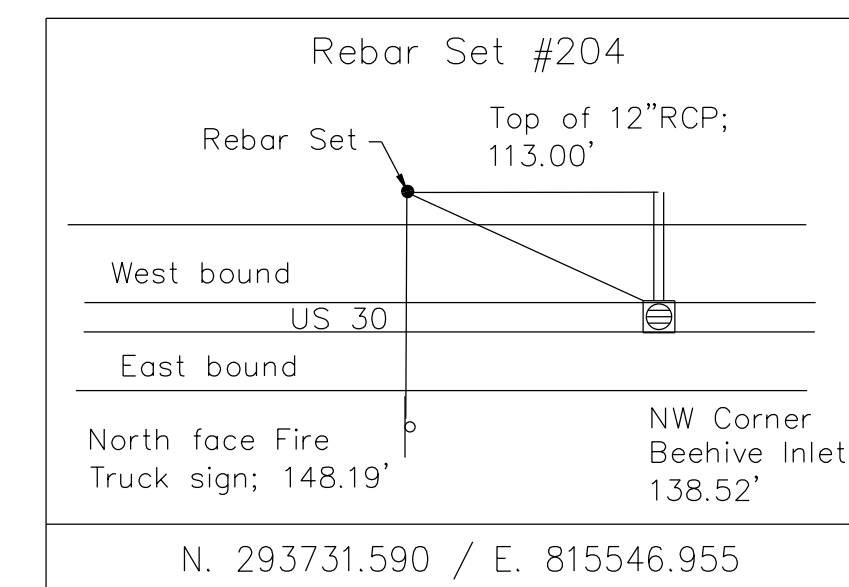
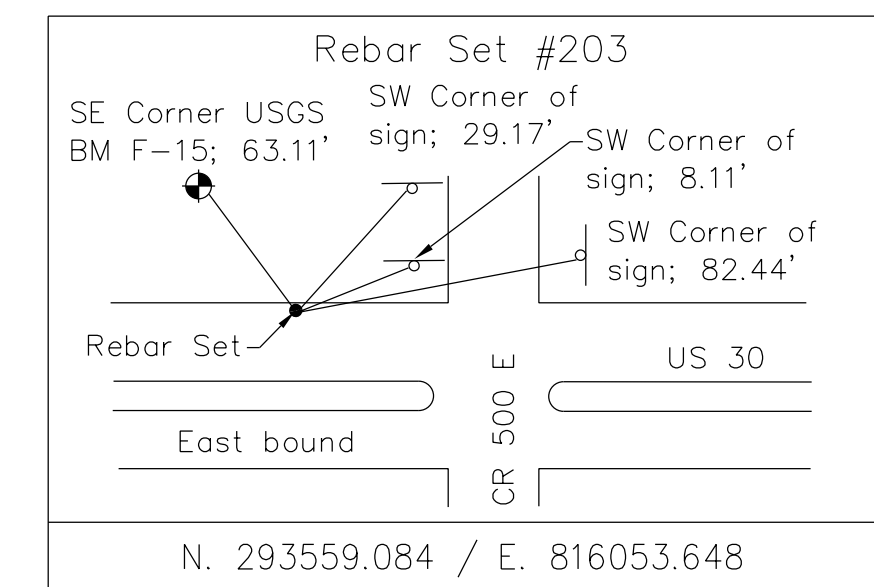
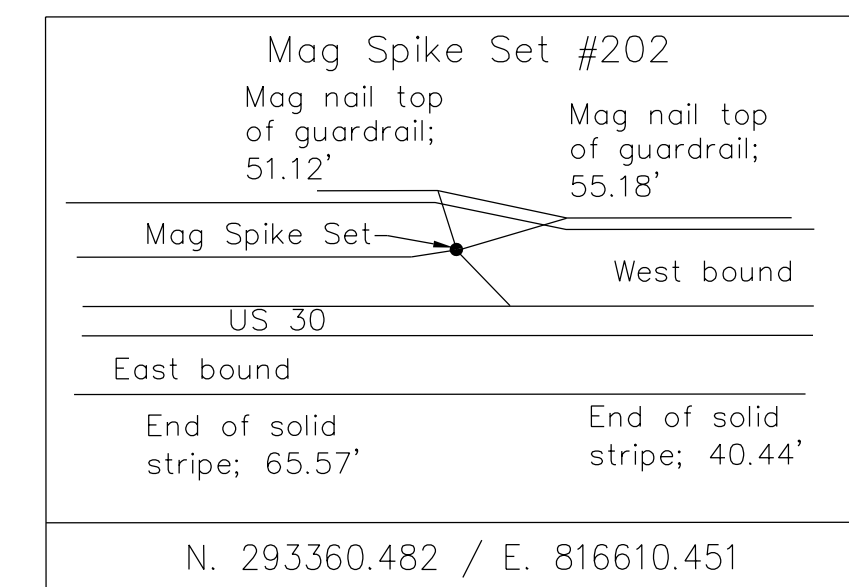
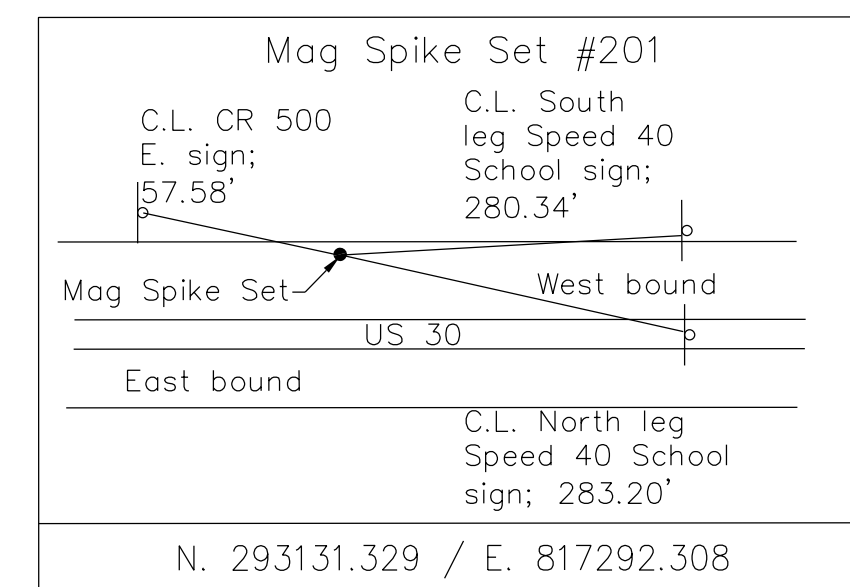
UTILITIES		
<b>ELECTRIC</b> AEP - Transmission 8500 Smiths Mill Rd. New Albany, OH 43054 (614) 933-2297 Contact: Joshua Adams	<b>GAS</b> NIPSCO 1501 Hale Ave. Fort Wayne, IN 46802 (260) 439-1315 Contact: Patrick Loeffler	<b>COMMUNICATIONS</b> AT&T 101 N. Saint Mary St. San Antonio, TX 78215 (630) 383-9249 Contact: Kenneth Colwell
Northeastern REMC 4901 East Park 30 Drive Columbia City, IN 46725 (260) 625-3700 Contact: Brad Deutsch	<b>STORM WATER</b> Columbia City Stormwater 316 S. Towerview Dr. Columbia City IN 46725 (260) 248-5118 Contact: Mike Shoda	CenturyLink - Indiana 1201 E. Business 30 Columbia City, IN 46725 (260) 248-2238 Contact: Lauren Gant
Columbia City Electric 316 S. Towerview Dr. Columbia City, IN 46725 (260) 248-8951 Contact: Shawn Lickey	<b>WASTEWATER</b> Columbia City Wastewater 316 S. Towerview Dr. Columbia City IN 46725 (260) 248-5131 Contact: Kelly Cearbaugh	Wanrack, LLC Contact: Sherrie Lynn sherrie.lynn@wanrack.com
	<b>WATER</b> Columbia City Water 316 S. Towerview Dr. Columbia City, IN 46725 (260) 248-5118 Contact: Mike Shoda	

GENERAL NOTES	
**	All earth shoulders, median areas, and cut and fill slopes shall be plain or mulch seeded except where sodding is specified
	The final cross sections of the grading contract will be the original cross sections of the paving contract. However, partial or complete cross sections shall be taken if necessary to determine the actual excavation quantities.
	The paper relocation will be cross sectioned by the Engineer before construction.
	Existing asphalt pavement located outside the construction limits, between Sta. _____ and Sta. _____, shall be removed as directed.
	The quantity of peat excavation shown on the plans has been estimated on the basis of theoretical cross sections by using treatment of existing fills, treatment by removal, or treatment by displacement, where each treatment applies.
**	All limited access right-of-way (L.A. R/W) is to be fenced with chain link type fence (CLTF) or farm field type fence (FFTF) where specified in the plans.
	Contractor shall verify existing flowline elevations to set the appropriate sump depth.

\*\* REPRESENTS GENERAL NOTES REQUIRED

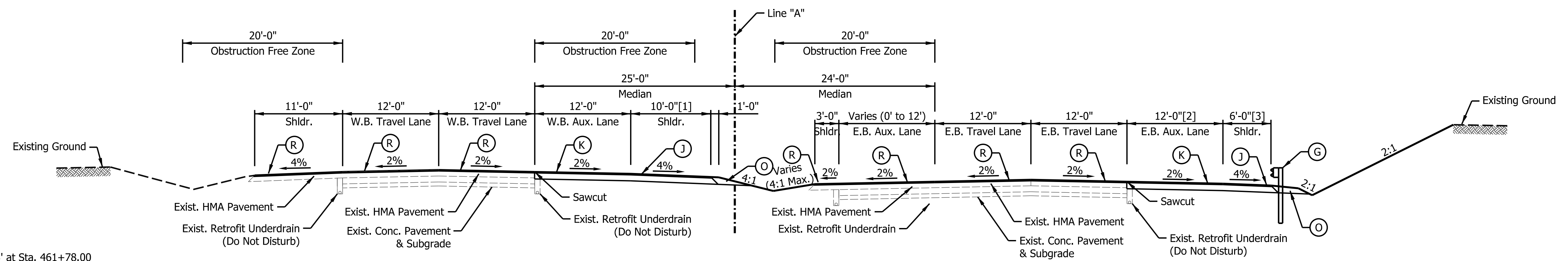
INDEX	
SHEET NO.	DRAWING INDEX
1	Title Sheet
2	Index & General Notes
3	Typical Cross Sections
4 - 6	Plan and Profiles
7 - 9	Signing Details
10 - 12	Pavement Marking Details
13 - 29	Cross Sections

REVISIONS		
SHEET NO.	DATE	REVISED



		RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE N/A	BRIDGE FILE N/A
		DESIGNED: JSB	DRAWN: JSB			VERTICAL SCALE N/A	DESIGNATION 1600515
		CHECKED: SMC	CHECKED: SMC		INDEX AND GENERAL NOTES	SURVEY BOOK N/A	SHEETS 2 of 29
						CONTRACT R-41086	PROJECT 1600515

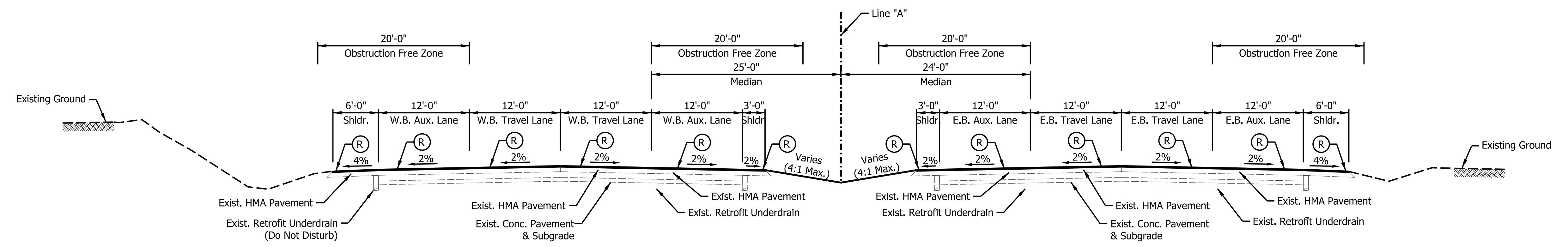




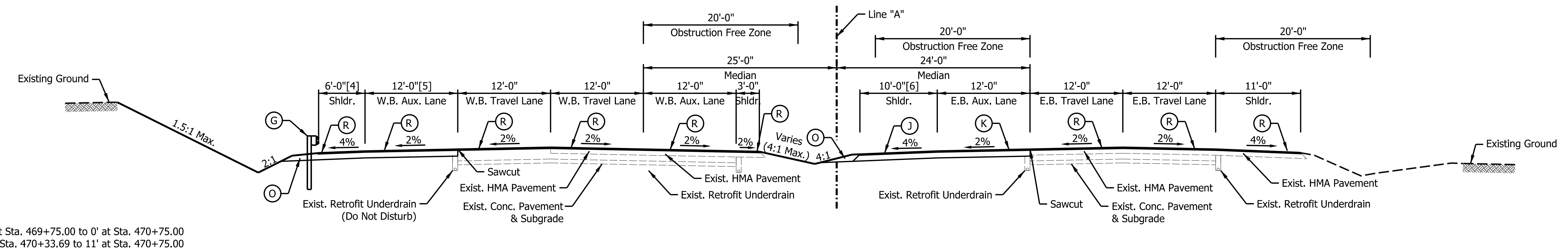
[1] Varies from 10' at Sta. 460+78.00 to 3' at Sta. 461+78.00

