

FHWA-Indiana Environmental Document
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM
GENERAL PROJECT INFORMATION

Road No./County:	State Road (SR) 9 and Northport Road (Rd)/Noble County
Designation Number(s):	1601984 & 2000041
Project Description/Termini:	Intersection improvement project located at the intersection of Northport Rd and SR 9 near Rome City, Noble County, Indiana. Project termini will extend approximately 895 feet north and 955 feet south of the intersection along SR 9, and approximately 433 feet east and 312 feet west of the intersection along Northport Rd.

	Categorical Exclusion, Level 2 – Required Signatories: INDOT DE and/or INDOT ESD
	Categorical Exclusion, Level 3 – Required Signatories: INDOT ESD
X	Categorical Exclusion, Level 4 – Required Signatories: INDOT ESD and FHWA
	Environmental Assessment (EA) – Required Signatories: INDOT ESD and FHWA
	Additional Investigation (AI) – The proposed action included a design change from the original approved environmental document. Required Signatories must include the appropriate environmental approval authority

Approval

_____	_____
INDOT DE Signature and Date	INDOT ESD Signature and Date

FHWA Signature and Date	

Release for Public Involvement

N/A		08/23/2021
_____	_____	_____
INDOT DE Initials and Date	INDOT ESD Initials and Date	

Certification of Public Involvement

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date: _____

Name and Organization of CE/EA Preparer: _____ Erin Mulryan, SJCA Inc.

Indiana Department of Transportation

County Noble

Route SR 9 & Northport Rd

Des. No. 1601984 & 2000041

Part I – Public Involvement

Every Federal action requires some level of public involvement, providing for early and continuous opportunities throughout the project development process. **The level of public involvement should be commensurate with the proposed action.**

Does the project have a historic bridge processed under the Historic Bridges PA*?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If No, then:		
Opportunity for a Public Hearing Required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*A public hearing is required for all historic bridges processed under the Historic Bridges Programmatic Agreement between INDOT, FHWA, SHPO, and the ACHP.

Discuss what public involvement activities (legal notices, letters to affected property owners and residents (i.e. notice of entry), meetings, special purpose meetings, newspaper articles, etc.) have occurred for this project.

Notice of Entry letters were mailed to potentially affected property owners near the project area on October 13, 2017, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G-1. Additional Notice of Entry letters were mailed on September 30, 2020, to potentially affected property owners notifying them of the upcoming survey work for the environmental and archaeological studies (Appendix G-2 to G-3).

On January 25, 2018, the Indiana Department of Transportation (INDOT), the project sponsor, held a meeting with the Town of Rome City representatives to garner input regarding different alternatives for improvements at the SR 9 and Northport Rd intersection (Appendix G-5 to G-6). Topics discussed included alternatives for improvement, land use, planned trails along SR 9 within the project area, safety, and potential impacts to the Kneipp Springs Historic District located in the southwest quadrant of the bridge carrying Northport Rd over SR 9. Concerns brought up in the meeting were taken into consideration during project development.

INDOT held a public open house on June 26, 2018, to provide the public an opportunity to view conceptual plans and share feedback on the proposed project. The open house was held at the Rome City Town Hall (402 Kelly Street, Rome City, Indiana) from 5pm to 7pm (Appendix G-7). A press release was sent along with the meeting announcement on June 12, 2018, to the *News Sun*, which serves Noble County and the northeastern Indiana area. Legislators, Elected Officials, and stakeholders as well as the public were invited to attend. Handouts and design concepts for an at-grade intersection improvement alternative and replacement of the bridge carrying Northport Rd over SR 9 alternative were available for attendees to review and ask questions (Appendix G-8 to G-9). The meeting was held in an open forum format. Nineteen (19) attendees were present (Appendix G-10 to G-12). Several attendees expressed interest in the construction of a roundabout, citing traffic calming and the potential for a roundabout to be a gateway into Rome City (Appendix I-16 to I-17). A roundabout alternative was considered and is discussed below in the Other Alternatives Section of this document. Following the public open house, a newspaper article was published on June 28, 2018 discussing the project and the public open house (Appendix G-13 to G-16).

On April 13, 2021, a member of the public and representative of the Orange Township Fire Department (FD) contacted the INDOT Project Manager (PM) to discuss concerns regarding delayed emergency personnel response time due to the proposed maintenance of traffic plan, which will involve a road closure and detour (Appendix G-4). Coordination with local emergency services is ongoing and will continue throughout project development.

To meet the public involvement requirements of Section 106, a legal notice of Federal Highway Administration's (FHWA) finding of "No Adverse Effect" was published in *The News Sun*, which serves the City of Rome City area, on June 18, 2021, offering the public an opportunity to submit comments pursuant to 36 Code of Federal Regulations (CFR) 800.2(d), 800.3(e), and 800.6(a)(4). The published public comment period closed 30 days later on July 18, 2021. The text of the public notice and affidavit of publication appear in Appendix D-3 to D-5. No comments from the public were received during the public comment period. The Indiana State Historic Preservation Officer (SHPO) responded on June 30, 2021, stating that the agency concurred with the "No Adverse Effect" finding (Appendix D-1 to D-2). No other responses from Consulting Parties or the public were received.

The project will meet the minimum requirements described in the current *Indiana Department of Transportation (INDOT) Public Involvement Manual* which requires the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. It has been determined that a public hearing is in the best interest of the public. Therefore, a legal notice will appear in a local publication contingent upon the release of this document for public involvement that will provide the date, time, and location of the public hearing. This document will be revised after the public involvement requirements are fulfilled.

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Public Controversy on Environmental Grounds

Discuss public controversy concerning community and/or natural resource impacts, including what is being done during the project to minimize impacts.

At this time, there is no substantial public controversy concerning impacts to the community or to natural resources.

Part II - General Project Identification, Description, and Design Information

Sponsor of the Project: INDOT INDOT District: Fort Wayne

Local Name of the Facility: SR 9 at Northport Rd Intersection Improvement Project

Funding Source (mark all that apply): Federal [X] State [X] Local [] Other* []

*If other is selected, please identify the funding source:

PURPOSE AND NEED:

The need should describe the specific transportation problem or deficiency that the project will address. The purpose should describe the goal or objective of the project. The solution to the traffic problem should NOT be discussed in this section.

Need

The need for this project is due to the inefficiencies in the existing configuration of Northport Rd, Kelly Street (St), and SR 9. The existing substandard configuration of this intersection has caused congestion and has subsequently resulted in vehicular crashes on SR 9 near the Northport Rd bridge and the intersection of Kelly St and SR 9. Between 2013 and 2017, there were 17 crashes involving 22 vehicles (Appendix I-13); of the four (4) crashes at the Kelly St/SR 9 intersection, three (3) crashes involved injuries. A Road Hazard Analysis Tool (RoadHAT) analysis program was used to assess the safety of the SR 9/Kelly St intersection and the straight section of SR 9, which includes 0.25 mile of the roadway before and after the Northport Rd bridge. The RoadHAT analysis provides an Index of Crash Frequency number and an Index of Crash Cost number, which indicate the number of standard deviations higher (positive) or lower (negative) than the state average for the intersection and roadway. From 2013 to 2017, the RoadHAT analysis for the intersection of SR 9 and Kelly St determined that the Index of Crash Frequency was 0.14, and the Index of Crash Cost was 0.20, which are both above the state average. For the straight section of SR 9, the RoadHAT analysis determined that the Index of Crash Frequency was 1.68 and the Index of Crash Cost was -0.36, which means that the crash frequency was slightly more than 1.5 standard deviations above the state average crash frequency, and the crash cost was slightly below the state average.

A second need for this project is due to the deterioration of the existing structure carrying Northport Rd over SR 9, including section loss, spalling, cracking, delamination, and abrasion on the bridge deck and wearing surface. There is also collision damage, and corrosion, delamination, and cracking on the bridge span beams, bents, and abutments. According to the March 8, 2021, INDOT Bridge Inspection Report (Appendix I-27 to I-29), the bridge deck, superstructure, and substructure were given a condition rating of 4 out of 9 (poor condition), and the bridge wearing surface was given a condition rating of 3 out of 9 (serious condition). This rating scale provides a numerical value to the conditions of various components of bridges and structures such as wearing surfaces, superstructures, and channel conditions, with 0 out of 9 being the worst scenario (failed conditions) and 9 out of 9 being the best scenario (excellent conditions). The overall sufficiency rating is 41.0 out of 100 (Appendix I-27). Sufficiency ratings are numeric values, which are indicative of bridge sufficiency to remain in service. Further, the Northport Rd bridge was originally built to span SR 9 and a railroad corridor, but the railroad is now out of use and the tracks have since been removed; therefore, the existing bridge no longer serves its original intended function. Having been constructed in 1937, the existing structure has a current vertical clearance over SR 9 of 15 feet, 2 inches, which is less than the current minimum vertical clearance of 16 feet, 6 inches.

Purpose

The purpose of the project is to improve connectivity between SR 9 and Northpoint road that addresses motorists safety at the intersection of SR 9 and Kelly St. A secondary purpose of the project is to address the deteriorating conditions and vertical clearance deficiencies of the Northport Rd bridge over SR 9.

Note to Reader: There are two (2) Des. No. associated with the SR 9 and Northport Rd project (1601984 and 2000041). Des. No.

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1601984 refers to the original bridge project. Des. No. 2000041 includes the SR 9/Kelly St/Northport Rd intersection improvements. The lead Des. No. for the project is 1601984 and both Des. Nos. are included in supporting documentation and used interchangeably to refer to the total scope of the project.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Noble Municipality: Orange Township

Limits of Proposed Work: Approximately 895 feet north and 955 feet south of the intersection along SR 9, and approximately 433 feet east and 312 feet west of the intersection along Northport Rd

Total Work Length: 0.49 Mile(s) Total Work Area: 4.78 Acre(s)

Is an Interstate Access Document (IAD)¹ required?
 If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?