US 30 - Typical Section  
 Sta. 455+30.00 "A" WB to Sta. 461+78.00 "A" WB  
 Sta. 454+30.00 "A" EB to Sta. 457+65.00 "A" EB

[2] Varies from 0' at Sta. 454+30.00 to 12' at Sta. 455+30.00  
 [3] Varies from 11' at Sta. 454+30.00 to 6' at Sta. 454+71.31



US 30 - Typical Section  
 Sta. 461+78.00 "A" WB to Sta. 466+75.00 "A" WB  
 Sta. 457+65.00 "A" EB to Sta. 463+00.00 "A" EB



[4] Varies from 12' at Sta. 469+75.00 to 0' at Sta. 470+75.00  
 [6] Varies from 6' at Sta. 470+33.69 to 11' at Sta. 470+75.00

US 30 - Typical Section  
 Sta. 466+75.00 "A" WB to Sta. 470+75.00 "A" WB  
 Sta. 463+00.00 "A" EB to Sta. 469+75.00 "A" EB

[6] Varies from 3' at Sta. 463+00.00 to 10' at Sta. 464+00.00

**LEGEND**

- (G) Guardrail, MGS W-Beam, 6'-3" Post Spacing
- (K) Full Depth Pavement  
165 #/Syd QC/QA-HMA, X, XX, Surface, 9.5mm, on  
XXX #/Syd QC/QA-HMA, X, XX, Intermediate, 19.0mm, on  
XXX #/Syd QC/QA-HMA, X, XX, Base, 19.0mm, on  
Subgrade Treatment, Type IC
- (K1) Widening with HMA, Type C
- (O) Variable Depth Compacted Aggregate, No. 53
- (R) 165 #/Syd QC/QA-HMA, X, XX Surface, 9.5mm, on  
Milling, Asphalt, 1.5 in.
- (S) Saw Cut (Not a Pay Item)
- (U) Underdrain
- (22) Concrete Center Curb, Type D, Modified
- (26) Mulched Seeding, R

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JSB	DRAWN: JSB	
CHECKED: SMC	CHECKED: SMC	

INDIANA  
DEPARTMENT OF TRANSPORTATION

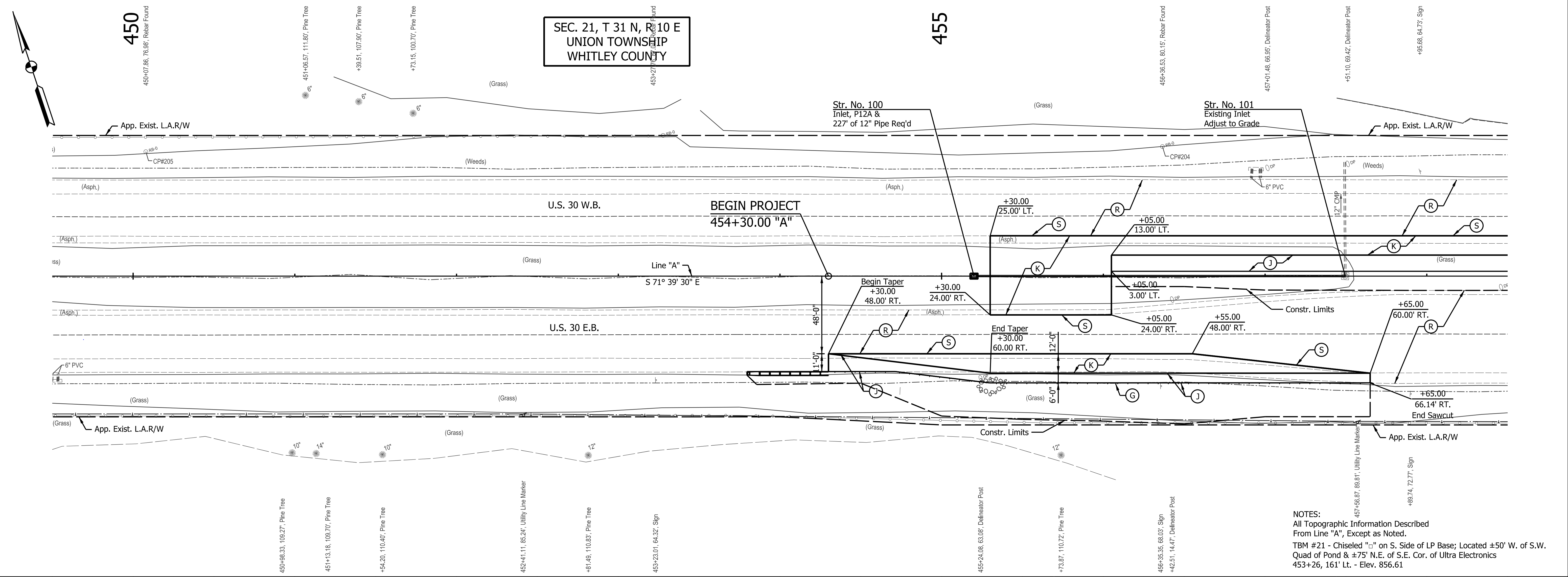
TYPICAL CROSS SECTIONS  
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1/8" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION
N/A	1600515
SURVEY BOOK	SHEETS
N/A	3 of 29
CONTRACT	PROJECT
R-41086	1600515

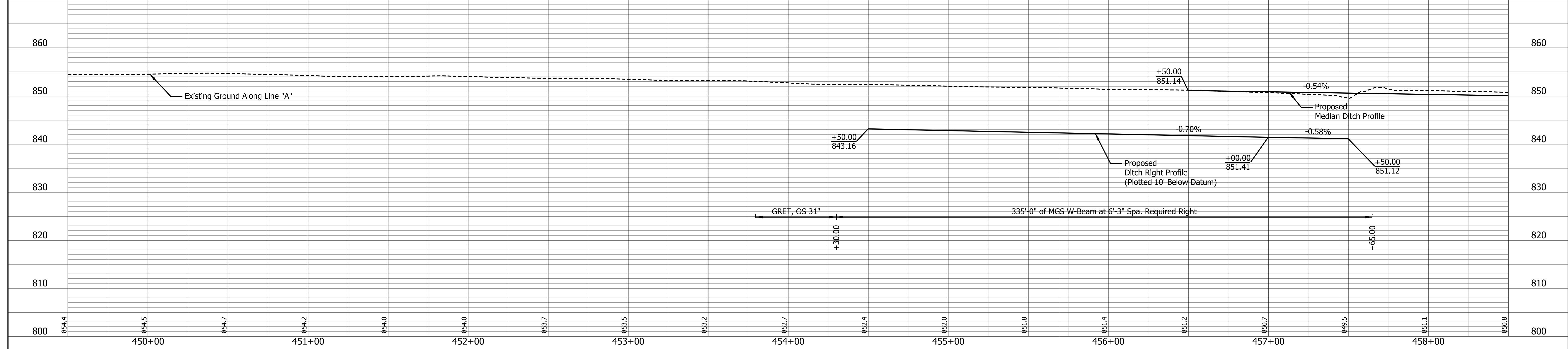
SEC. 21, T 31 N, R 10 E  
UNION TOWNSHIP  
WHITLEY COUNTY

450

455



NOTES:  
All Topographic Information Described From Line "A", Except as Noted.  
TBM #21 - Chiseled "C" on S. Side of LP Base; Located ±50' W. of S.W. Quad of Pond & ±75' N.E. of S.E. Cor. of Ultra Electronics 453+26, 161' Lt. - Elev. 856.61



DATE	REVISION

**LEGEND**

(G) Guardrail, MGS W-Beam, 6'-3" Post Spacing	(R) 165 #/Syd QC/QA-HMA, X, XX Surface, 9.5mm, on Milling, Asphalt, 1.5 in.
(K) Full Depth Pavement (See Typical Sections)	(S) Saw Cut (Not a Pay Item)
(J) Full Depth Shoulder (See Typical Sections)	(26) Mulched Seeding, R
(O) Variable Depth Compacted Aggregate, No. 53	

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JSB	DRAWN: JSB	
CHECKED: SMC	CHECKED: SMC	

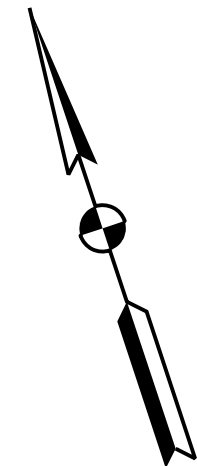
**INDIANA  
DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE  
LINE "A"**

HORIZONTAL SCALE 1" = 30'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 10'	DESIGNATION 1600515
SURVEY BOOK N/A	SHEETS 4 of 29
CONTRACT R-41086	PROJECT 1600515

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Indiana\_Shader.ctb



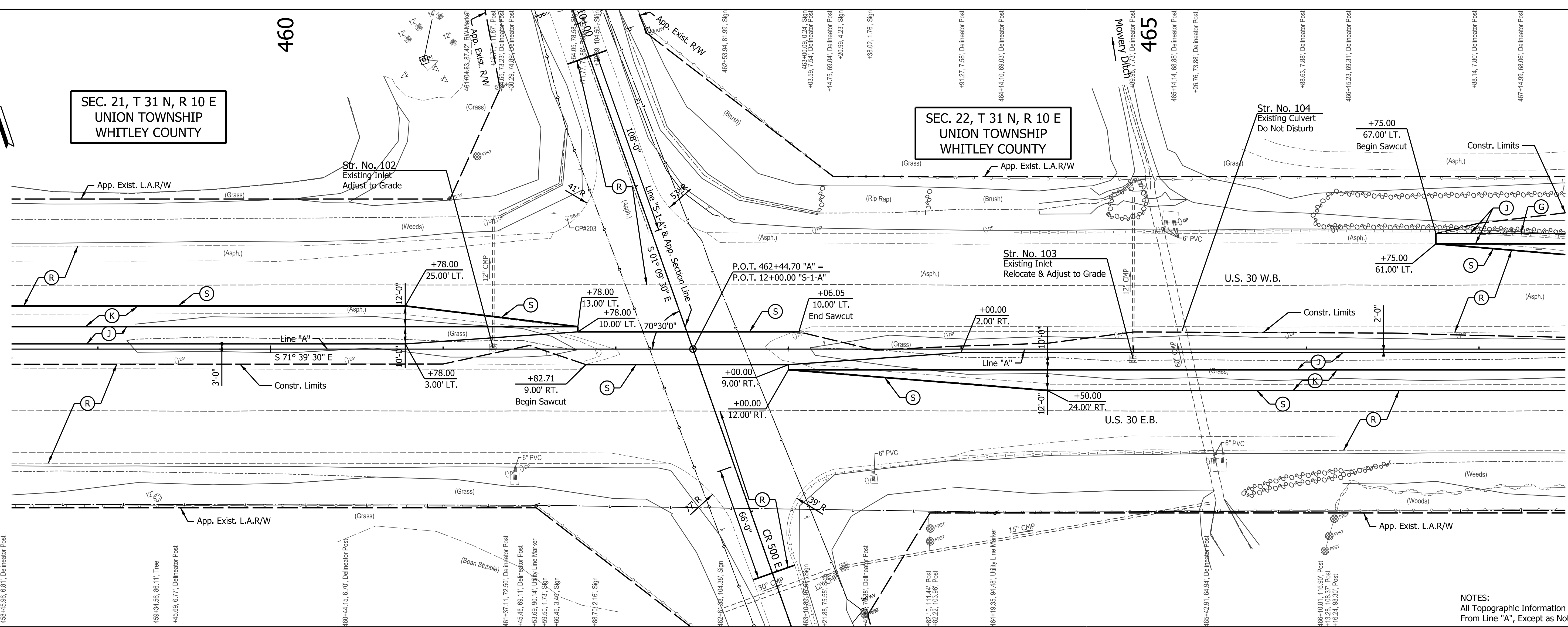


SEC. 21, T 31 N, R 10 E  
UNION TOWNSHIP  
WHITLEY COUNTY

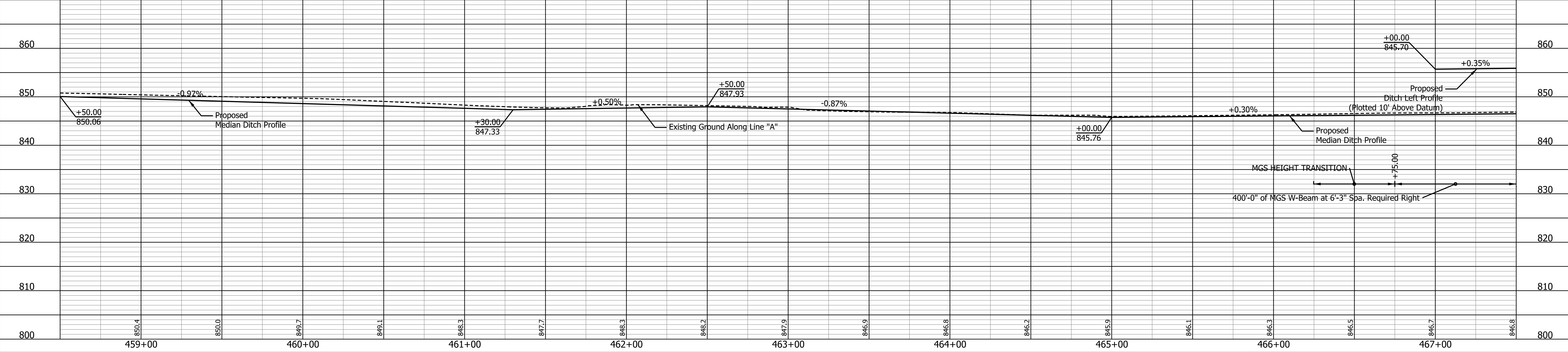
SEC. 22, T 31 N, R 10 E  
UNION TOWNSHIP  
WHITLEY COUNTY

460

465



NOTES:  
All Topographic Information Described  
From Line "A", Except as Noted.



DATE	REVISION

**LEGEND**

(G) Guardrail, MGS W-Beam, 6'-3" Post Spacing	(R) 165 #/Syd QC/QA-HMA, X, XX Surface, 9.5mm, on Milling, Asphalt, 1.5 in.
(K) Full Depth Pavement (See Typical Sections)	(S) Saw Cut (Not a Pay Item)
(J) Full Depth Shoulder (See Typical Sections)	(26) Mulched Seeding, R
(O) Variable Depth Compacted Aggregate, No. 53	

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JSB	DRAWN: JSB	
CHECKED: SMC	CHECKED: SMC	

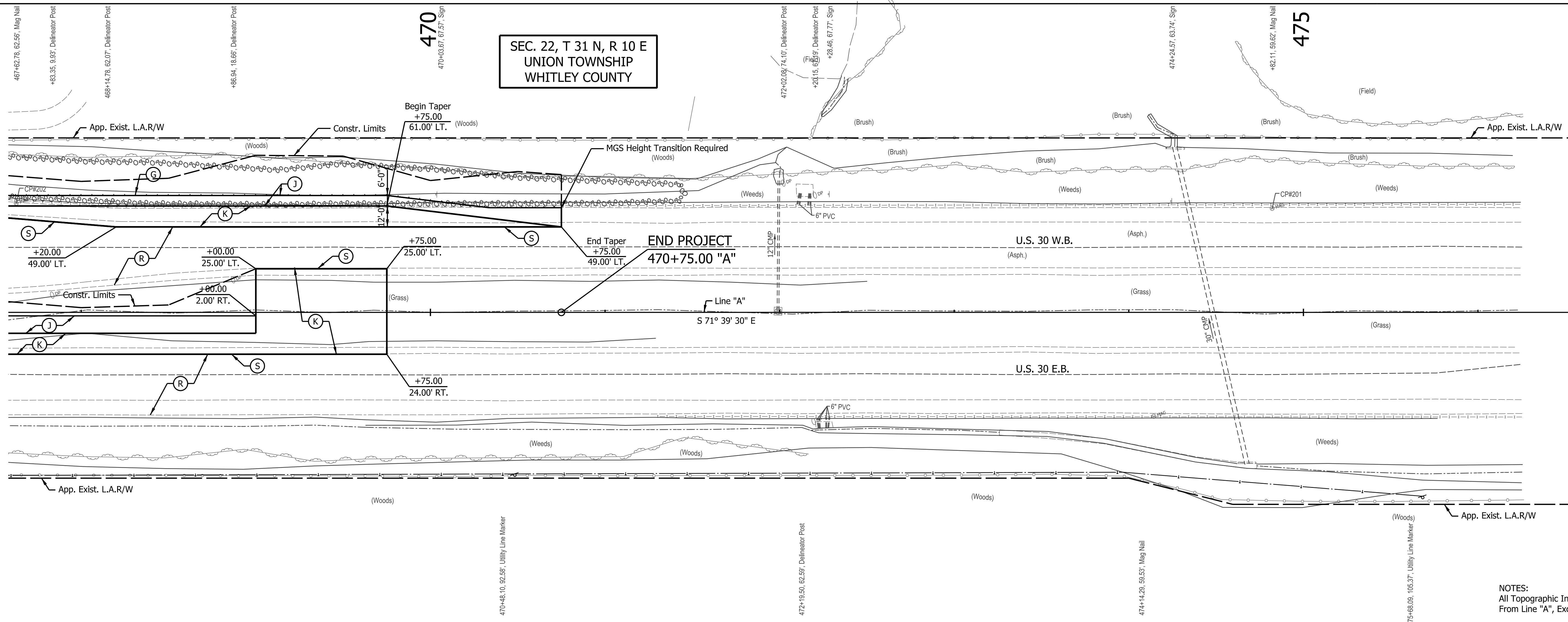
**INDIANA**  
**DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE**  
**LINE "A"**

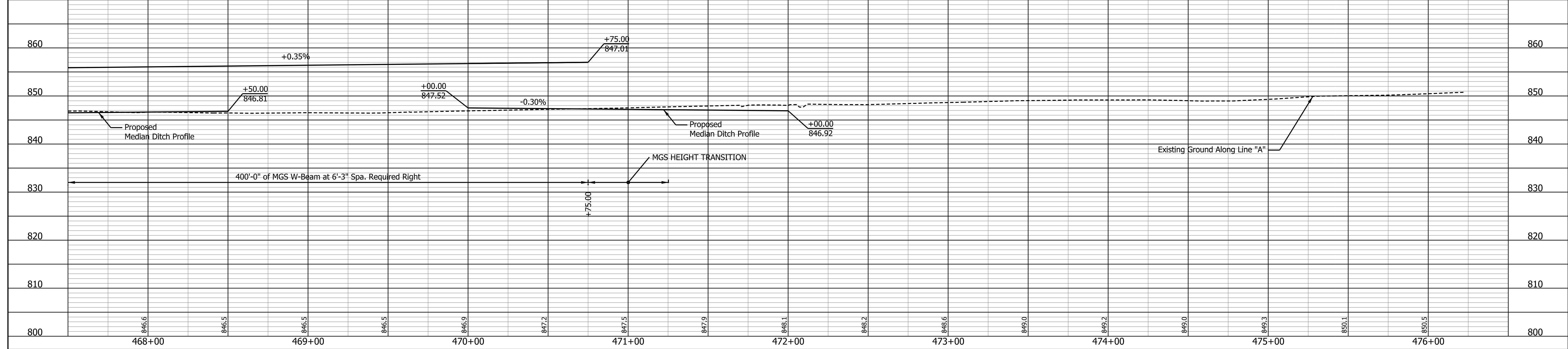
HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION
1" = 10'	1600515
SURVEY BOOK	SHEETS
N/A	5 of 29
CONTRACT	PROJECT
R-41086	1600515

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SEC. 22, T 31 N, R 10 E  
UNION TOWNSHIP  
WHITLEY COUNTY



NOTES:  
All Topographic Information Described  
From Line "A", Except as Noted.



DATE	REVISION

**LEGEND**

(G) Guardrail, MGS W-Beam, 6'-3" Post Spacing	(R) 165 #/Syd QC/QA-HMA, X, XX Surface, 9.5mm, on Milling, Asphalt, 1.5 in.
(K) Full Depth Pavement (See Typical Sections)	(S) Saw Cut (Not a Pay Item)
(J) Full Depth Shoulder (See Typical Sections)	(26) Mulched Seeding, R
(O) Variable Depth Compacted Aggregate, No. 53	

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JSB	DRAWN: JSB	
CHECKED: SMC	CHECKED: SMC	

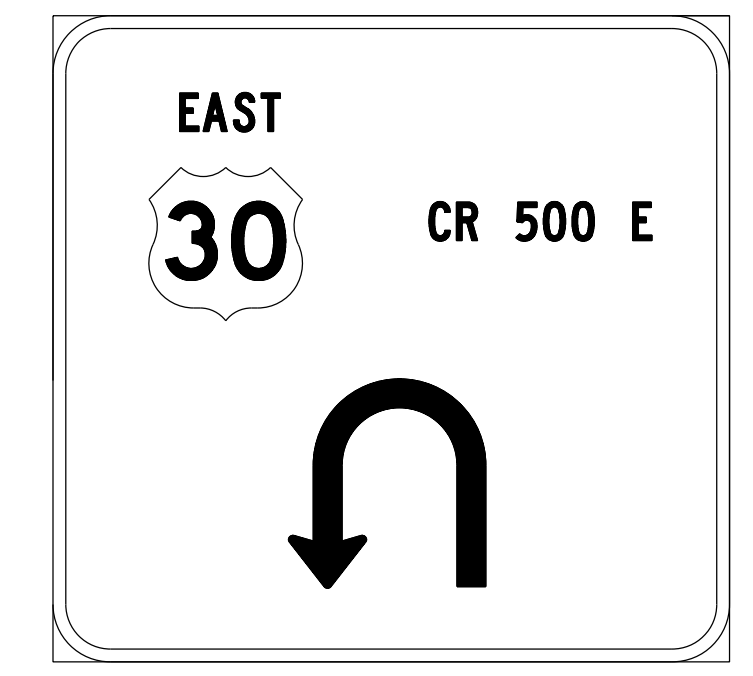
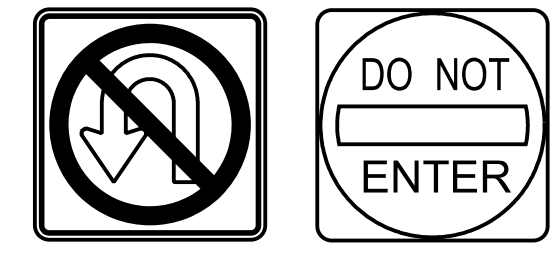
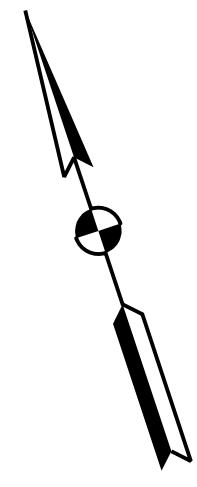
**INDIANA  
DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE  
LINE "A"**

HORIZONTAL SCALE 1" = 30'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 10'	DESIGNATION 1600515
SURVEY BOOK N/A	SHEETS 6 of 29
CONTRACT R-41086	PROJECT 1600515

450

455



U.S. 30 W.B.

U.S. 30 E.B.

BEGIN PROJECT  
454+30.00 "A"

Line "A"

50

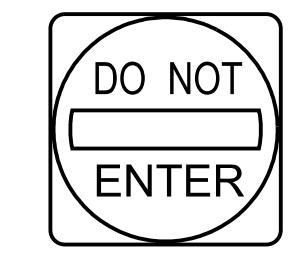
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50

NOTE TO REVIEWER:  
SIGN AND PAVEMENT MARKING DETAILS  
INCLUDED FOR INFORMATION ONLY  
TO BETTER DISPLAY PROJECT INTENT

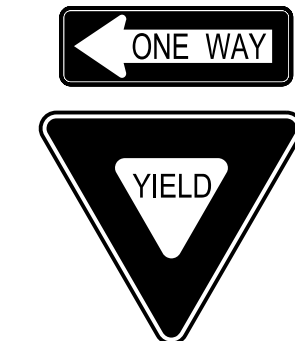
LEGEND

- Ground Mounted Sheet Sign
- Ground Mounted Panel Sign
- No Change Required to Existing Sign and Supports
- Remove Existing Sheet Sign and Supports
- Remove Existing Ground Mounted Panel Sign, Supports and Foundations
- Existing Sheet Sign on New Supports
- Existing Panel Sign on New Supports
- Existing Panel Sign and Supports on New Foundation
- Sign to be Located by Field Engineer
- Delineator Post, Flexible, Type 1 (Yellow)

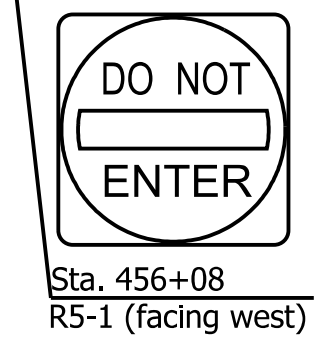


Sta. 455+17  
R5-1 (facing east)

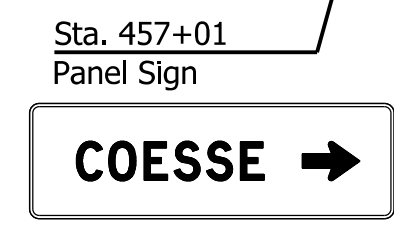
Sta. 455+28  
R6-1(L)  
R1-2



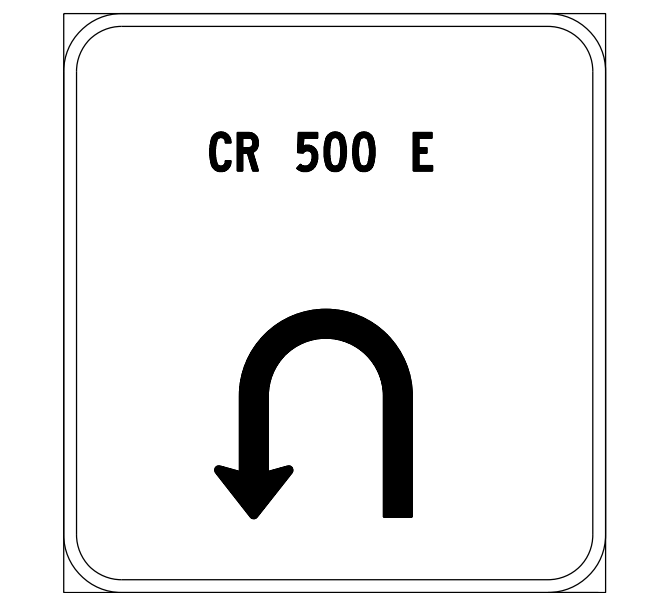
Sta. 455+36  
M3-2 (S) (East)  
MI-4 (S) ("30")  
D3-1  
M6-1 (L)(S)



Sta. 456+08  
R5-1 (facing west)



Sta. 457+01  
Panel Sign



Sta. 457+82  
Panel Sign

NOTES:  
All Stationing Described  
From Line "A", Except as Noted.