Yes ¹	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date: <input style="width: 100%;" type="text"/>	

¹If an IAD is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IAD.

Describe location of project including township, range, city, county, roads, etc. Existing conditions should include current conditions, current deficiencies, roadway description, surrounding features, etc. Preferred alternative should include the scope of work, anticipated impacts, and how the project will meet the Purpose and Need. Logical termini and independent utility also need discussed.

Location

This project is located at the intersection of SR 9 and Kelly St and SR 9 and Northport Rd at the structure carrying the roadway over SR 9 and an out-of-use railroad corridor in Orange Township, Noble County, Indiana. The structure (Bridge No. 009-57-02086C, National Bridge Inventory (NBI) No. 2850) is approximately 3.47 miles north of US 6 in Section 9, Township 35 North, Range 10 East. Project location maps can be found in Appendix B-1 to B-3.

Existing Conditions

SR 9 is a Rural Minor Arterial roadway with a posted speed limit of 50 miles per hour (mph). The existing SR 9 roadway includes two 12-foot-wide asphalt travel lanes for through traffic traveling north and south with two 8-foot-wide paved shoulders. Guardrails exist along the east and west sides of the SR 9 roadway throughout most of the project area. Northport Rd is a Rural Local Road with a posted speed limit of 35 mph. The existing roadway includes two (2) travel lanes nine (9) to 11 feet in width for through traffic traveling east and west and no asphalt shoulders (natural surface only). The existing Northport Rd bridge is a four-span continuous steel beam structure with 12-foot-wide lanes and 2-foot-wide paved shoulders that was constructed in 1937 and rehabilitated in 1974, 1983, and 1985. There are guardrails on both the north and south sides of the existing bridge over SR 9 and its approaches. The structure shows signs of major deterioration including section loss, spalling, cracking, delamination, and abrasion on the bridge deck and wearing surface. There is also collision damage, corrosion, delamination, and cracking present on the bridge span beams, bents, and abutments. Additional details regarding the structure deficiencies are included in the Bridges section of this document and the March 8, 2021, INDOT Bridge Inspection Report (Appendix I-22 to I-41).

On the east side of SR 9, land use in the vicinity of the project area consists of an out-of-use railroad corridor lined with trees and understory vegetation, with agricultural fields and residences further east. On the west side of SR 9 and the south side of Northport Rd, land use consists of the Our Lady Mother Mercy Center (located within the Kniepp Historic District), which is listed on the National Register of Historic Places (NRHP), and the Sylvan Cellars Event Center and Tasting Room north of Our Lady Mother Mercy Center. There is an existing gate across the driveway into Our Lady Mother Mercy Center on the west side of SR 9 approximately 425 linear feet south of the bridge carrying Northport Rd over SR 9. There is also a Town of Rome City welcome sign located approximately 130 linear feet north of the Northport Rd bridge over SR 9 on the west side of the SR 9 roadway. Scattered residences are located at the eastern project terminus at County Road (CR) 300 E. The Town of Rome City, Sylvan Lake, and Spring Lake are located beyond the southern project terminus on SR 9. The terrain of the project area is rolling.

Preferred Alternative: Four-Legged At-Grade Intersection

The preferred alternative is to reconfigure the existing intersection of SR 9, Northport Rd, and Kelly St by demolishing the Northport

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Rd bridge and excavating along Northport Rd and SR 9 to create a four-legged at-grade intersection. Under Des. No. 1601984, the scope of work includes the demolition of the existing bridge that carries Northport Rd over SR 9 and an out-of-use railroad corridor. Under Des. No. 2000041, the scope of work includes the excavation to lower the grades of the east and west approaches of Northport Rd as well as excavating to raise the grade of SR 9 to allow for the two roadways to meet at an at-grade intersection. This intersection will include dedicated left turn lanes on SR 9 onto Northport Rd and will remove access to Kelly St from SR 9, leaving part of Kelly St in place to maintain existing parking lot access to the Sylvan Cellars Event Center and Tasting Room. The travel lanes and new turn lanes on SR 9 will be 12 feet in width with 10-foot-wide paved shoulders on both sides of the roadway where turn lanes are present and shoulders varying from four (4) to ten (10) feet in width along the SR 9 roadway to the north and south of the new left turn lanes (see cross sections in Appendix B-12 to B-13). The Northport Rd travel lanes will vary between nine (9) and 11 feet in width with paved shoulders varying between zero (0) and four (4) feet in width (see cross sections in Appendix B-14). Traffic on SR 9 will remain free-flowing, while traffic on Northport Rd will be stop-controlled. Access to Kelly St from SR 9 will be removed once traffic on Northport Rd and SR 9 is restored following project construction. The existing guardrails along Northport Rd and SR 9 will be removed and replaced. Three (3) new drainage structures will be installed, Structure Numbers 100, 101, and 102 (refer to the project plan sheet in Appendix B-16). Structure No. 100, a new 8-foot-long, 15-inch diameter pipe and inlet will be installed on the west side of SR 9 underneath a drive entrance to the Our Lady Mother Mercy Center. Structure No. 101, a 128-foot-long, 18-inch diameter reinforced concrete pipe (RCP) will be installed on the west side of SR 9 under the reconstructed approach of Northport Rd to SR 9. Structure No. 102, a 131-foot-long, 54-inch diameter RCP, will be installed on the east side of SR 9 under the reconstructed approach of Northport Rd to SR 9. No impacts to the existing gate at the Our Lady of Mercy Center driveway south of the Northport Rd bridge and the Town of Rome City welcome sign are expected. The project will require approximately 3.37 acres of permanent right of way (ROW) acquisition. Trees and roadside vegetation will require removal.

This alternative meets the purpose and need of the project by increasing the efficiency and roadway safety for motorists traveling along SR 9, Northport Rd, and Kelly St. By demolishing the existing Northport Rd bridge, the deficiencies and substandard vertical clearance of the bridge will be eliminated, and all future bridge maintenance and inspection costs will be eliminated. During construction, traffic will be maintained by a full road closure of SR 9 and Northport Rd with traffic detours. SR 9 traffic will be redirected along a detour route utilizing US 6, SR 3, and US 20. Northport Rd traffic will be redirected along a detour route utilizing CR 300 E and Kelly St during construction. This road closure and detour is expected to last from May 2022 until October 2022. Please refer to the Maintenance of Traffic section of this document and the project plans (Appendix B-15) for additional information.

Logical Termini / Independent Utility

The total project length will be approximately 0.35 mile along SR 9 and approximately 0.14 mile along Northport Rd, including the existing Northport Rd bridge structure over SR 9, the immediately adjacent roadsides, and areas of incidental construction. These termini will accommodate for construction of the proposed demolition of the Northport Rd bridge and excavation for a new at-grade intersection, as well as adjacent incidental construction. The project does not rely on any other projects to meet its purpose and need. Therefore, this project has logical termini and independent utility.

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OTHER ALTERNATIVES CONSIDERED:

Provide a header for each alternative. Describe all discarded alternatives, including the No Build Alternative. Explain why each discarded alternative was not selected. Make sure to state how each alternative meets or does not meet the Purpose and Need and why.

Staggered At-Grade Intersection

The Staggered At-Grade Intersection alternative would include the demolition of the Northport Rd bridge and excavation to lower the grade of the east approach of Northport Rd to meet SR 9, similar to the preferred alternative (refer to Appendix I-15). However, in this alternative the west approach of Northport Rd would utilize the existing connection of Kelly St to access SR 9. Dedicated left turn lanes would be added for northbound traffic along SR 9 onto Northport Rd and Kelly St. Dedicated right turn lanes would be added for southbound traffic along SR 9 onto Northport Rd and Kelly St. Due to the proximity of the two intersections on SR 9, the left turn lanes would not meet the required distance for deceleration or required storage. This alternative would create a staggered at-grade intersection with a potentially dangerous weave condition for traffic, potentially increasing the accident rate of motorists. Although this alternative would eliminate all future bridge maintenance and inspection costs, would provide a comparable construction cost, and have similar historic property impacts to the preferred alternative, this option would not meet all Level 1 Geometric Design Criteria and would not address the need of the project regarding traffic safety and crash reduction. Therefore, this alternative was dismissed from further consideration.

Roundabout At-Grade Intersection

The Roundabout At-Grade Intersection alternative would include the demolition of the Northport Rd bridge and excavation to lower the grades of both the east and west approaches of Northport Rd to meet SR 9. A single-lane roundabout would be constructed with an inscribed diameter of 150 feet, meeting all Level 1 Geometric Design Criteria. Curb and gutter would be utilized within the roundabout and splitter island, with inlets or curb turnouts conveying storm runoff to the existing ditches along SR 9. Similar to the preferred alternative, this option would include the removal of Kelly St access to SR 9 while also leaving part of Kelly St in place in order to maintain the existing parking lot access to the Sylvan Cellars Event Center and Tasting Room and would also eliminate all future bridge maintenance costs. Excavation would occur to lower the grade of Northport Rd, with limited work required along SR 9. The single-lane roundabout would result in a shift in the roadway alignments of both Northport Rd and SR 9; the center of the roundabout would shift northwest of the current intersection center, helping to reduce earthwork and impacts to the adjacent properties, including the Our Lady Mother Mercy Center (located within the Kniepp Springs Historic District). This alternative meets the purpose and need of the project by creating a more efficient intersection geometry, providing increased safety for traveling motorists, and eliminating future bridge maintenance and inspection costs. This alternative would require additional ROW acquisition from adjacent private properties and ROW acquisition from the Kniepp Springs Historic District, thus resulting in Section 4(f) impacts to the resource (refer to the Section D, Cultural Resources, and Section E, 4(f)/6(f) Resources below for more information). In addition, a roundabout would create a stop/yield condition on SR 9 that would otherwise be free flowing, thus introducing the potential for rear-end crashes as traffic approaches the roundabout. According to the October 2018 Abbreviated Engineer's Report (Appendix I-15), traffic on SR 9 traveling 50 mph (posted speed limit) would be reduced to approximately 32 mph, the fastest path analysis based on design geometrics. The roundabout alternative would also result in additional detour routes for longer periods than the preferred alternative, which would impact school bus routes, emergency services, and access to Sylvan Lake. In addition, based on preliminary design concepts (Appendix I-20), the roundabout alternative would result in additional tree removal along the out-of-use railroad corridor and traffic lanes being located closer to the residence in the northwest quadrant of the Northport Rd/CR 300 E. intersection, resulting in potential negative impacts in the form of increased noise at the residence compared to the preferred alternative. Therefore, this alternative was dismissed from further consideration.

No Build / Do Nothing

The No Build / Do Nothing alternative is a feasible alternative that would not require the utilization of any funds, and would not impact the built, social, or physical environment. However, this alternative would allow for further deterioration of the existing bridge, inefficient intersection orientation, and would not address the rate of crashes at the existing intersection with Kelly St. Additionally, if the existing Northport Rd bridge is left to further deteriorate, eventual bridge closure will be required when the structure can no longer safely carry the required loads. Closure of the Northport Rd bridge would negatively impact traffic in the area, including access to the Our Lady Mother Mercy Center, Sylvan Cellars Event Center and Tasting Room, and other local businesses. As this alternative does not address the purpose and need of the project, it was dismissed from further consideration.

The No Build Alternative is not feasible, prudent, or practicable because (Mark all that apply):

- It would not correct existing capacity deficiencies;
 - It would not correct existing safety hazards;
 - It would not correct the existing roadway geometric deficiencies;
 - It would not correct existing deteriorated conditions and maintenance problems; or
 - It would result in serious impacts to the motoring public and general welfare of the economy.
- Other (Describe):

X
X
X

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ROADWAY CHARACTER:

If the proposed action includes multiple roadways, complete and duplicate for each roadway.

Name of Roadway	<u>SR 9</u>			
Functional Classification:	<u>Rural Minor Arterial</u>			
Current ADT:	<u>10,231</u>	<u>VPD (2020)</u>	Design Year ADT:	<u>15,817</u> <u>VPD (2042)</u>
Design Hour Volume (DHV):	<u>158</u>	Truck Percentage (%)	<u>8</u>	
Designed Speed (mph):	<u>50</u>	Legal Speed (mph):	<u>50</u>	

	Existing		Proposed	
Number of Lanes:	2		2 and middle left turn lanes	
Type of Lanes:	Through		Through, Dedicated Left	
Pavement Width:	40	ft.	Varies 44-56	ft.
Shoulder Width:	8	ft.	Varies 4-10	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Name of Roadway	<u>Northport Rd</u>			
Functional Classification:	<u>Local Road</u>			
Current ADT:	<u>2,087</u>	<u>VPD (2020)</u>	Design Year ADT:	<u>3,227</u> <u>VPD (2042)</u>
Design Hour Volume (DHV):	<u>128</u>	Truck Percentage (%)	<u>7</u>	
Designed Speed (mph):	<u>35</u>	Legal Speed (mph):	<u>35</u>	

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Through		Through	
Pavement Width:	20-22	ft.	30	ft.
Shoulder Width:	no asphalt shoulders (natural surface only)	ft.	0-4	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting:	<input type="checkbox"/> Urban	<input type="checkbox"/> Suburban	<input checked="" type="checkbox"/> Rural
Topography:	<input type="checkbox"/> Level	<input checked="" type="checkbox"/> Rolling	<input type="checkbox"/> Hilly

BRIDGES AND/OR SMALL STRUCTURE(S):

If the proposed action includes multiple structures, complete and duplicate for each bridge and/or small structure. Include both existing and proposed bridge(s) and/or small structure(s) in this section.

Structure/NBI Number(s):	<u>009-57-02086 C (NBI No. 2850)</u>	Sufficiency Rating:	<u>41.0 out of 100 (March 2021 Bridge Inspection)</u> (Rating, Source of Information)
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Existing		Proposed	
Bridge/Structure Type:	Steel Continuous Girder	N/A	
Number of Spans:	4	N/A	
Weight Restrictions:	20 ton	N/A	ton
Height Restrictions:	15.2 ft.	N/A	ft.
Curb to Curb Width:	25.6 ft.	N/A	ft.
Outside to Outside Width:	28.6 ft.	N/A	ft.
Shoulder Width:	2 ft.	N/A	ft.

Describe impacts and work involving bridge(s), culvert(s), pipe(s), and small structure(s). Provide details for small structure(s): structure number, type, size (length and dia.), location and impacts to water. Use a table if the number of small structures becomes large. If the table exceeds a complete page, put it in the appendix and summarize the information below with a citation to the table.

INDOT Bridge No. 009-57-02086C (NBI No. 2850) is a four-span continuous steel beam structure, built in 1937 and rehabilitated in 1974, 1983, and 1985. The structure has a clear roadway of 28 feet, including two 12-foot-wide travel lanes and two 2-foot-wide paved shoulders. Guardrails are present on the structure and along the approaches. The bridge was originally constructed to span SR 9 and a railroad corridor immediately to the east of SR 9, which is no longer in use. The vertical clearance of the bridge over SR 9 is 15 feet, 2 inches, which is less than the current design minimum clearance of 16 feet, 6 inches. Since the railroad is now inactive and the clearance does not meet current standards, the original purpose of the bridge no longer serves its intended function. The proposed work involving the structure includes the demolition of the existing structure. The bridge will be permanently removed, eradicating the deficiencies and substandard vertical clearance beneath the bridge, as well as eliminating all future bridge maintenance and inspection costs.

There is an existing culvert under SR 9 at the driveway to the Our Lady of Mother Mercy Center noted in the *Waters of the U.S. Determination / Wetland Delineation Report* map in Appendix F-22 and shown in the site photo in Appendix F-29 that will not be removed, repaired, or replaced as part of this project. The existing structure under this driveway will also not be removed, repaired, or replaced. The locations of these structures are identified on the project plans in Appendix B-16.

Three (3) new drainage structures will be installed, Structure Numbers 100, 101, and 102. The locations of these structures are identified on the project plans in Appendix B-16. Structure No. 100 is a new 8-foot-long, 15-inch diameter pipe extension and inlet that will be installed on the west side of SR 9, south of the drive entrance to the Our Lady Mother Mercy Center. The purpose of this pipe is to extend the existing pipe under the driveway to allow for reconstruction of the driveway approach. Structure No. 101 is a new a 128-foot-long, 18-inch diameter RCP with new end sections that will be installed on the west side of SR 9 under the reconstructed approach of Northport Rd to SR 9. Riprap will be placed at the south (outlet) end of Structure No. 101. Structure No. 102 is a new 131-foot-long, 54-inch diameter RCP that will be installed on the east side of SR 9 under the reconstructed approach of Northport Rd to SR 9. Riprap and geotextiles will be placed at both ends of Structure No. 102. The purpose of these structures is to convey stormwater under the new Northport Rd roadway approaches to SR 9. Note: the Section 106 "No Adverse Effect" finding document states that an existing 18-inch culvert pipe on the west side of SR 9 will be removed and replaced, however there is no existing pipe at this location; a new structure will be installed as discussed above.

No other bridges or small structures are located within the project area.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

	Yes	No
Is a temporary bridge proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a temporary roadway proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project involve the use of a detour or require a ramp closure? (describe below)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for access by local traffic and so posted.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for through-traffic dependent businesses.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made to accommodate any local special events or festivals.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the proposed MOT substantially change the environmental consequences of the action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there substantial controversy associated with the proposed method for MOT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discuss closures and/or facilities (if any) that will be provided for maintenance of traffic. Any known impacts from these temporary measures should be quantified to the extent possible, particularly with respect to properties such as Section 4(f) resources and wetlands. Any local concerns about access and traffic flow should be detailed as well.

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The Maintenance of Traffic (MOT) for this project will require a full road closure of SR 9 and Northport Rd during construction with detours for vehicular traffic. SR 9 traffic will be redirected along a detour route utilizing US 6, SR 3, and US 20. This route will add approximately 20.1 miles, or 24 minutes, of additional travel time. Northport Rd traffic will be redirected along a detour route utilizing CR 300 E and Kelly St during construction. Access to Kelly St from SR 9 will be removed once traffic on Northport Rd and SR 9 is restored following construction. This road closure and detour is expected to last from May 2022 until October 2022. Refer to the MOT page of the project plans in Appendix B-15.

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

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 300,000 (2018-2019) Right-of-Way: \$ 220,000 (2020-2022) Construction: \$ 3,025,900 (2022)

Anticipated Start Date of Construction: May 2022

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.0	0.0
Commercial	0.0	0.0
Agricultural	0.0	0.0
Forest (Out-of-use railroad corridor)	3.37	0.0
Wetlands	0.0	0.0
TOTAL	3.37	0.00

Describe both Permanent and Temporary right-of-way and describe their current use. Typical and Maximum right-of-way widths (existing and proposed) should also be discussed. Any advance acquisition, reacquisition, or easements, either known or suspected, and their impacts on the environmental analysis should be discussed.

The existing right-of-way (ROW) includes the existing pavement of SR 9, Northport Rd, and Kelly St, as well as the immediately adjacent roadside areas. On SR 9, the existing ROW widths extend approximately 30 feet to 50 feet west and approximately 35 feet to 60 feet east of the centerline of the roadway. On Northport Rd, the existing ROW widths extend approximately 25 feet to 35 feet north and approximately 20 feet to 50 feet south of the centerline.

This project requires approximately 3.37 acres of permanent ROW from the forested out-of-use railroad corridor along the east side of SR 9 for excavation, grading, and construction of the at-grade intersection. No temporary ROW will be required for this project. The out-of-use railroad corridor within the project area is owned by the Rome City Conservancy District and private landowners. The proposed maximum ROW widths are approximately 80 feet along SR 9 from the centerline and 40 feet along the centerline of Northport Rd.