DATE	REVISION

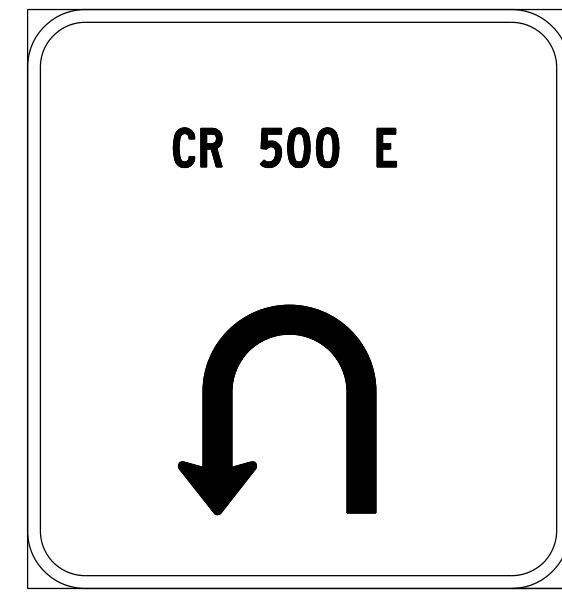
RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: JSB	DRAWN: JSB	
CHECKED: SMC	CHECKED: SMC	

INDIANA DEPARTMENT OF TRANSPORTATION	
SIGNING DETAILS	

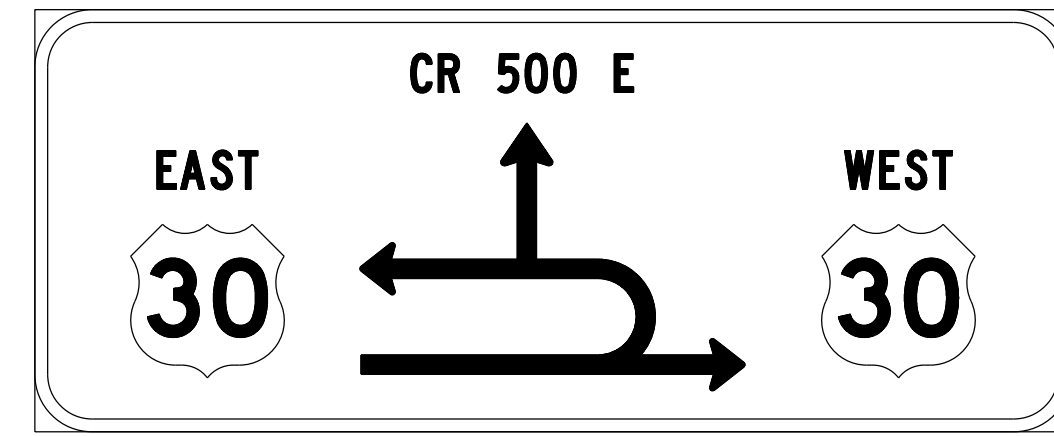
HORIZONTAL SCALE 1" = 30'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1600515
SURVEY BOOK N/A	SHEETS 7 of 29
CONTRACT R-41086	PROJECT 1600515

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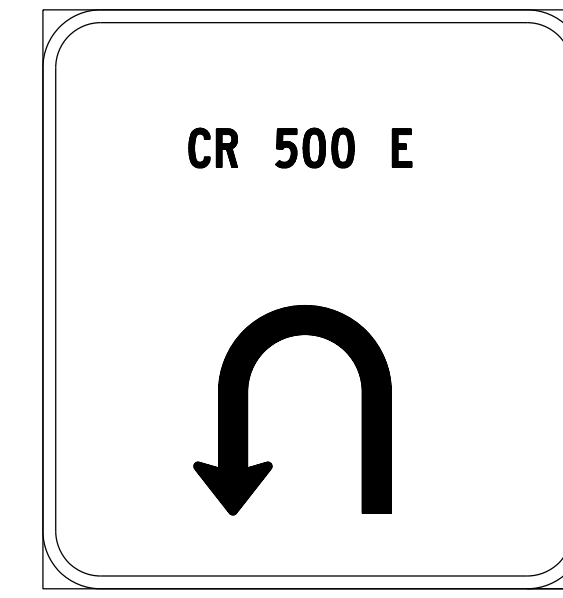




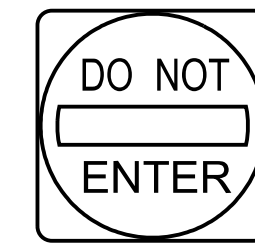
Sta. 460+75  
Panel Sign



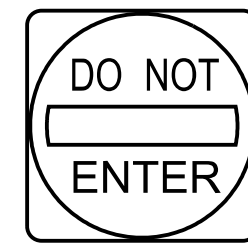
Sta. 462+30  
Panel Sign



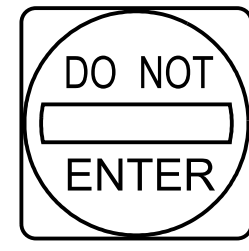
Sta. 467+47  
Panel Sign



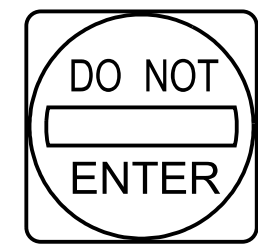
Sta. 463+11  
R5-1 (facing west)



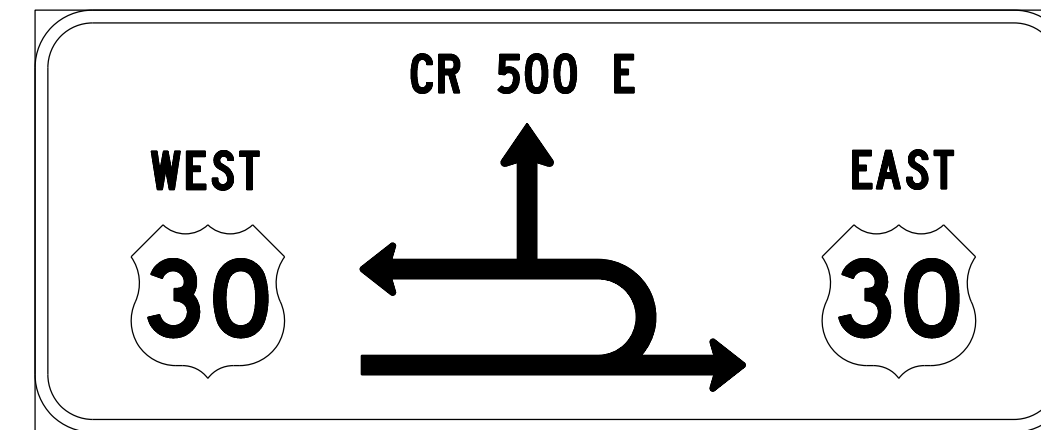
Sta. 463+11  
R5-1 (facing west)



Sta. 461+78  
R5-1 (facing east)



Sta. 461+78  
R5-1 (facing east)



Sta. 462+59  
Panel Sign

LEGEND

- Ground Mounted Sheet Sign
- Ground Mounted Panel Sign
- No Change Required to Existing Sign and Supports
- Remove Existing Sheet Sign and Supports
- Remove Existing Ground Mounted Panel Sign, Supports and Foundations
- Existing Sheet Sign on New Supports
- Existing Panel Sign on New Supports
- Existing Panel Sign and Supports on New Foundation
- Sign to be Located by Field Engineer
- Delineator Post, Flexible, Type 1 (Yellow)

NOTE TO REVIEWER:  
SIGN AND PAVEMENT MARKING DETAILS  
INCLUDED FOR INFORMATION ONLY  
TO BETTER DISPLAY PROJECT INTENT

NOTES:  
All Stationing Described  
From Line "A", Except as Noted.

DATE	REVISION

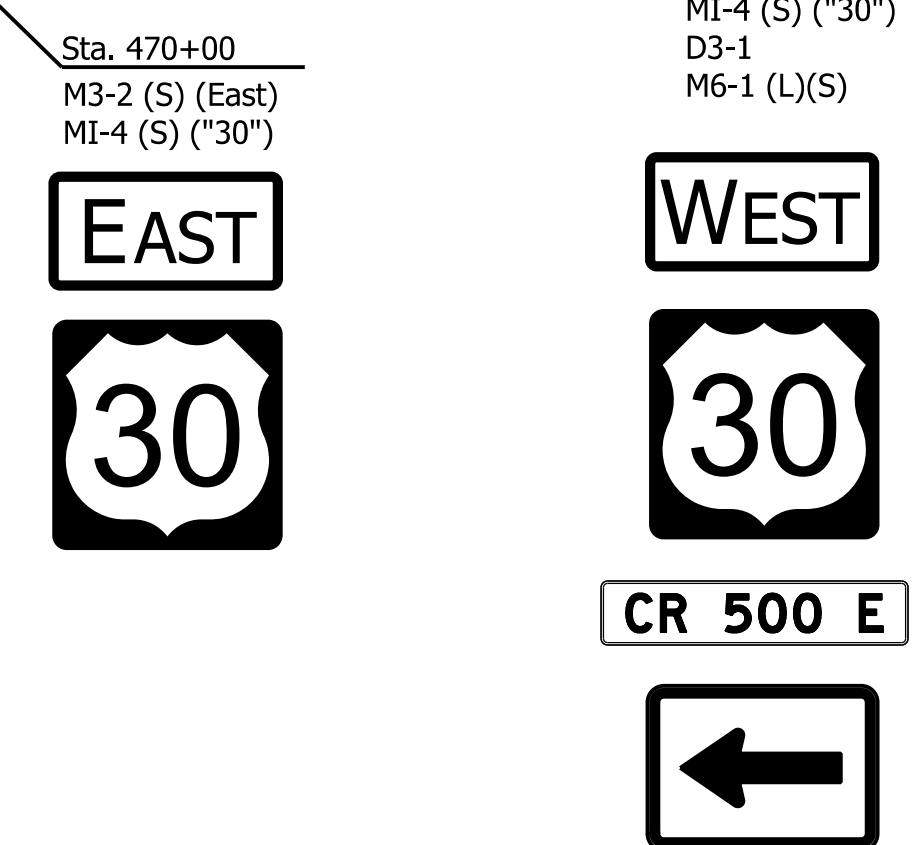
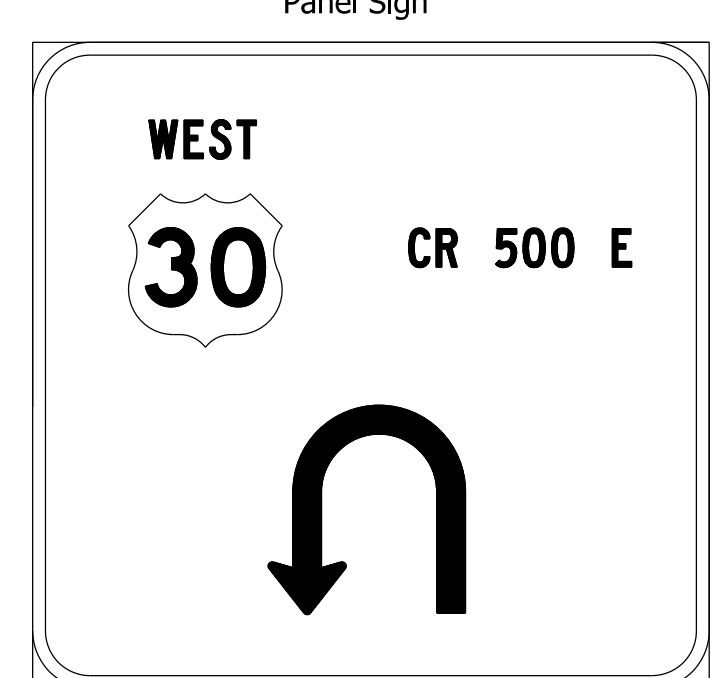
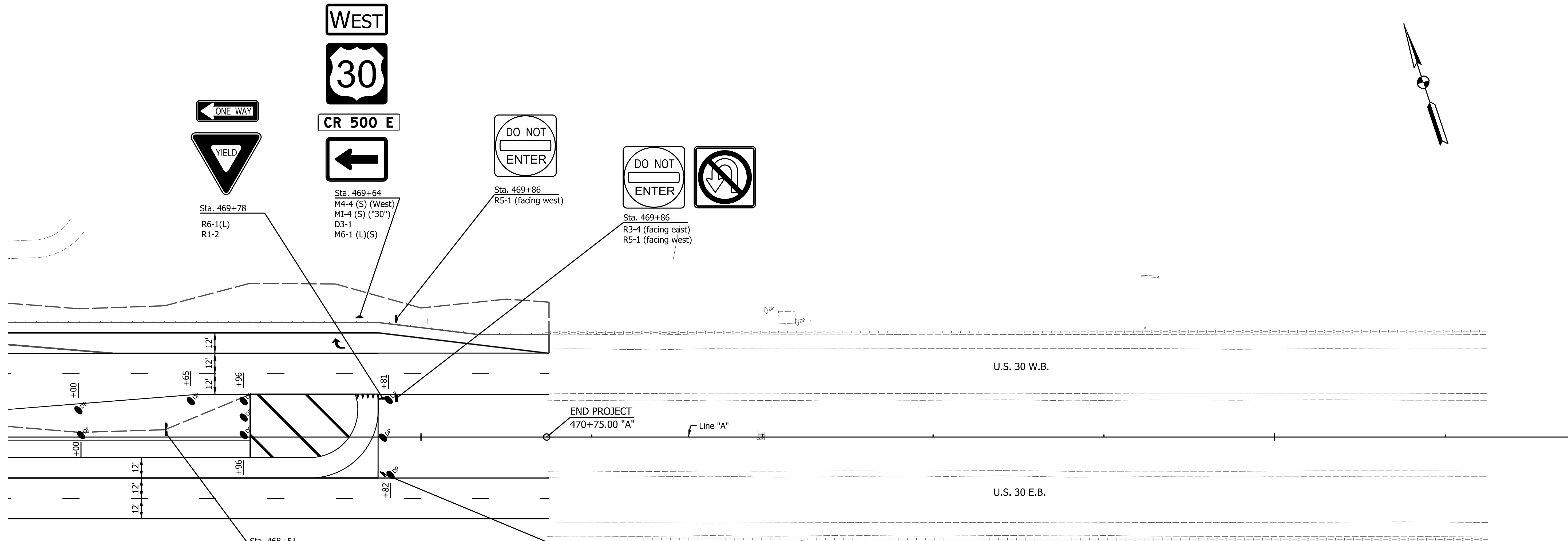
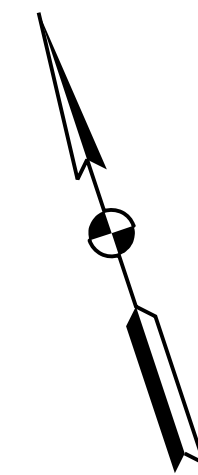
RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ JSB _____	DRAWN: _____ JSB _____	
CHECKED: _____ SMC _____	CHECKED: _____ SMC _____	