Note: the preliminary plans in Appendix B note temporary ROW east of the existing Northport Rd bridge; this temporary ROW acquisition is no longer anticipated and will be removed from future plan sets. In addition, the early coordination letter in Appendix C-1 to C-2 states that approximately 2.9 acres of permanent ROW will be required, and the Section 106 "No Adverse Effect" finding document in Appendix D-10 states that 0.199 acre of temporary ROW will be required. The current ROW estimates were revised after the distribution of these documents.

If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately.

Indiana Department of Transportation

County Noble

Route SR 9 & Northport Rd

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Part III – Identification and Evaluation of Impacts of the Proposed Action

SECTION A - EARLY COORDINATION:

List the date(s) coordination was sent and all resource agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received.

Early coordination letters were sent to the following agencies on January 31, 2021, and May 10, 2021 (Appendix C-1 to C-3).

Agency	Date Sent / Accessed	Response Date	Appendix
Indiana Geological & Water Survey (IGWS) (automated response letter)	May 10, 2021	May 10, 2021	C-4 to C-6
Sylvan Cellars Event Center & Tasting Room	January 28, 2021 (online request for direct contact information); January 31, 2021	January 30, 2021	C-7
Indiana Department of Environmental Management (IDEM) (automated response letter)	January 31, 2021	January 31, 2021	C-8 to C-14
Noble County Surveyor	January 31, 2021	February 1, 2021	C-15
INDOT Fort Wayne District	January 31, 2021	February 12, 2021	C-16
IDEM Groundwater Section	January 31, 2021	February 18, 2021	C-17
U.S. Fish and Wildlife Service (USFWS)	January 31, 2021	February 18, 2021	C-18 to C-19
Natural Resources Conservation Service (NRCS)	January 31, 2021	February 22, 2021	C-20 to C-21
Indiana Department of Natural Resources (IDNR)	January 31, 2021	March 2, 2021	C-22 to C-23
Central Noble School Corporation	January 31, 2021	No Response	N/A
East Noble School Corporation	January 31, 2021	No Response	N/A
Federal Highway Administration (FHWA)	January 31, 2021	No Response	N/A
INDOT Project Manager	January 31, 2021	No Response	N/A
National Park Service (NPS)	January 31, 2021	No Response	N/A
Noble County Council	January 31, 2021	No Response	N/A
Noble County Highway Department	January 31, 2021	No Response	N/A
Noble Trails	January 31, 2021	No Response	N/A
Our Lady Mother of Mercy Center (located within the Kniepp Historic District)	January 31, 2021	No Response	N/A
Sylvan Lake Association	January 31, 2021	No Response	N/A
Town of Rome City	January 31, 2021	No Response	N/A
U.S. Department of Housing & Urban Development	January 31, 2021	No Response	N/A
West Noble School Corporation	January 31, 2021	No Response	N/A
Northport Mobile Home Park (Wellhead Protection Area owner)	February 19, 2021	No Response	N/A

The Noble County Surveyor responded to the early coordination letter on February 1, 2021 (Appendix C-15), stating that this project is located within the jurisdiction of the Noble County Storm Drainage and Erosion Control Ordinance and compliance with the erosion control portion of the ordinance will be required. An application along with a complete set of the erosion control plan is required to be filed for review before a permit can be issued. The INDOT Project Manager was included on the email that contained the Surveyor's response letter.

Resource specific recommendations are included in the applicable sections of this Categorical Exclusion (CE) document, and all applicable recommendations are included in the Environmental Commitments section of this CE document.

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SECTION B – ECOLOGICAL RESOURCES:

Streams, Rivers, Watercourses & Other Jurisdictional Features

- Federal Wild and Scenic Rivers
- State Natural, Scenic or Recreational Rivers
- Nationwide Rivers Inventory (NRI) listed
- Outstanding Rivers List for Indiana
- Navigable Waterways

Presence

X

Impacts

Yes	No
	X

Total stream(s) in project area: 0.0 Linear feet Total impacted stream(s): 0.0 Linear feet

Describe all streams, rivers, watercourses and other jurisdictional features adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if the streams or rivers are listed on any federal or state lists for Indiana. Include if features are subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area (Appendix B-3), and the Red Flag Investigation (RFI) report (Appendix E-3 and E-8), there are forty-five (45) river and stream segments within the 0.5-mile search radius. No streams, rivers, watercourses, or other jurisdictional features are present within or adjacent to the project area. This was confirmed by the site visit on January 24, 2021, by SJCA Inc. Therefore, no impacts are expected.

A *Waters of the U.S. Determination/Wetland Delineation Report* was completed for the project on April 29, 2021, by Burgess & Niple Inc., and approved by INDOT Ecology and Waterway Permitting Office on May 7, 2021. Please refer to Appendix F-7 to F-36 for the *Waters of the U.S. Determination/Wetland Delineation Report*. It was determined that one (1) stream exists within the investigated study area, an Unnamed Tributary (UNT) to Middle Branch Elkhart River. This stream is sourced from a vertical pipe located just to the west of SR 9. This pipe is likely connected to Kneipp Spring, as shown in the US Geological Survey (USGS) topographic map in Appendix F-14 as being in the vicinity of this pipe. This stream appears to be spring fed as it has no apparent drainage area. It has an ordinary high water mark (OHWM) width of approximately 2.5 feet and an OHWM depth of 0.3 feet. UNT to Middle Branch Elkhart River displayed a bed, bank, an OHWM, and is hydrologically connected to the St. Joseph River via the Elkhart River; therefore, it was determined that this stream is likely a jurisdictional Water of the U.S (Appendix F-10). The USACE makes all final determinations regarding jurisdiction. No work will occur to the vertical pipe conveying UNT to Middle Branch Elkhart River; therefore, impacts to UNT to Middle Branch Elkhart River are not expected.

No Federal Wild and Scenic Rivers; State Natural, Scenic, and Recreational Rivers; Outstanding Rivers for Indiana; navigable waterways or National Rivers Inventory waterways were identified within or adjacent to the project area during desktop review.

Standard recommendations regarding work in waterways were included in the IDEM automated early coordination response letter dated January 31, 2021 (Appendix C-8 to C-14). USFWS responded on February 18, 2021, providing the recommendation that strict erosion control measures will be necessary to ensure that no pollutants enter wetlands, lakes or the Middle Fork Elkhart River (Appendix C-18 to C-19). IDNR responded on March 2, 2021, with recommendations to seed and protect stream banks, implement appropriately designed measures for controlling erosion, and preventing sediment from entering the stream (Appendix C-22 to C-23). All applicable recommendations are included in the Environmental Commitments section of this CE document.

Open Water Feature(s)

- Reservoirs
- Lakes
- Farm Ponds
- Retention/Detention Basin
- Storm Water Management Facilities
- Other: _____

Presence

X

Impacts

Yes	No
	X

Describe all open water feature(s) identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

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Based on the desktop review, the aerial map of the project area (Appendix B-3), and the RFI report (Appendix E-3 and E-8), there are ten (10) lakes within the 0.5 mile search radius. One (1) open water feature, Sylvan Lake, is present within or adjacent to the project area. This was confirmed by the site visit on January 24, 2021, by SJCA Inc.

A *Waters of the U.S. Determination/Wetland Delineation Report* was completed for the project on April 29, 2021, by Burgess & Niple Inc., and approved by INDOT Ecology and Waterway Permitting Office on May 7, 2021. Please refer to Appendix F-7 to F-36 for the *Waters of the U.S. Determination/Wetland Delineation Report*. It was determined that no ponds, lakes, or other open water features are present within the study area. However, Sylvan Lake is located adjacent to the southeast corner of the study area. The USACE makes all final determinations regarding jurisdiction.

Sylvan Lake and dam are located adjacent to the southern project terminus; refer to the water resources map in Appendix E-8 and the site photo in Appendix B-7 (Photo #10). The proposed work will occur on and adjacent to the east side of the SR 9 roadway, but no work will occur to the lake or dam. Therefore, no impacts are expected.

The USFWS responded to early coordination on February 18, 2021, providing the recommendation that strict erosion control measures will be needed to ensure that no pollutants enter the small lakes near the project area (Appendix C-18 to C-19). The IDNR responded on March 2, 2021, stating that the project may require formal approval pursuant of the Lake Preservation Act, Indiana Code (IC) 14-26-2, for any construction that will take place at or lakeward of the legal shoreline of Sylvan Lake (Appendix C-22). Recommendations regarding open water features are not applicable to this project since there are no open water features in the project area. All applicable recommendations are included in the Environmental Commitments section of this CE document.

	<u>Presence</u>	<u>Impacts</u>	
	<input type="checkbox"/>	<u>Yes</u> <input type="checkbox"/>	<u>No</u> <input type="checkbox"/>
Wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Total wetland area: <u> 0.0 </u> Acre(s)		Total wetland area impacted: <u> 0.0 </u> Acre(s)	

Wetlands (Mark all that apply)

- Wetland Determination
- Wetland Delineation
- USACE Isolated Waters Determination

Documentation

X
X

ESD Approval Dates

May 7, 2021
May 7, 2021

Improvements that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):

- Substantial adverse impacts to adjacent homes, business or other improved properties;
- Substantially increased project costs;
- Unique engineering, traffic, maintenance, or safety problems;
- Substantial adverse social, economic, or environmental impacts, or
- The project not meeting the identified needs.

Describe all wetlands identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area (Appendix B-3), and the RFI report (Appendix E-3 and E-8), there are eighteen (18) wetlands within the 0.5 mile search radius. No wetlands are present within or adjacent to the project area. This was confirmed by the site visit by SJCA Inc. on January 24, 2021. Therefore, no impacts are expected.

A *Waters of the U.S. Determination / Wetland Delineation Report* was completed for the project on April 29, 2021, by Burgess & Niple Inc., and approved by INDOT Ecology and Waterway Permitting Office on May 7, 2021. Please refer to Appendix F-7 to F-36 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no wetlands are present within the study area. The USACE makes all final determinations regarding jurisdiction.

The IDEM automated early coordination response letter dated January 31, 2021, provided standard recommendations to obtain the necessary permits from the appropriate agencies if impacts to wetlands will occur as a result of the project (Appendix C-8 to C-14). USFWS responded on February 18, 2021, providing a recommendation to implement strict erosion control measures to ensure no pollutants enter the wetlands associated with the Middle Fork Elkhart River southwest of the project area (Appendix C-18 to C-19).

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IDNR responded on March 2, 2021, with recommendations to not excavate or place fill in any riparian wetland (Appendix C-22 to C-23). All applicable recommendations are included in the Environmental Commitments section of this CE document.

	<u>Presence</u>	<u>Impacts</u>	
Terrestrial Habitat	<input checked="" type="checkbox"/>	<u>Yes</u>	<u>No</u>
Total terrestrial habitat in project area: <u>2.18</u> Acre(s)		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Total tree clearing: <u>1.57</u> Acre(s)			

Describe types of terrestrial habitat (i.e. forested, grassland, farmland, lawn, etc.) adjacent or within the project area. Include whether or not impacts will occur to habitat identified. Include total terrestrial habitat impacted and total tree clearing that will occur. Discuss measure to avoid, minimize, and mitigate if impacts will occur.

Based on a desktop review, a site visit on January 24, 2021, by SJCA Inc., and the aerial map of the project area (Appendix B-3), terrestrial habitat exists in the form of maintained roadside grasses and a forested out-of-use railroad corridor on the east side of SR 9 within and adjacent to the project area. Dominant tree species within the project area include Sugar Maple (*Acer saccharum*). Tree clearing will be required for this project along the out-of-use railroad corridor. A total of approximately 1.57 acres of trees will be cleared. Terrestrial vegetation is dominated by upland species in this area, including Perennial Ryegrass (*Lolium perenne*), Tall Fescue (*Festuca arundinacea*), and Amur Honeysuckle (*Lonicera maackii*). Approximately 0.61 acre of other terrestrial habitat will be cleared to allow for roadway grading and construction of the at-grade intersection of SR 9 and Northport Rd. The total amount of terrestrial habitat, including trees, to be removed is approximately 2.18 acres. This impact is unavoidable, and avoidance would not allow the project to proceed. All disturbed areas will be re-seeded upon project completion.

IDNR responded to early coordination on February 1, 2021, providing recommendations to revegetate all bare and disturbed areas, minimize all tree and brush clearing to within the project limits, avoid cutting trees suitable for bat roosting, seed and protect all disturbed banks and slopes, and to properly spread or remove all excavated material from the project site to prevent erosion (Appendix C-22 to C-23). All applicable recommendations are included in the Environmental Commitments section of this CE document.

Protected Species

Federally Listed Bats

Information for Planning and Consultation (IPaC) determination key completed Yes No
 Section 7 informal consultation completed (IPaC cannot be completed) Yes No
 Section 7 formal consultation Biological Assessment (BA) required Yes No

Determination Received for Listed Bats from USFWS: NE NLAA LAA

Other Species not included in IPaC

Additional federal species found in project area (based on IPaC species list) Yes No
 State species (not bird) found in project area (based upon consultation with IDNR) Yes No

Migratory Birds

Known usage or presence of birds (i.e. nests) Yes No
 State bird species based upon coordination with IDNR Yes No

Discuss IDNR coordination and species identified. Describe USFWS Section 7 consultation and determination received for Indiana bat and northern long-eared bat impacts. Discuss if other federally listed species were identified. If so, include consultation that has occurred and the determination that was received. Discuss if migratory birds have been observed and any impacts.

Based on a desktop review and the RFI report (Appendix E), completed by SJCA Inc. on April 21, 2021, the IDNR Noble County Endangered, Threatened, and Rare (ETR) Species list has been checked and is included in Appendix E-10 to E-12. According to the IDNR early coordination response letter dated March 2, 2021, 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.

Indiana Bat and Northern Long-Eared Bat

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C-24 to C-29). The project is within range of the federally endangered Indiana Bat (*Myotis sodalis*) and the federally threatened Northern Long-Eared Bat (NLEB) (*Myotis septentrionalis*). One (1) other species was generated in the IPaC species list other than the Indiana Bat and Northern Long-Eared Bat. Refer to the paragraph below.

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The official species list generated from IPaC indicated one (1) other species present within the project area. The Eastern Massasauga Rattlesnake (*Sistrurus catenatus*) is within range of the project area. On February 18, 2021, the USFWS responded to early coordination, stating that although the project is within range of the Eastern Massasauga Rattlesnake, there is no known habitat for the snake within the proposed project area (Appendix C-18). Therefore, no impacts are expected. The project does not qualify for the USFWS Interim Policy, as approximately 1.57 acres of forested areas will be cleared along the out-of-use railroad corridor for removal of the bridge carrying Northport Rd over SR 9, construction of the proposed at-grade intersection, and grading along the east side of SR 9. Further coordination with USFWS is not necessary at this time.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana Bat and Northern Long-Eared Bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. A bridge inspection occurred on April 11, 2021, and no bats or signs of bats were found using the structure. An effect determination key was completed on May 25, 2021, and based on the responses provided, the project was found to “May Affect – Not Likely to Adversely Affect” the Indiana Bat and/or the NLEB (Appendix C-30 to C-42). INDOT reviewed and concurred with the effect finding on June 7, 2021 (Appendix C-43). No response was received from USFWS within the 14-day review period; therefore, it was concluded that they concur with the finding. Avoidance and Minimization Measures (AMMs) related to tree removal and the use of temporary lighting are included as firm commitments in the *Environmental Commitments* section of this document.

Migratory Birds

Structure No. 009-57-02086 C (NBI: 2850) has shown evidence of use (i.e., nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA) during the April 11, 2021, inspection. AMMs must be implemented prior to the start of and during nesting season. Nests without eggs of young should be removed prior to construction during the non-nesting season (September 8 – April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1 – September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the “Potential Migratory Bird on Structure” Unique Special Provision (USP). This firm commitment is included in the Environmental Commitments of this document.

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

Geological and Mineral Resources

- Project located within the Potential Karst Features Area of Indiana
- Karst features identified within or adjacent to the project area
- Oil/gas or exploration/abandoned wells identified in the project area

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Date Karst Study/Report reviewed by INDOT EWPO (if applicable): N/A

Discuss if project is located in Potential Karst Features Area of Indiana and if any karst features have been identified in the project area (from RFI). Discuss response received from IGWS coordination. Discuss if any mines, oil/gas, or exploration/abandoned wells were identified and if impacts will occur. Describe if any impacts will occur to any karst features. Include discussion of karst study/report was completed and results. (Karst investigation must comply with the current Karst MOU and coordinated and reviewed by INDOT EWPO)

Based on a desktop review, the project is located outside the designated Indiana karst region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the USGS topographic map of the project area (Appendix B-2) and the RFI report (Appendix E-3), there are no karst features identified within or adjacent to the project area. In the early coordination response dated May 10, 2021, the IGWS did not indicate that karst features exist in the project area (Appendix C-4 to C-6). The IGWS response did indicate a moderate liquefaction potential, presence of a floodway, moderate potential for bedrock resources, high potential for sand and gravel resources, and no documented active or abandoned mineral resource extraction sites within 0.5 mile of the project area. No bedrock, sand, or gravel extraction sites are known to occur within the project area; therefore, no impacts to these resources are expected. Response from IGWS has been communicated with the designer on May 14, 2021.

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SECTION C – OTHER RESOURCES

Drinking Water Resources

- Wellhead Protection Area(s)
- Source Water Protection Area(s)
- Water Well(s)
- Urbanized Area Boundary
- Public Water System(s)

Presence

X

Impacts

Yes	No
	X

- Is the project located in the St. Joseph Sole Source Aquifer (SSA):
- If Yes, is the FHWA/EPA SSA MOU Applicable?
- If Yes, is a Groundwater Assessment Required?

Yes	No
	X

Check the appropriate boxes and discuss each topic below. Provide details about impacts and summarize resource-specific coordination responses and any mitigation commitments. Reference responses in the Appendix.

Sole Source Aquifer

The project is located in Noble County but located outside the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana (Appendix F-2 to F-6). Therefore, the FHWA/EPA Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project, a detailed groundwater assessment is not needed, and no impacts are expected. In the February 18, 2021, early coordination response (Appendix C-17), IDEM reiterated that the agency's focus is on prevention of groundwater contamination and best management practices such as taking prompt and appropriate steps to address any contamination or spills if they occur, contacting IDEM's spill reporting telephone line, and implementing emergency response procedures described on IDEM's emergency response website, <https://www.in.gov/idem/cleanups/2352.htm>.

Wellhead Protection Area and Source Water

IDEM's Wellhead Proximity Determinator Website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on January 31, 2021, by SJCA Inc. This project is not located in a Source Water Area but it is located within a Wellhead Protection Area (WHPA). In an early coordination response letter dated February 18, 2021, IDEM stated that the project is located within the Northport Mobile Home Park's WHPA (Appendix C-17). An early coordination letter was sent to the Wellhead Protection Area owner on February 19, 2021; however, no response was received within the 30-day response period. The features will not be affected because erosion control and spill prevention will comply with IDEM's WHPA Program. Refer to Appendix B-20 to B-22 for the erosion control plan for this project.

Water Wells

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on May 10, 2021, by SJCA Inc. The nearest water well is an unconsolidated well, located approximately 0.03 mile from the project area. The features will not be affected because excavation will not occur near the well. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that these wells will be affected, a cost to cure will likely be included in the appraisal to restore the wells.

Urban Area Boundary

Based on a desktop review of the INDOT MS4 website (<https://www.in.gov/idem/cleanwater/ms4s-boundaries-map-for-indiana/>) by SJCA Inc. on May 10, 2021, this project is not located in an Urban Area Boundary. No impacts are expected.