INDIANA DEPARTMENT OF TRANSPORTATION	
SIGNING DETAILS	

HORIZONTAL SCALE 1" = 30'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1600515
SURVEY BOOK N/A	SHEETS 8 of 29
CONTRACT R-41086	PROJECT 1600515

470

475



**LEGEND**

- Ground Mounted Sheet Sign
- Ground Mounted Panel Sign
- No Change Required to Existing Sign and Supports
- Remove Existing Sheet Sign and Supports
- Remove Existing Ground Mounted Panel Sign, Supports and Foundations
- Existing Sheet Sign on New Supports
- Existing Panel Sign on New Supports
- Existing Panel Sign and Supports on New Foundation
- Sign to be Located by Field Engineer
- Delineator Post, Flexible, Type 1 (Yellow)

NOTE TO REVIEWER:  
SIGN AND PAVEMENT MARKING DETAILS  
INCLUDED FOR INFORMATION ONLY  
TO BETTER DISPLAY PROJECT INTENT

NOTES:  
All Stationing Described  
From Line "A", Except as Noted.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____ DATE _____
DESIGNED: _____ JSB _____	DRAWN: _____ JSB _____
CHECKED: _____ SMC _____	CHECKED: _____ SMC _____

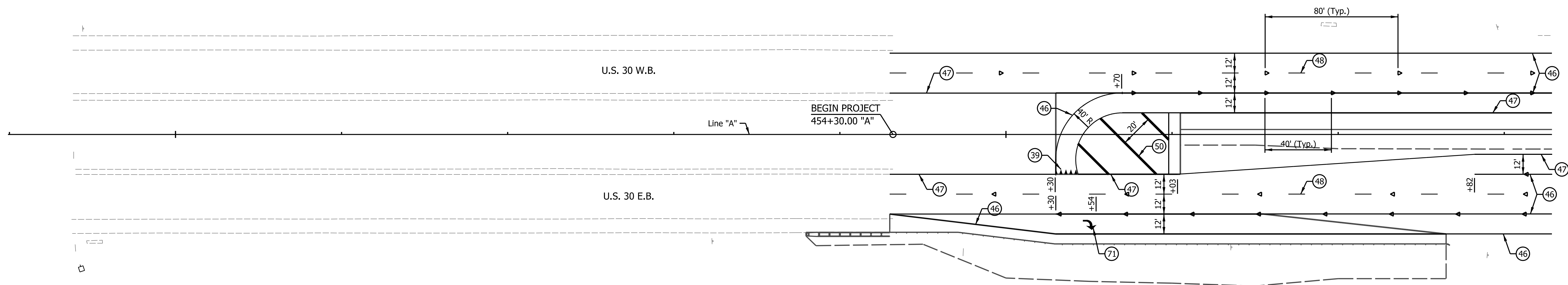
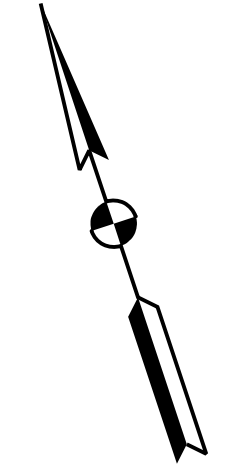
**INDIANA  
DEPARTMENT OF TRANSPORTATION**

SIGNING DETAILS

HORIZONTAL SCALE 1" = 30'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1600515
SURVEY BOOK N/A	SHEETS 9 of 29
CONTRACT R-41086	PROJECT 1600515

450

455



**LEGEND**

- ③7 Pavement Message Markings, Thermoplastic, Word (message)
- ③8 Transverse Markings, Thermoplastic, Stop Line, White, 24 in.
- ③9 Transverse Markings, Thermoplastic, Yield Line, White, 36 in.
- ④6 Line, Thermoplastic, Solid, White, 4 in.
- ④7 Line, Thermoplastic, Solid, Yellow, 4 in.
- ④8 Line, Thermoplastic, Broken, White, 4 in.
- ⑤0 Line, Thermoplastic, Solid, Yellow, 18 in.
- ⑦1 Pavement Message Markings, Thermoplastic, Lane Indication Arrow
- ↔ Snowplowable Raised Pavement Marker (Two-way, White/Red)
- ◀ Snowplowable Raised Pavement Marker (One-way, White)

NOTE TO REVIEWER:  
SIGN AND PAVEMENT MARKING DETAILS  
INCLUDED FOR INFORMATION ONLY  
TO BETTER DISPLAY PROJECT INTENT

NOTES:  
All Stationing Described  
From Line "A", Except as Noted.

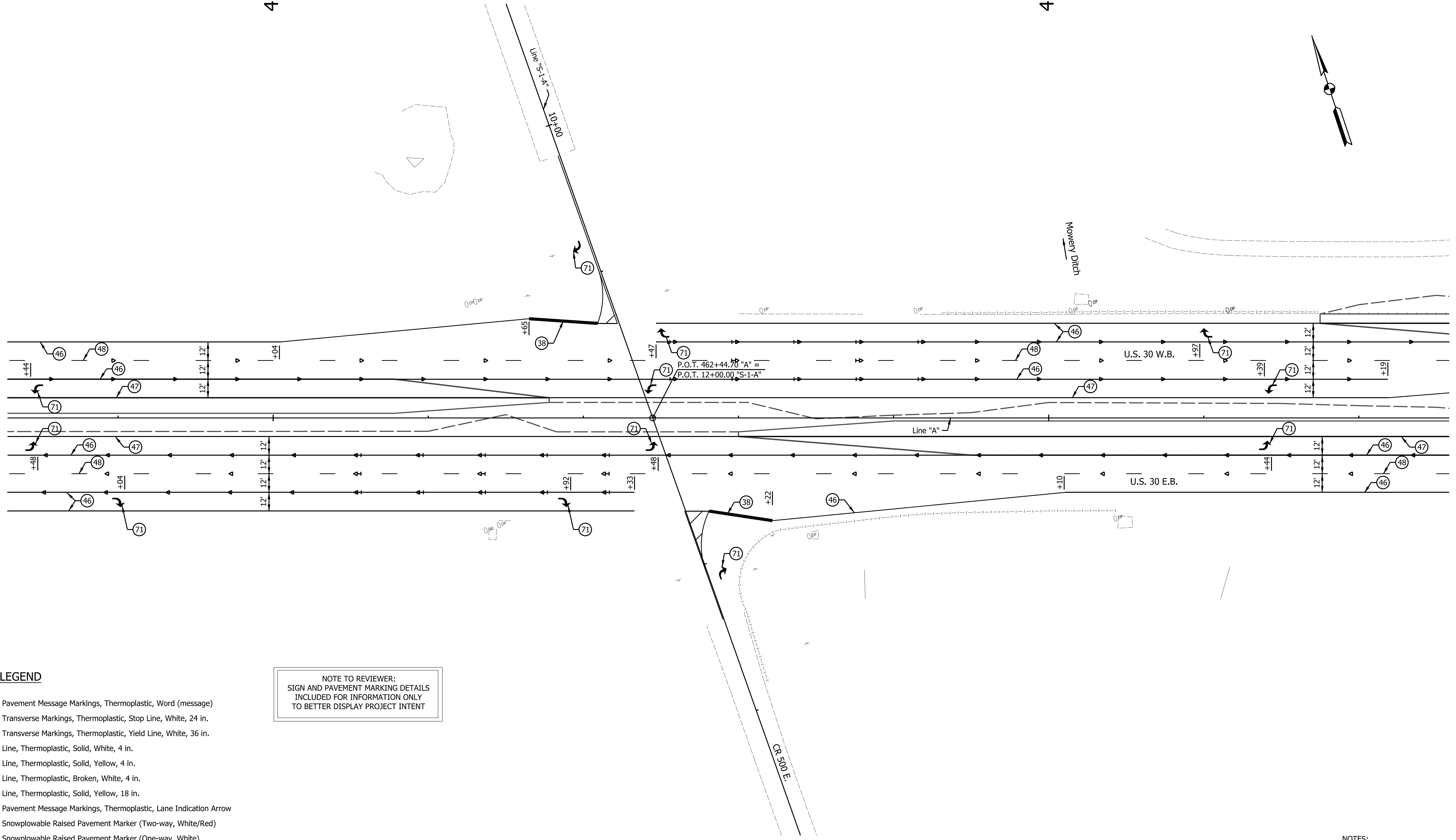
DATE	REVISION			RECOMMENDED FOR APPROVAL	<b>INDIANA DEPARTMENT OF TRANSPORTATION</b>		HORIZONTAL SCALE
				DESIGN ENGINEER			1" = 30'
				DATE			BRIDGE FILE
							N/A
				DESIGNED: JSB	DRAWN: JSB		VERTICAL SCALE
				CHECKED: SMC	CHECKED: SMC		N/A
							DESIGNATION
							1600515
							SURVEY BOOK
							N/A
							SHEETS
							10 of 29
							CONTRACT
							PROJECT
							R-41086
							1600515

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460

465



**LEGEND**

- ③7 Pavement Message Markings, Thermoplastic, Word (message)
- ③8 Transverse Markings, Thermoplastic, Stop Line, White, 24 in.
- ③9 Transverse Markings, Thermoplastic, Yield Line, White, 36 in.
- ④6 Line, Thermoplastic, Solid, White, 4 in.
- ④7 Line, Thermoplastic, Solid, Yellow, 4 in.
- ④8 Line, Thermoplastic, Broken, White, 4 in.
- ⑤0 Line, Thermoplastic, Solid, Yellow, 18 in.
- ⑦1 Pavement Message Markings, Thermoplastic, Lane Indication Arrow
- ↔ Snowplowable Raised Pavement Marker (Two-way, White/Red)
- ◀ Snowplowable Raised Pavement Marker (One-way, White)

NOTE TO REVIEWER:  
SIGN AND PAVEMENT MARKING DETAILS  
INCLUDED FOR INFORMATION ONLY  
TO BETTER DISPLAY PROJECT INTENT

NOTES:  
All Stationing Described  
From Line "A", Except as Noted.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____ DATE _____
DESIGNED: _____ JSB _____	DRAWN: _____ JSB _____
CHECKED: _____ SMC _____	CHECKED: _____ SMC _____

**INDIANA**  
**DEPARTMENT OF TRANSPORTATION**

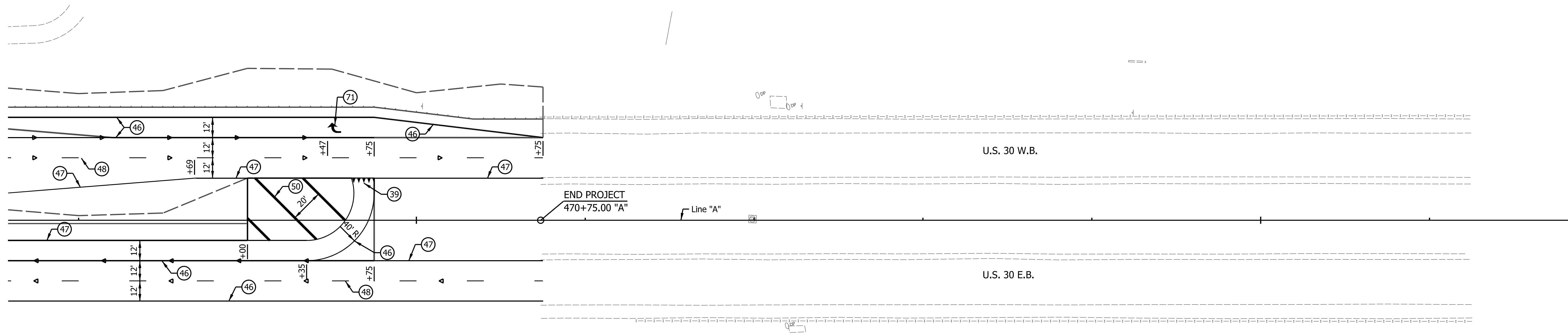
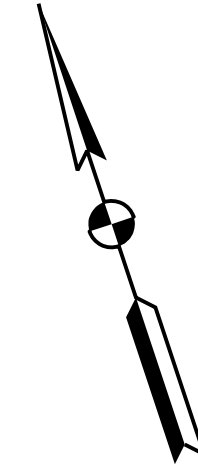
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**PAVEMENT MARKING DETAILS**

HORIZONTAL SCALE 1" = 30'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1600515
SURVEY BOOK N/A	SHEETS 11 of 29
CONTRACT R-41086	PROJECT 1600515

470

475



**LEGEND**

- ③7 Pavement Message Markings, Thermoplastic, Word (message)
- ③8 Transverse Markings, Thermoplastic, Stop Line, White, 24 in.
- ③9 Transverse Markings, Thermoplastic, Yield Line, White, 36 in.
- ④6 Line, Thermoplastic, Solid, White, 4 in.
- ④7 Line, Thermoplastic, Solid, Yellow, 4 in.
- ④8 Line, Thermoplastic, Broken, White, 4 in.
- ⑤0 Line, Thermoplastic, Solid, Yellow, 18 in.
- ⑦1 Pavement Message Markings, Thermoplastic, Lane Indication Arrow
- ↔ Snowplowable Raised Pavement Marker (Two-way, White/Red)
- ◀ Snowplowable Raised Pavement Marker (One-way, White)

NOTE TO REVIEWER:  
SIGN AND PAVEMENT MARKING DETAILS  
INCLUDED FOR INFORMATION ONLY  
TO BETTER DISPLAY PROJECT INTENT

NOTES:  
All Stationing Described  
From Line "A", Except as Noted.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ JSB _____	DRAWN: _____ JSB _____	
CHECKED: _____ SMC _____	CHECKED: _____ SMC _____	

**INDIANA  
DEPARTMENT OF TRANSPORTATION**

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**PAVEMENT MARKING DETAILS**

HORIZONTAL SCALE 1" = 30'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1600515
SURVEY BOOK N/A	SHEETS 12 of 29
CONTRACT R-41086	PROJECT 1600515

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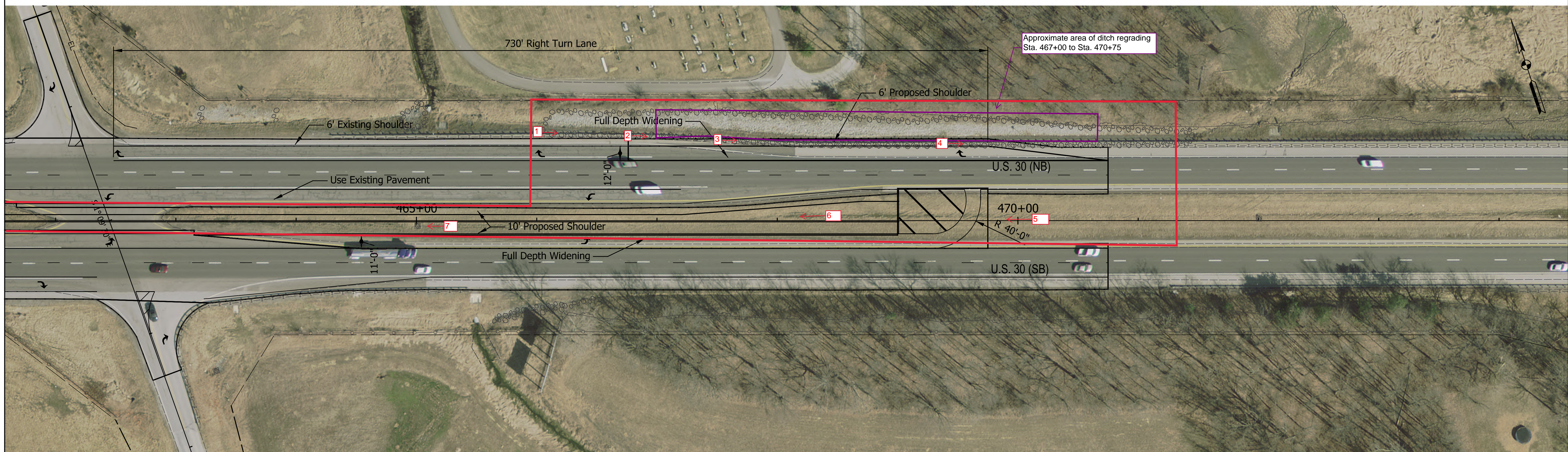
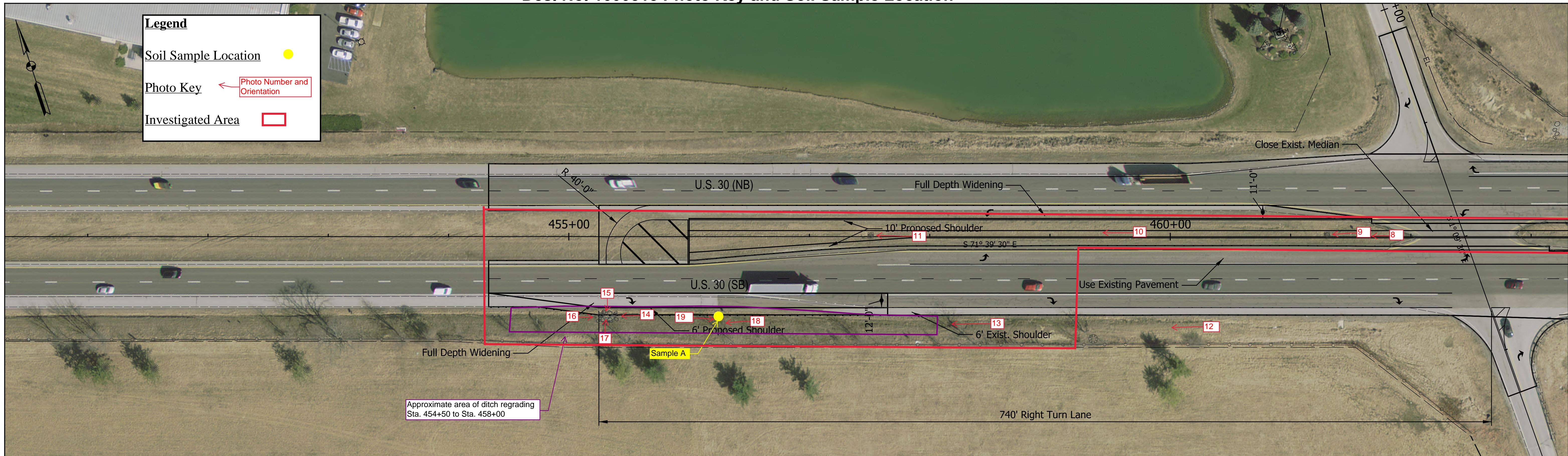
Des. No. 1600515 Photo Key and Soil Sample Location

**Legend**

Soil Sample Location ●

Photo Key Photo Number and Orientation

Investigated Area



DATE	REVISION



RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ASU	DRAWN: CAK	
CHECKED: SMC	CHECKED: SMC	

INDIANA  
DEPARTMENT OF TRANSPORTATION

CONCEPTUAL LAYOUT EXHIBIT  
US30 J-TURN

HORIZONTAL SCALE	BRIDGE FILE
40' = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION
N/A	1600515
SURVEY BOOK	SHEETS
N/A	1 of 5
CONTRACT	PROJECT
R-39902	1600515

Project Path: Indiana\_Shae.tbl



Des. No. 1600515 Photo Log  
US 30 Intersection Improvement  
Whitley County, Indiana  
Date Photos Taken: June 21, 2019  
Photographed By: Ashley Taylor, INDOT-Fort Wayne District



Photo 1: Northeast Quadrant  
Looking southeast along the north side of US 30 at RSD-1.



Photo 3: Northeast Quadrant  
Looking southeast along the north side of US 30 at RSD-1.



Photo 2: Northeast Quadrant.  
Looking southeast along the north side of US 30 at RSD-1.



Photo 4: Northeast Quadrant  
Looking southeast along the north side of US 30 at RSD-1.



Des. No. 1600515 Photo Log  
US 30 Intersection Improvement  
Whitley County, Indiana  
Date Photos Taken: June 21, 2019  
Photographed By: Ashley Taylor, INDOT-Fort Wayne District



Photo 5: Eastern Median

Looking northwest in the median on the east side of the intersection of US 30/CR 500 E. The median was dominated by unmaintained grass and was not investigated further.



Photo 7: Eastern Median

Looking northwest in the median on the east side of the intersection of US 30/CR 500 E. Shown inlet is Structure No. 103 on plans.



Photo 6: Eastern Median

Looking northwest in the median on the east side of the intersection of US 30/CR 500 E.



Photo 8: Western Median

Looking northwest in the median on the west side of the intersection of US 30/CR 500 E.



Des. No. 1600515 Photo Log  
US 30 Intersection Improvement  
Whitley County, Indiana  
Date Photos Taken: June 21, 2019  
Photographed By: Ashley Taylor, INDOT-Fort Wayne District



Photo 9: Western Median  
Looking northwest in the median on the west side of the intersection of US 30/CR 500 E.  
Shown inlet is Structure No. 102 on plans.



Photo 11: Western Median  
Looking northwest in the median on the west side of the intersection of US 30/CR 500 E.  
Shown inlet is Structure No. 100 on plans.



Photo 10: Western Median  
Looking northwest in the median on the west side of the intersection of US 30/CR 500 E.



Photo 12: Southwest Quadrant  
Looking northwest from south side of US 30 at RSD-2.



Des. No. 1600515 Photo Log  
US 30 Intersection Improvement  
Whitley County, Indiana  
Date Photos Taken: June 21, 2019  
Photographed By: Ashley Taylor, INDOT-Fort Wayne District



Photo 13: Southwest Quadrant  
Looking northwest from south side of US 30 at RSD-2.



Photo 15: Southwest Quadrant  
Looking south from US 30 at riprap with cattails in RSD-2.



Photo 14: Southwest Quadrant  
Looking northwest from south side of US 30 at riprap with cattails in RSD-2.



Photo 16: Southwest Quadrant  
Looking southeast along US 30 at riprap with cattails in RSD-2.



Des. No. 1600515 Photo Log  
US 30 Intersection Improvement  
Whitley County, Indiana  
Date Photos Taken: June 21, 2019  
Photographed By: Ashley Taylor, INDOT-Fort Wayne District



Photo 17: Southwest Quadrant  
Looking northeast towards US 30 at riprap with cattails in RSD-2.



Photo 19: Southwest Quadrant  
Sample A location.



Photo 18: Southwest Quadrant  
Looking northwest from south side of US 30 at RSD-2.



Photo 20: Southwest Quadrant  
Sample A soil profile.