Public Water System

Based on a desktop review, a site visit on January 24, 2021, by SJCA Inc., the aerial map of the project area (Appendix B-3), and the project plans (Appendix B-11 to B-23), no public water systems were identified. Therefore, no impacts are expected.

Floodplains

- Project located within a regulated floodplain
- Longitudinal encroachment
- Transverse encroachment
- Homes located in floodplain within 1000' up/downstream from project

Presence

Impacts

Yes	No

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If applicable, indicate the Floodplain Level?

Level 1 Level 2 Level 3 Level 4 Level 5

Use the IDNR Floodway Information Portal to help determine potential impacts. Include floodplain map in appendix. Discuss impacts according to the classification system. If encroachment on a flood plain will occur, coordinate with the Local Flood Plain Administrator during design to insure consistency with the local flood plain planning.

The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) was accessed on May 4, 2021, by SJCA Inc. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F-1 and F-20). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

Farmland	Presence	Impacts	
		Yes	No
Agricultural Lands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Prime Farmland (per NRCS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Total Points (from Section VII of CPA-106/AD-1006*)	98		

*If 160 or greater, see CE Manual for guidance.

Discuss existing farmland resources in the project area, impacts that will occur to farmland, and mitigation and minimization measures considered.

Based on a desktop review, a site visit on January 24, 2021, by SJCA Inc., and the aerial map of the project area (Appendix B-3), there is farmland as defined by the Farmland Protection Policy Act adjacent to the project area. The project will not convert any land currently being used as farmland, as all permanent right-of-way will be acquired from the out-of-use railroad corridor. An early coordination letter was sent on January 31, 2021, to the Natural Resources Conservation Service (NRCS). Coordination with NRCS resulted in a score of 98 on the NRCS AD 1006 Form (Appendix C-21). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland. Note: the January 31, 2021, early coordination letter sent to the NRCS stated that 2.9 acres of ROW will be required; that estimate was further investigated and increased to 3.37 acres of permanent ROW after coordination occurred. Because all ROW acquisition will occur along the out-of-use railroad corridor on the east side of SR 9, additional coordination with NRCS was determined to not be warranted.

SECTION D – CULTURAL RESOURCES

Minor Projects PA	Category(ies) and Type(s)	INDOT Approval Date(s)	<input checked="" type="checkbox"/> N/A
Full 106 Effect Finding	No Historic Properties Affected <input type="checkbox"/>	No Adverse Effect <input checked="" type="checkbox"/>	Adverse Effect <input type="checkbox"/>
Eligible and/or Listed Resources Present	NRHP Building/Site/District(s) <input checked="" type="checkbox"/>	Archaeology <input type="checkbox"/>	NRHP Bridge(s) <input type="checkbox"/>

This is page 16 of 27 Project name: SR 9 at Northport Rd Intersection Project Date: August 18, 2021

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Documentation Prepared (mark all that apply)

APE, Eligibility and Effect Determination
 800.11 Documentation
 Historic Properties Report or Short Report
 Archaeological Records Check and Assessment
 Archaeological Phase Ia Survey Report
 Archaeological Phase Ic Survey Report
 Other:

<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

ESD Approval Date(s)

June 4, 2021
June 4, 2021
December 7, 2020
December 7, 2020
December 7, 2020

SHPO Approval Date(s)

June 30, 2021
June 30, 2021
December 21, 2020
December 21, 2020
December 21, 2020

Memorandum of Agreement (MOA)

MOA Signature Dates (List all signatories)

N/A

If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project requires full Section 106, use the headings provided. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of the paper(s) and the comment period deadline. Include any further Section 106 work which must be completed at a later date, such as mitigation from a MOA or avoidance commitments.

Section 106 of the National Historic Preservation Act (NHPA) of 1966 requires that federal agencies identify and assess the effects of federal projects, programs, and actions on historic resources. This includes projects that are supported by federal funds. The Section 106 process was managed by SJCA Inc. (formerly Green 3, LLC), who is listed on the IDNR Department of Historic Preservation and Archaeology's Roster of Qualified Professionals.

As previously discussed, this project involves the removal of the existing bridge carrying Northport Rd over SR 9 and construction of left turn lanes on SR 9 at a new at-grade intersection with Northport Rd. Adjacent to the project area is Kneipp Springs Historic District, which was listed on the NRHP in 2018 (NR-2491). The historic district is eligible under Criteria Consideration A as a site developed by a religious institution as well as its association with health and medicine. The district is also eligible under Criterion C for its architecture.

Area of Potential Effect

According to 36 CFR 800.16(d), the Area of Potential Effect (APE) is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking..."

The APE of the project includes all properties adjacent to the project and those with a proximate viewshed of the project. The dimensions of the APE were defined by the tree coverage around the intersection, the open space of the agricultural fields to the north, and the cure and rise in elevation along both Northport Rd and SR 9. The Archaeological APE is a 7.5 acre project area investigated for the presence of archaeological resources. From the center of the bridge carrying Northport Rd over SR 9, the APE extends approximately 0.15 mile east, 0.14 mile west, 0.33 mile north, and 0.28 mile south. Refer to Appendix D-10 for a description and Appendix D-19 for a map of the APE.

Coordination with Consulting Parties

On August 4, 2020, the following parties were sent an early coordination letter, project map, and an invitation to become a Consulting Party (see Appendix D-32 to D-40).

Contacted Party	Response
Indiana Landmarks, Northern Regional Office	August 4, 2020
IDNR SHPO	August 17, 2020
Shawnee Tribe	September 1, 2020
Miami Tribe of Oklahoma	September 2, 2020
Forest County Potawatomi Community (FCPC)	September 5, 2020
Mother of Mercy Foundation Inc.*	December 8, 2020
Eastern Shawnee Tribe of Oklahoma	No Response
Noble County Historian	No Response
Noble County Historical Society	No Response
Noble County Commissioners	No Response

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Noble County Highway Department	No Response
Rome City Town Manager	No Response
Eastern Shawnee Tribe of Oklahoma	No Response
Peoria Tribe of Indians of Oklahoma	No Response
Pokagon Band of Potawatomi Indians	No Response
Sylvan Farms LLC*	No Response

Note: INDOT Cultural Resources Office (CRO) is acting on behalf of FHWA. FHWA is the lead federal agency. The IDNR SHPO is an automatic Consulting Party. The contacted parties in bold have accepted consulting party status. Parties with an asterisk (*) were added as Consulting Parties on December 8, 2020, due to their status as historic property owners.

The Indiana Landmarks Northern Regional Office responded to the early coordination mailing on August 4, 2020 (Appendix D-41), stating that the agency would like to be included as a consulting party. The SHPO responded on August 17, 2020 (Appendix D-42 to D-43), stating that the agency was not aware of any other parties who should be invited to participate in the Section 106 consultation for this project. However, SHPO did recommend that the owner of the historic property adjacent to the project be contacted if ROW will be taken from that property.

On September 1, 2020, the Shawnee Tribe accepted consulting party status, stating that the Shawnee Tribe’s Tribal Historic Preservation Department concurred that no known historic properties will be negatively impacted by this project (Appendix D-45 to D-46). The Shawnee Tribe also stated that although they have no issues or concerns at this time, immediate consultation should occur in the event that archaeological materials are encountered during construction, use, or maintenance of the location.

In a letter dated September 2, 2020, the Miami Tribe of Oklahoma accepted the invitation to serve as a consulting party, stating that the Miami Tribe offers no object to the project and that they are not aware of existing documentation directly linking a specific Miami cultural or historic site to the project site (Appendix D-44). However, the site is within the aboriginal homelands of the Miami Tribe, and they requested that immediate consultation be initiated if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of the project.

On September 5, 2020, the FCPC accepted consulting party status (Appendix D-47 to D-48). The FCPC Tribal Historic Preservation Office (THPO) also requested a copy of the archaeological clearance report for the project, given the proximity to Sylvan Lake.

On December 8, 2020, the Mother of Mercy Foundation and Sylvan Farms, LLC, were invited to become consulting parties due to their status as historic property owners. The Mother of Mercy Foundation accepted consulting party status on May 2, 2021 (Appendix D-66 to D-68).

Archaeology

SJCA Inc.’s archaeologist conducted a Phase 1a archaeological reconnaissance investigation (Jackson, December 2020). The investigation identified one (1) site, which was recommended as not eligible for placement on the NRHP under Criterion D, and it was recommended that no further archaeological work should be undertaken (Appendix D-71 to D-72). The archaeology report was approved by INDOT CRO and sent to Consulting Parties (SHPO and tribes only) on December 8, 2020 (Appendix D-50). In a letter dated December 21, 2020, SHPO staff concurred with the findings of the archaeology report, stating that they “concur with the recommendation [that] the archaeological site 12-No-0313, a historic-era artifact scatter recorded as a result of the Phase 1a reconnaissance of the proposed area, is not eligible for inclusion in the NRHP” (Appendix D-54 to D-55). SHPO also agreed that no further archaeological reconnaissance is needed for the proposed project. No other responses were received regarding the archaeological report.

Historic Properties

A Historic Property Short Report (HPSR) was completed for this project (Wood, October 2020). The HPSR was approved by INDOT CRO and provided to consulting parties for comment on December 8, 2020 (Appendix D-49 to D-53). The HPSR found a total of five (5) above-ground resources within the APE. One (1) property is a modern residential home that has not achieved significance in the past 50 years. Four (4) of the resources met the minimum age requirement of at least 50 years by the time of project letting. Three (3) of these resources were rated as “Non-Contributing” due to a reduction in architectural integrity with modern alterations such as vinyl windows and siding, replacement doors, and a lack of overall historical significance. One (1) property within the project APE is listed in the NRHP, the Kneipp Springs Historic District (NR-2491), which was listed on the NRHP in 2018. The Kneipp Springs Historic District is significant under Criteria A and C for its association with late 19th century and early 20th century agriculture and religion, as well as intact architectural styles of Gothic, Queen Anne, Colonial Revival, and Cape Cod. The District is approximately 80 acres and includes a total of 37 resources. Of these 37 resources, 32 are rated “Contributing.” The HPSR determined that no structural changes have occurred in the Kneipp Springs Historic District since its listing in 2018; therefore, it remains eligible for listing. No other properties are recommended eligible for listing in the NRHP. Refer to Appendix D-73 to D-76 for plan sheets showing the boundaries of the Kneipp Springs Historic District.

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After their review of the HPSR, the SHPO responded on December 21, 2020, stating that they agree with the size of the APE and concur with the findings of the HPSR that the only historic property located within the APE is the NRHP-listed Kneipp Springs Historic District (NR-2491) (Appendix D-54 to D-55). No other responses from Consulting Parties were received regarding the HPSR.

Documentation Findings

On April 8, 2021, an effects letter was mailed to Consulting Parties providing additional information on project activities and the criteria for a "No Adverse Effect" finding and providing parties the opportunity to comment on the possible effects of the project on the Kneipp Springs Historic District (Appendix D-56 to D-63). The SHPO responded to the effects letter on April 19, 2021, stating that they agree with the effect finding that the Kneipp Springs Historic District will not be adversely affected by this project, because none of the required ROW for the project will be taken from the historic property (Appendix D-64 to D-65). The Mother of Mercy Foundation responded on May 2, 2021, but did not provide additional comments or concerns regarding the effect finding for this project (Appendix D-66 to D-68). No other consulting parties responded to the effect finding letter.

According to the archaeological report and the HPSR, there is only one resource listed in the NRHP, Kneipp Springs Historic District (NR-2491, listed in 2018) within the proposed project area. Per the CFR 800.5(a)(1), "an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association." The project does not meet the criteria for an "Adverse Effect" based on the current project scope. On June 4, 2021, a finding of "No Adverse Effect" was issued on behalf of the FHWA by INDOT CRO (Appendix D-6 to D-31). INDOT CRO also stated that although the proposed project will alter the setting adjacent to the historic district, the project will also restore some historic integrity to the district by reconfiguring the intersection close to what existed when most of the contributing structures on the property were built in the late 19th century and early 20th century (Appendix D-13). The SHPO responded on June 30, 2021, concurring with the "No Adverse Effect" finding (Appendix D-1 to D-2). No other consulting parties responded to the effect finding mailing within the 30-day comment period, which ended on July 4, 2021.

Public Involvement

A notice informing the public of the finding and opportunity to comment on the "No Adverse Effect" finding was published in *The News Sun* (Kendallville, Noble County) on June 18, 2021, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The published public comment period closed on July 18, 2021. The text of the public notice and the affidavit of publication can be found in Appendix D-3 to D-5. No comments from the public were received during the published comment period ending on July 18, 2021.

The Section 106 process has been completed and the responsibilities of the FHWA under Section 106 have been fulfilled.

SECTION E – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

	<u>Presence</u>	<u>Use</u>	
		Yes	No
Parks and Other Recreational Land			
Publicly owned park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Publicly owned recreation area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (school, state/national forest, bikeway, etc.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wildlife and Waterfowl Refuges			
National Wildlife Refuge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Natural Landmark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Wildlife Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Nature Preserve	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Historic Properties			
Site eligible and/or listed on the NRHP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Evaluations Prepared

Programmatic Section 4(f)
 "De minimis" Impact
 Individual Section 4(f)
 Any exception included in 23 CFR 774.13

Discuss Programmatic Section 4(f) and "de minimis" Section 4(f) impacts in the discussion below. Individual Section 4(f) documentation must be included in the appendix and summarized below. Discuss proposed alternatives that satisfy the requirements of Section 4(f). FHWA has identified various exceptions to the requirement for Section 4(f) approval. Refer to 23 CFR § 774.13 - Exceptions.

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

Based on a desktop review, the aerial map of the project area (Appendix B-3), and the RFI report (Appendix E-2 and E-7), there is one (1) recreational facility, one (1) managed land, and two (2) trails located within the 0.5-mile search radius. The potential Rome City North to County Line Trail is a planned trail with an alignment proposed along the east side of SR 9 and through the project area. Based on available online Geographic Information System (GIS) mapping records and the project plans in Appendix B, the property along the east side of SR 9 where the trail is planned is owned by private landowners and the Rome City Conservancy District. According to the IDNR Conservancy District website (<https://www.in.gov/dnr/water/publications/indiana-conservancy-district-directory/>), the purpose of this entity is operations and maintenance related to Sylvan Lake. Because there are no protected activities, features, or attributes that qualify the Rome City Conservancy District property parcel for protection under Section 4(f), and because the potential Rome City North to County Line trail has not been constructed, no impacts to resources protected by Section 4(f) are expected. The Town of Rome City, Noble Trails Inc., and the Sylvan Lake Association were sent early coordination letters on January 31, 2021, but no responses were received within the 30-day response period. At the June 26, 2018, public open house, INDOT presented a design concept that included a preliminary alignment option for the Rome City North to County Line Trail that demonstrated a future trail crossing over Northport Rd that may be incorporated into the preferred alternative of an at-grade intersection improvement (Appendix G-9). The current scope of the project will not prohibit future construction of a trail in the project area.

According to additional research and the HPSR by SJCA Inc. discussed above in the Cultural Resources section of this document, there is one 4(f) historic resource, the NRHP-listed Kneipp Springs Historic District (NR-2491), located adjacent to the project area. No conversion of property from the Kneipp Springs Historic District to a transportation use is proposed, and it was determined that no Section 4(f) evaluation is required (Appendix D-8). Therefore, no impacts to the Kneipp Springs Historic District as a Section 4(f) historic resource will occur.

Section 6(f) Involvement

Presence

Use

Section 6(f) Property

Yes

No

Discuss Section 6(f) resources present or not present. Discuss if any conversion would occur as a result of this project. If conversion will occur, discuss the conversion approval.

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.

A review of 6(f) properties on the INDOT ESD website revealed a total of 23 properties in Noble County (Appendix I-1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

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SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project

	Yes	No
Is the project in the most current STIP/TIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the project located in an MPO Area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the project in an air quality non-attainment or maintenance area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If Yes, then:		
Is the project in the most current MPO TIP?	<input type="checkbox"/>	<input type="checkbox"/>
Is the project exempt from conformity?	<input type="checkbox"/>	<input type="checkbox"/>
If No, then:		
Is the project in the Transportation Plan (TP)?	<input type="checkbox"/>	<input type="checkbox"/>
Is a hot spot analysis required (CO/PM)?	<input type="checkbox"/>	<input type="checkbox"/>

Location in STIP:

Initial FY 2020-2024 STIP, approved July 2, 2019;
lead Des. 1601984 (Appendix H-1)

Name of MPO (if applicable):

N/A

Location in TIP (if applicable):

N/A

Level of MSAT Analysis required?

Level 1a Level 1b Level 2 Level 3 Level 4 Level 5

Describe if the project is listed in the STIP and if it is in a TIP. Describe the attainment status of the county(ies) where the project is located. Indicate whether the project is exempt from a conformity determination. If the project is not exempt, include information about the TP and TIP. Describe if a hot spot analysis is required and the MSAT Level.

STIP / TIP

This project is included in the Fiscal Year (FY) 2020-2024 Statewide Transportation Improvement Program (STIP) (Appendix H-1). The FY 2020-2024 STIP is listed based on the lead Des. Number in the contract; this project includes both Des. 1601984 and 2000041, and is listed in the STIP under Des. 1601984 by reference with the contract number B-40473. The project is also listed in the FY 2018-2021 STIP under Des. No. 1601984 for ROW and engineering costs (Appendix H-2).

Attainment Status

This project is located in Noble County, which is currently in attainment for all criteria pollutants according to the Indiana Department of Environmental Management's Current and Historical List of Nonattainment Areas by County and the Map of Current Attainment Areas (<https://www.in.gov/idem/airquality/information-about/nonattainment/nonattainment-status-for-indiana-counties/>), as well as the U.S. Environmental Protection Agency (EPA) Nonattainment Areas for Criteria Pollutants Green Book (<https://www.epa.gov/green-book>). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

MSAT

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.

SECTION G - NOISE

Noise

Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy? Yes No

Date Noise Analysis was approved/technically sufficient by INDOT ESD: N/A

Describe if the project is a Type I or Type III project. If it is a Type I project, describe the studies completed to date and if noise impacts were identified. If noise impacts were identified, describe if abatement is feasible and reasonable and include a statement of likelihood.

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This project is a Type III project. In accordance with 23 CFR 772 and the current *Indiana Department of Transportation Traffic Noise Analysis Procedure*, this action does not require a formal noise analysis.

SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

- Will the proposed action comply with the local/regional development patterns for the area?
- Will the proposed action result in substantial impacts to community cohesion?
- Will the proposed action result in substantial impacts to local tax base or property values?
- Will construction activities impact community events (festivals, fairs, etc.)?
- Does the community have an approved transition plan?
- If No, are steps being made to advance the community's transition plan?
- Does the project comply with the transition plan? (explain in the discussion below)

Yes	No
X	
	X
	X
	X
X	
	X

Discuss how the project complies with the area's local/regional development patterns; whether the project will impact community cohesion; and impact community events. Discuss how the project conforms with the ADA Transition Plan.

Noble County has a Comprehensive Plan, which was approved October 17, 2018. The Comprehensive Plan includes goals regarding transportation policies, such as providing a highly connected network of safe and efficient streets, collaborating with regional partners on transportation projects, require dig-once practices for work in the ROW to improve internet connectivity, and to use financial analysis as a guide to design. This project will comply with the Comprehensive Plan, as it will improve connectivity between SR 9 and Northport Rd, and will create a more efficient flow of traffic. The Comprehensive Plan of Noble County can be accessed at <https://static1.squarespace.com/static/52af50f7e4b01438ef9d8b3f/t/5beafc5c898583fd48cca7f4/1542126700367/NobleTomorrowOfficial.pdf>.