# Appendix C: Early Coordination



# INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

Fort Wayne District  
5333 Hatfield Rd.  
Fort Wayne, IN 46808

PHONE: (260) 484-9541  
FAX: (260) 471-1039

Eric Holcomb, Governor  
Joe McGuinness, Commissioner

April 12, 2019

Ms. Joyce Newland  
Federal Highway Administration  
Federal Office Building, Room 254  
575 North Pennsylvania Street  
Indianapolis, IN 46204

Uco r ng"Gctn{ 'Eqqt f kpcvkqp'Ngwgt

Re: Des. No. 1600515  
Intersection Improvement  
US 30 RP 116+90 to RP 117+28  
Columbia City, Indiana Quadrangle  
Township 31N, Range 10E, Section 21, 22  
Whitley County, Indiana

Dear Ms. Newland:

The Indiana Department of Transportation intends to proceed with the aforementioned project. This letter is part of the early coordination phase of the environmental review process, in which we are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of this project's environmental impacts.

The purpose and need of this project is to address the right angle crashes at this intersection which experiences increased traffic during peak hours due to Coesse Elementary School, which is located just south of the intersection.

This project is an intersection improvement that has been proposed to include a median U-turn and will see the extension of existing left turn lanes located at the intersection of US 30 and County Road (CR) 500 E, which is located 5.01 miles east of State Route (SR) 205 (Reference Post (RP) 116+90 to RP 117+28) in Union Township, Whitley County, Indiana. Vehicles on CR 500 E will be restricted to make a right turn only to go onto either eastbound or westbound US 30. Vehicles wishing to make a left turn onto US 30 from CR 500E will need to make a right turn and then will need to make a U-turn at a constructed crossover. US 30 is a rural principal arterial roadway that is divided into four lanes (two 12' lanes in each direction) with an 11' paved outside shoulder and a 4' paved inside shoulder. There are right and left turns present on both eastbound and westbound of US 30. CR 500 E is a two lane roadway (one 12' lane in each direction) with no inside or outside shoulder. This alternative meets the need and purpose of the project and is the preferred alternative.

The approximate project length is 0.31 miles. No new permanent or temporary right-of-way (ROW) will be acquired for this project. Approximately 227' of 12" pipe and an inlet will be installed in the median west of the intersection of US 30 and CR 500 E. Approximately 335' of MGS W-Beam guardrail on the southwest side of the intersection and approximately 400' of MGS W-beam guardrail on the northeast side of the intersection will be removed and replaced in existing locations. There are no curbs or sidewalks on this section of roadway, therefore no curb ramps will be added or upgraded as a part of this project. US 30 will remain open throughout

construction with the possibility of shoulder and/or single lane closures if necessary. There should be no disruption to local facilities and services as the preferred maintenance of traffic for the project is not utilizing a detour. Land use in the vicinity of the project is primarily agricultural, commercial, and residential. No listed nature preserves exist in the project area. The project is not located within the potential karst feature area of the state. There was no evidence of the disposal, generation, or storage of hazardous waste or material observed in the project area. However, if any potentially hazardous materials are discovered INDOT's Site Assessment and Management will be contacted. This project qualifies for the application of the USFWS range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat and USFWS project information form will be provided to USFWS for review separately.

Should we not receive your response **within thirty (30) calendar days** from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary; a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact Ashley Taylor, of the INDOT Fort Wayne District Office, at (260) 969-8262 or [ataylor@indot.in.gov](mailto:ataylor@indot.in.gov)

Thank you in advance for your input.

Sincerely,

Ashley Taylor, Environment Manager II  
INDOT- Fort Wayne District

ADT

Attachments: Site Location, Aerial, & Topographic Maps, Design Plan Sheets

Attachments have been removed to avoid duplication. They can be found in Appendix B.

Cc: [joyce.newland@dot.gov](mailto:joyce.newland@dot.gov), Federal Highway Administration  
[elizabeth\\_mccloskey@fws.gov](mailto:elizabeth_mccloskey@fws.gov), USFWS, Northern Field Office  
[environmentalreview@dnr.in.gov](mailto:environmentalreview@dnr.in.gov), IDNR  
[afrench2@indot.in.gov](mailto:afrench2@indot.in.gov), INDOT Office of Aviation  
[rclark@indot.in.gov](mailto:rclark@indot.in.gov), Manager, Public Hearings, with cc: [mwright@indot.in.gov](mailto:mwright@indot.in.gov)  
[nhachathomas@indot.in.gov](mailto:nhachathomas@indot.in.gov), INDOT Media Relations  
IGS Electronic Project Submission  
IDEM Electronic Project Submission  
[wcengineer@whitleygov.com](mailto:wcengineer@whitleygov.com), Whitley County Surveyor  
[wplanning@whitleygov.com](mailto:wplanning@whitleygov.com), Whitley County Highway Department  
Whitley County Board of Commissioners  
Coesse Elementary School



# City of Columbia City

## Mayor

Ryan L. Daniel  
112 S. Chauncey Street  
Columbia City, IN 46725  
OFFICE: 260-248-5111  
FAX 260-248-5134  
rdaniel@columbiacity.net

Fort Wayne INDOT District  
Attn: Ashley Taylor, Environmental Manager II  
5333 Hatfield Road  
Fort Wayne, IN 46808  
Re: DES No 1600515

5/10/19

Ashley,

I am writing you on behalf of the City of Columbia City. We appreciate the opportunity to comment on the proposed project DES No 1600515. We recognize a need to improve the intersection for the safety and improved mobility of the intersection. While this intersection isn't within the City Limits of Columbia City, we do have a working group within Whitley County which focuses on the improvements on US 30 throughout the County. As you probably know, US 30 is a vital corridor to our residential and economic success. This is the main reason why I am writing with comments on the proposed project.

In its current design, we are opposed to the Intersection improvements at CR 500 East and US 30, if the improvement will be a J-Turn or RCUT design. A J-Turn/RCUT design is a short-term solution which, we believe, creates additional problems to the intersection. This J-Turn/RCUT design creates safety hazards in the area due to multiple factors. Currently, the Speed Limit is set at 60 MPH. During specific times in the day (mainly when school is coming into session or going out of session, these speed limits are reduced. Most other times, vehicles travel at 65-70 MPH in this area. These speeds, partnered with accel/decel lanes in the median, creates additional safety issues. Further, traffic volume will hinder the effectiveness of this proposed change. Vehicles at this intersection number at least 28,000+ with a substantial percentage being trucks (reaching up to 25+% of volume). With this volume of traffic, additional issues are created including stacking of buses, trucks, and cars. As designed, the intersection doesn't allow enough space for accelerate and decelerate lanes in the median, based on the amount of traffic. Keep in mind that an Elementary School, Church, Fire Station, Industrial Park, and Equine Hospital are all in the immediate area.

Another concern we have specifically involves the industrial park, where many trucks may divert from this new intersection over to the US 30/400 East Intersection to avoid the previously mentioned issues. What this creates is really just a transfer of intersection issues from 500 East to 400 East.

We have heard that this intersection is comparable to State Road 101 and US 30 on the far East side of Allen County. Certainly, the volume of traffic differs significantly at each intersection, with 500 East having over double the traffic each day. Further, the close proximity of the multiple businesses, school, etc. creates a much different scenario for this intersection as compared to SR 101.

For all of these reasons, we respectfully ask that you reconsider the plans for the intersection changes at 500 East and US 30. It may be helpful, and we are willing, to have our US 30 Working Group meet with you as you consider improvements to these intersections. Further, we recommend strong consideration given to highway improvements that will turn US 30 into a Freeway, rather than a Free-flow highway. The Safety, Economic Future, and Logistics Needs of Whitley County depend on major upgrades to US 30. With traffic volumes nearing 30,000 VPD, and truck percentages reaching 25%, it's critical that the Indiana State Department of Transportation puts the needed resources into the upgrade of US 30 into a Freeway.

Thank you for your consideration of these comments and thoughts regarding the project DES No 1600515 in Whitley County. Feel free to contact me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Ryan L. Daniel". The signature is fluid and cursive, with a large initial "R" and "D".

Ryan L. Daniel  
Mayor, City of Columbia City



# Indiana Department of Environmental Management

*We Protect Hoosiers and Our Environment.*

100 North Senate Avenue - Indianapolis, IN 46204  
(800) 451-6027 - (317) 232-8603 - [www.idem.IN.gov](http://www.idem.IN.gov)

Indiana Department of Transportation

Jenny Bass

5333 Hatfield Road

Fort Wayne , IN 46808

, IN

Date

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: This project (Des. No. 1600515) is an intersection improvement that has been proposed to include a median U-turn and will see the extension of existing left turn lanes located at the intersection of US 30 and County Road (CR) 500 E, which is located 5.01 miles east of State Route (SR) 205. No new permanent or temporary right-of-way (ROW) will be acquired for this project. Approximately 227' of 12" pipe and an inlet will be installed in the median west of the intersection of US 30 and CR 500 E. Approximately 335' of MGS W-Beam guardrail on the southwest side of the intersection and approximately 400' of MGS W-beam guardrail on the northeast side of the intersection will be removed and replaced in existing locations. There are no curbs or sidewalks on this section of roadway, therefore no curb ramps will be added or upgraded as a part of this project. US 30 will remain open throughout construction with the possibility of shoulder and/or single lane closures if necessary.

This letter from the Indiana Department of Environmental Management (IDEM) serves as a standardized response to enquiries inviting IDEM comments on roadway construction, reconstruction, or other improvement projects within existing roadway corridors when the proposed scope of the project is beneath the threshold requiring a formal National Environmental Policy Act-mandated Environmental Assessment or Environmental Impact Statement. As the letter attempts to address all roadway-related environmental topics of potential concern, it is possible that not every topic addressed in the letter will be applicable to your particular roadway project.

For additional information on specific roadway-related topics of interest, please visit the appropriate Web pages cited below, many of which provide contact information for persons within the various program areas who can answer questions not fully addressed in this letter. Also please be mindful that some environmental requirements may be subject to change and so each person intending to include a copy of this letter in their project documentation packet is advised to download the most recently revised version of the letter; found at: <http://www.in.gov/idem/5283.htm> (<http://www.in.gov/idem/5283.htm>).

To ensure that all environmentally-related issues are adequately addressed, IDEM recommends that you read this letter in its entirety, and consider each of the following issues as you move forward with the planning of your proposed roadway construction, reconstruction, or improvement project:

## WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

USACE recommends that you have a consultant check to determine whether your project will abut, or lie within, a wetland area. To view a list of consultants that have requested to be included on a list posted by the USACE on their Web site, see USACE Permits and Public Notices (<http://www.lrl.usace.army.mil/orf/default.asp>) (<http://www.lrl.usace.army.mil/orf/default.asp> (<http://www.lrl.usace.army.mil/orf/default.asp>)) and then click on "Information" from the menu on the right-hand side of that page. Their "Consultant List" is the fourth entry down on the "Information" page. Please note that the USACE posts all consultants that request to appear on the list, and that inclusion of any particular consultant on the list does not represent an endorsement of that consultant by the USACE, or by IDEM.

Much of northern Indiana (Newton, Lake, Porter, LaPorte, St. Joseph, Elkhart, LaGrange, Steuben, and Dekalb counties; large portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and lesser portions of Benton, White, Pulaski, Kosciusko, and Wells counties) is served by the USACE District Office in Detroit (313-226-6812). The central and southern portions of the state (large portions of Benton, White, Pulaski, Kosciusko, and Wells counties; smaller portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and all other Indiana counties located in north-central, central, and southern Indiana ) are served by the USACE Louisville District Office (502-315-6733).

Additional information on contacting these U.S. Army Corps of Engineers (USACE) District Offices, government agencies with jurisdiction over wetlands, and other water quality issues, can be found at <http://www.in.gov/idem/4396.htm> (<http://www.in.gov/idem/4396.htm>). IDEM recommends that impacts to wetlands and other water resources be avoided to the fullest extent.

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>).

3. If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana . A State Isolated Wetland permit from IDEM's Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.
4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>) for the appropriate staff contact to further discuss your project.
5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the follow statutes:
  - IC 14-26-2 Lakes Preservation Act 312 IAC 11
  - IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
  - IC 14-28-1 Flood Control Act 310 IAC 6-1
  - IC 14-29-1 Navigable Waterways Act 312 IAC 6
  - IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
  - IC 14-29-4 Construction of Channels Act No related code

For information on these Indiana (statutory) Code and Indiana Administrative Code citations, see the DNR Web site at: <http://www.in.gov/dnr/water/9451.htm> (<http://www.in.gov/dnr/water/9451.htm>) . Contact the DNR Division of Water at 317-232-4160 for further information.

The physical disturbance of the stream and riparian vegetation, especially large trees overhanging any affected water bodies should be limited to only that which is absolutely necessary to complete the project. The shade provided by the large overhanging trees helps maintain proper stream temperatures and dissolved oxygen for aquatic life.

6. For projects involving construction activity (which includes clearing, grading, excavation and other land disturbing activities) that result in the disturbance of one (1), or more, acres of total land area, contact the Office of Water Quality – Watershed Planning Branch (317/233-1864) regarding the need for of a Rule 5 Storm Water Runoff Permit. Visit the following Web page
  - <http://www.in.gov/idem/4902.htm> (<http://www.in.gov/idem/4902.htm>)

To obtain, and operate under, a Rule 5 permit you will first need to develop a Construction Plan (<http://www.in.gov/idem/4917.htm#constreq> (<http://www.in.gov/idem/4917.htm#constreq>)), and as described in 327 IAC 15-5-6.5 (<http://www.in.gov/legislative/iac/T03270/A00150> [PDF] (<http://www.in.gov/legislative/iac/T03270/A00150.PDF>), pages 16 through 19). Before you may apply for a Rule 5 Permit, or begin construction, you must submit your Construction Plan to your county Soil and Water Conservation District (SWCD) (<http://www.in.gov/isda/soil/contacts/map.html> (<http://www.in.gov/isda/soil/contacts/map.html>)).



Upon receipt of the construction plan, personnel of the SWCD or the Indiana Department of Environmental Management will review the plan to determine if it meets the requirements of 327 IAC 15-5. Plans that are deemed deficient will require re-submittal. If the plan is sufficient you will be notified and instructed to submit the verification to IDEM as part of the Rule 5 Notice of Intent (NOI) submittal. Once construction begins, staff of the SWCD or Indiana Department of Environmental Management will perform inspections of activities at the site for compliance with the regulation.

Please be mindful that approximately 149 Municipal Separate Storm Sewer System (MS4) areas are now being established by various local governmental entities throughout the state as part of the implementation of Phase II federal storm water requirements. All of these MS4 areas will eventually take responsibility for Construction Plan review, inspection, and enforcement. As these MS4 areas obtain program approval from IDEM, they will be added to a list of MS4 areas posted on the IDEM Website at: <http://www.in.gov/idem/4900.htm> (<http://www.in.gov/idem/4900.htm>).

If your project is located in an IDEM-approved MS4 area, please contact the local MS4 program about meeting their storm water requirements. Once the MS4 approves the plan, the NOI can be submitted to IDEM.

Regardless of the size of your project, or which agency you work with to meet storm water requirements, IDEM recommends that appropriate structures and techniques be utilized both during the construction phase, and after completion of the project, to minimize the impacts associated with storm water runoff. The use of appropriate planning and site development and appropriate storm water quality measures are recommended to prevent soil from leaving the construction site during active land disturbance and for post construction water quality concerns. Information and assistance regarding storm water related to construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for addition project input.
8. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.
9. For projects involving effluent discharges to waters of the State of Indiana , contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.
10. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

## AIR QUALITY

The above-noted project should be designed to minimize any impact on ambient air quality in, or near, the project area. The project must comply with all federal and state air pollution regulations.

Consideration should be given to the following:

1. Regarding open burning, and disposing of organic debris generated by land clearing activities; some types of open burning are allowed (<http://www.in.gov/idem/4148.htm> (<http://www.in.gov/idem/4148.htm>)) under specific conditions. You also can seek an open burning variance from IDEM.

However, IDEM generally recommends that you take vegetative wastes to a registered yard waste composting facility or that the waste be chipped or shredded with composting on site (you must register with IDEM if more than 2,000 pounds is to be composted; contact 317/232-0066). The finished compost can then be used as a mulch or soil amendment. You also may bury any vegetative wastes (such as leaves, twigs, branches, limbs, tree trunks and stumps) onsite, although burying large quantities of such material can lead to subsidence problems, later on.

Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas should be minimized.

Additionally, if construction or demolition is conducted in a wooded area where blackbirds have roosted or abandoned buildings or building sections in which pigeons or bats have roosted for 3-5 years precautionary measures should be taken to avoid an outbreak of histoplasmosis. This disease is caused by the fungus *Histoplasma capsulatum*, which stems from bird or bat droppings that have accumulated in one area for 3-5 years. The spores from this fungus become airborne when the area is disturbed and can cause infections over an entire community downwind of the site. The area should be wetted down prior to cleanup or demolition of the project site. For more detailed information on histoplasmosis prevention and control, please contact the Acute Disease Control Division of the Indiana State Department of Health at (317) 233-7272.

2. The U.S. EPA and the Surgeon General recommend that people not have long-term exposure to radon at levels above 4 pCi/L. (For a county-by-county map of predicted radon levels in Indiana, visit: <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>).)

The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit:

[http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf)

([http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf).) It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

To learn more about radon, radon risks, and ways to reduce exposure visit:

<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>

(<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>), <http://www.in.gov/idem/4145.htm>

(<http://www.in.gov/idem/4145.htm>), or <http://www.epa.gov/radon/index.html>

(<http://www.epa.gov/radon/index.html>).

3. With respect to asbestos removal: all facilities slated for renovation or demolition (except residential buildings that have (4) four or fewer dwelling units and which will not be used for commercial purposes) must be inspected by an Indiana-licensed asbestos inspector prior to the commencement of any renovation or demolition activities. If regulated asbestos-containing material (RACM) that may become airborne is found, any subsequent demolition, renovation, or asbestos removal activities must be performed in accordance with the proper notification and emission control requirements.

If no asbestos is found where a renovation activity will occur, or if the renovation involves removal of less than 260 linear feet of RACM off of pipes, less than 160 square feet of RACM off of other facility components, or less than 35 cubic feet of RACM off of all facility components, the owner or operator of the project does not need to notify IDEM before beginning the renovation activity.

For questions on asbestos demolition and renovation activities, you can also call IDEM's Lead/Asbestos section at 1-888-574-8150.

However, in all cases where a demolition activity will occur (even if no asbestos is found), the owner or operator must still notify IDEM 10 working days prior to the demolition, using the form found at <http://www.in.gov/icpr/webfile/formsdiv/44593.pdf> (<http://www.in.gov/icpr/webfile/formsdiv/44593.pdf>).

Anyone submitting a renovation/demolition notification form will be billed a notification fee based upon the amount of friable asbestos containing material to be removed or demolished. Projects that involve the removal of more than 2,600 linear feet of friable asbestos containing materials on pipes, or 1,600 square feet or 400 cubic feet of friable asbestos containing material on other facility components, will be billed a fee of \$150 per project; projects below these amounts will be billed a fee of \$50 per project. All notification remitters will be billed on a quarterly basis.

For more information about IDEM policy regarding asbestos removal and disposal, visit: <http://www.in.gov/idem/4983.htm> (<http://www.in.gov/idem/4983.htm>).

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited

during the months April through October. See 326 IAC 8-5-2 , Asphalt Paving Rule (<http://www.ai.org/legislative/iac/T03260/A00080.PDF> (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).

6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: [www.ai.org/legislative/iac/t03260/a00020.pdf](http://www.ai.org/legislative/iac/t03260/a00020.pdf) (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

## LAND QUALITY

In order to maintain compliance with all applicable laws regarding contamination and/or proper waste disposal, IDEM recommends that:

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.
2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm> (<http://www.in.gov/idem/4998.htm>).
3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.
4. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.
5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes (Asbestos removal is addressed above, under Air Quality).
6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. See: <http://www.in.gov/idem/4999.htm> (<http://www.in.gov/idem/4999.htm>).

## FINAL REMARKS

Should you need to obtain any environmental permits in association with this proposed project, please be mindful that IC 13-15-8 requires that you notify all adjoining property owners and/or occupants within ten days your submittal of each permit application. However, if you are seeking multiple permits, you can still meet the notification requirement with a single notice if all required permit applications are submitted with the same ten day period.

Should the scope of the proposed project be expanded to the extent that a National Environmental Policy Act Environmental Assessment (EA) or Environmental Impact Statement (EIS) is required, IDEM will actively participate in any early interagency coordination review of the project.

Meanwhile, please note that this letter does not constitute a permit, license, endorsement or any other form of approval on the part of the Indiana Department of Environmental Management regarding any project for which a copy of this letter is used. Also note that it is the responsibility of the project engineer or consultant using this letter to ensure that the most current draft of this document, which is located at <http://www.in.gov/idem/5284.htm> (<http://www.in.gov/idem/5284.htm>), is used.

## Signature(s) of the Applicant

I acknowledge that the following proposed roadway project will be financed in part, or in whole, by public monies.

## Project Description

This project (Des. No. 1600515) is an intersection improvement that has been proposed to include a median U-turn and will see the extension of existing left turn lanes located at the intersection of US 30 and County Road (CR) 500 E, which is located 5.01 miles east of State Route (SR) 205. No new permanent or temporary right-of-way (ROW) will be acquired for this project. Approximately 227' of 12" pipe and an inlet will be installed in the median west of the intersection of US 30 and CR 500 E. Approximately 335' of MGS W-Beam guardrail on the southwest side of the intersection and approximately 400' of MGS W-beam guardrail on the northeast side of the intersection will be removed and replaced in existing locations. There are no curbs or sidewalks on this section of roadway, therefore no curb ramps will be added or upgraded as a part of this project. US 30 will remain open throughout construction with the possibility of shoulder and/or single lane closures if necessary.

With my signature, I do hereby affirm that I have read the letter from the Indiana Department of Environment that appears directly above. In addition, I understand that in order to complete that project in which I am interested, with a minimum of impact to the environment, I must consider all the issues addressed in the aforementioned letter, and further, that I must obtain any required permits.

Date: 04/15/2019

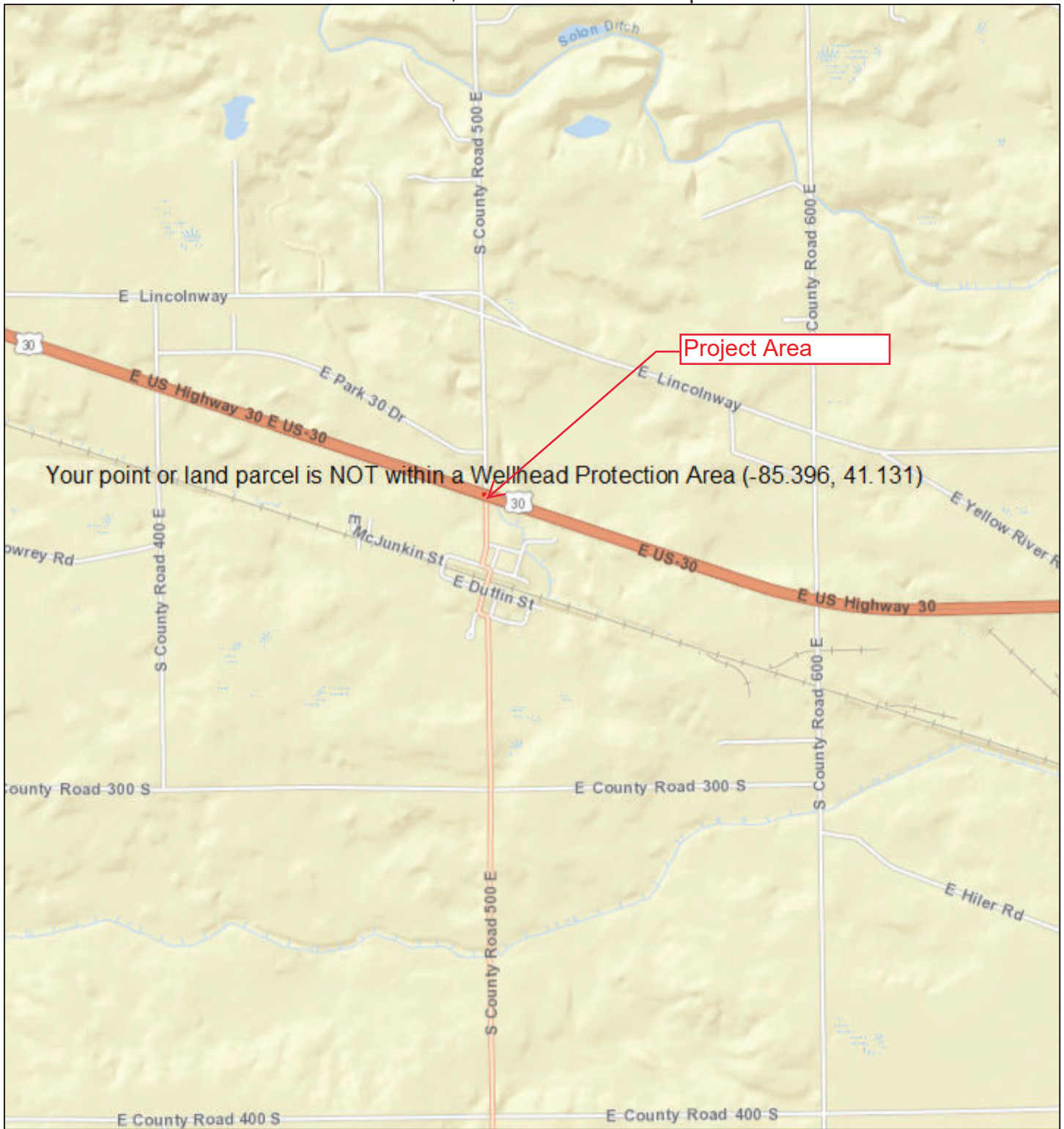
Signature of the INDOT  
Project Engineer or Other Responsible Agent

*Jenny Bass*

Jenny Bass

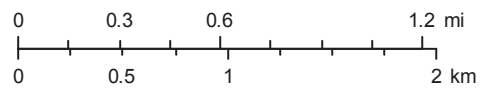
# IDEM Wellhead Proximity

Des. No. 1600515, US 30 Intersection Improvement



May 24, 2019

1:36,112



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