Noble County also has an Americans with Disabilities Act (ADA) Transition Plan, which can be accessed at the following: <http://static1.1.sqspcdn.com/static/f/432182/27822012/1517844363470/Noble+County+ADA+Transition+Plan+2-12-2018.pdf?token=ceC%2FUibRCc9eGZ19UncgzD2HIZk%3D>. This Transition Plan, approved on December 3, 2012, and most recently updated on February 12, 2018, includes guidelines and standards for sidewalks and curbs in Noble County, in order to comply with ADA accessibility standards. This project does not include any sidewalks or curb ramps at the existing or proposed intersection; therefore, the Noble County ADA Transition Plan is not applicable to this project.

This project will not substantially impact the tax base or property values. The project will require approximately 3.37 acres of permanent ROW from the adjacent out-of-use railroad corridor, which is owned by the Rome City Conservancy District and private landowners. The ROW acquisition will only impact roadside and forested use on the properties and will not cause any relocations of businesses or residences. Coordination with the Town of Rome City and other local representatives regarding design and potential impacts was initiated in July 2017 (Appendix I-16) and is ongoing.

A search of local festivals, fairs, and events that could potentially be impacted by this project was conducted on May 7, 2021, by SJCA Inc. The following sources were evaluated: the Noble County Government website (<http://nobleco.squarespace.com/>), Noble County Community Fair website (<http://www.noblecountyfair.org/>), and the Town of Rome City website (<https://www.townofromecity.org/>). Local recurring events were found to include annual Fourth of July fireworks viewing at Sylvan Lake, an annual county fair in mid-July, and an annual Chautauqua Days Festival in mid-August. These events will not take place within or adjacent to the project area; however, the current anticipated letting date for this project is in March 2022 with construction anticipated to begin in April 2022. Road closures and traffic detours associated with this project may cause delays, but no adverse impacts are expected. It was concluded that the project will not substantially impact community cohesion or adversely impact local community events.

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Public Facilities and Services

Discuss what public facilities and services are present in the project area and impacts (such as MOT) that will occur to them. Include how the impacts have been minimized and what coordination has occurred. Some examples of public facilities and services include health facilities, educational facilities, public and private utilities, emergency services, religious institutions, airports, transportation or public pedestrian and bicycle facilities.

Based on a desktop review, the aerial map of the project area (Appendix B-3), the RFI report (Appendix E-2 and E-7), and the project plans (Appendix B-11 to B-23), there is one (1) religious facility, one (1) pipeline, two (2) cemeteries, and one (1) railroad within 0.5 mile of the project. No impacts to the religious facility, pipeline, and cemeteries are anticipated as they are located outside of the project area (Appendix E-2). A site visit on January 24, 2021, by SJCA Inc. confirmed that the railroad traverses along the east side of SR 9 and is the out-of-use railroad corridor discussed in previous sections of this document. There are no existing public pedestrian or bicycle facilities within the project area.

Overhead and underground public utilities are located within the project area, including overhead electric and communications lines and underground fiberoptic cable. These overhead and underground public utilities will likely be relocated as a result of this project. Coordination between the appropriate utility companies and the project engineer is ongoing and will continue throughout the design process and construction.

An online request for contact information was submitted to the Sylvan Cellars Event Center and Tasting Room on January 28, 2021. The Sylvan Cellars Event Center and Tasting Room responded on January 30, 2021, providing contact information to which project information should be sent (Appendix C-7). Early coordination letters were sent on January 31, 2021, to Central Noble School Corporation, East Noble School Corporation, West Noble School Corporation, Sylvan Lake Association, Sylvan Cellars Event Center and Tasting Room, and Our Lady Mother of Mercy Center (Appendix C-1 to C-3). No responses were received from these facilities. Access to the Sylvan Cellars Event Center and Tasting Room and Our Lady Mother of Mercy Center will be impacted by the proposed closure of Northport Rd and SR 9 during construction and the detour, but access will be maintained.

Emergency services and bus routes will be impacted by the proposed road closure and detour. On April 13, 2021, a representative of the Orange Township FD contacted the INDOT PM to discuss concerns regarding delayed emergency personnel response time due to the proposed closure of Northport Rd and SR 9 during construction and the detour (Appendix G-4). Coordination with local emergency services is ongoing. 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. All applicable recommendations are included in the Environmental Commitments section of this CE document.

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

Will the project result in adversely high and disproportionate impacts to EJ populations?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Indicate if EJ issues were identified during project development. If an EJ analysis was not required, discuss why. If an EJ analysis was required, describe how the EJ population was identified. Include if the project has a disproportionately high and adverse effect on EJ populations and explain your reasoning. If yes, describe actions to avoid, minimize and mitigate these effects.

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. The project will require approximately 3.37 acres of permanent right-of-way. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city, or town, and is called the community of comparison (COC). In this project, the COC is Noble County, Indiana. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tract 9720 in Noble County. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the 2018 American Community Survey (ACS) 5-year estimates was

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obtained from the U.S. Census Bureau website (<https://data.census.gov/cedsci/>) on February 13, 2021, by SJCA Inc. The data collected for minority and low-income populations within the AC are summarized in the below table.

Table: Minority and Low-Income Data (2018 ACS 5-Year Estimates, U.S. Census Bureau)		
	COC – Noble County, Indiana	AC-1 – Census Tract 9720; Noble County, Indiana
Percent Minority	12.8 %	3.9 %
125% of COC	16.0 %	AC < 125% COC
EJ Population of Concern	--	No
Percent Low-Income	7.5 %	9.3 %
125% of COC	9.3%	AC = 125% COC
EJ Population of Concern	--	Yes

AC-1, Census Tract 9720, has a percent minority of 3.9%, which is below 50% and is below the 125% COC threshold. Therefore, AC-1 is not a minority population of EJ concern.

AC-1, Census Tract 9720, has a percent low-income of 9.3%, which is below 50% but is equal to the 125% COC threshold. Therefore, AC-1 contains a low-income population of EJ concern.

The project will provide community-wide positive impacts in the form of an improved intersection at SR 9 and Northport Rd for all motorists, regardless of income or ethnicity. The proposed intersection improvement will eliminate the need for motorists to cross over SR 9 via the Northport Rd bridge, then utilize the leg of Northport Rd (Kelly St) to gain access to SR 9. Right-of-way acquisition will occur along the SR 9 and Northport Rd roadways without relocation of residences or businesses. Current estimates include 3.37 acres of permanent ROW, with all acquisition coming from the out-of-use railroad corridor on the east side of SR 9 and none proposed from the Our Lady of Mercy Center, located within the NRHP-listed Kniepp Historic District. Right-of-way acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (the Uniform Act). The project is located within the Northport Mobile Home Park's WHPA, but the features will not be affected because erosion control and spill prevention will comply with IDEM's WHPA Program. Tree clearing is estimated to be approximately 1.57 acres, all from the out-of-use railroad corridor. This tree removal will impact the residence east of the Northport Rd bridge over SR 9 in the form of a decrease in vegetation between the SR 9 roadway and the house, which currently serves as a visual and audio buffer. Trees and vegetation will be replaced in accordance with IDNR recommendations and mitigation requirements as applicable, therefore minimizing the impacts to this residence. In addition, the detour route will impact all travelers regardless of income or ethnicity and will not impact EJ populations more than any other population. The EJ analysis conducted for this project was forwarded to INDOT ESD on February 14, 2021 (Appendix I-2 to I-8). On February 25, 2021, INDOT ESD reviewed the EJ analysis and determined the project would not cause a disproportionately high and adverse effect on minority and/or low income populations of EJ concern relative to non-EJ populations in accordance with the provisions under Executive Order 12898 and FHWA Order 6640.23A (Appendix I-9). No further EJ analysis is required.

Relocation of People, Businesses, or Farms

Will the proposed action result in the relocation of people, businesses, or farms?
Is a BIS or CSRS required?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Number of relocations: Residences: 0 Businesses: 0 Farms: 0 Other: 0

Discuss any relocations that will occur due to the project. If a BIS or CSRS is required, discuss the results in the discussion below.

No relocation of people, businesses, or farms will take place as a result of this project.

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SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)

- Red Flag Investigation (RFI)
- Phase I Environmental Site Assessment (Phase I ESA)
- Phase II Environmental Site Assessment (Phase II ESA)
- Design/Specifications for Remediation required?

Documentation

X

Date RFI concurrence by INDOT SAM (if applicable): April 23, 2021

Include a summary of the potential hazardous material concerns found during review. Discuss in depth sites found within, directly adjacent to, or ones that could impact the project area. Refer to current INDOT SAM guidance. If additional documentation (special provisions, pay quantities, etc.) will be needed, include in discussion. Include applicable commitments.

Based on a review of GIS and available public records, a RFI was approved by INDOT SAM on April 23, 2021 (Appendix E-4 and E-9). Two (2) underground storage tank (UST) sites and two (2) brownfield sites are located within 0.5 mile of the project area. The nearest UST site is located approximately 0.46 mile southwest of the project area, and the nearest brownfield site is located approximately 0.47 mile southwest of the project area. None of the hazardous material concerns (hazmat) sites identified will impact the project. Further investigation for hazardous material concerns is not required at this time.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

- Nationwide Permit (NWP)
- Regional General Permit (RGP)
- Individual Permit (IP)
- Other

IN Department of Environmental Management (401/Rule 5)

- Nationwide Permit (NWP)
- Regional General Permit (RGP)
- Individual Permit (IP)
- Isolated Wetlands
- Rule 5
- Other

IN Department of Natural Resources

- Construction in a Floodway
- Navigable Waterway Permit
- Other

Mitigation Required

- US Coast Guard Section 9 Bridge Permit**
- Others (Please discuss in the discussion below)**

List the permits likely required for the project and summarize why the permits are needed, including permits designated as "Other."

Indiana Department of Transportation

County Noble

Route SR 9 & Northport Rd

Des. No. 1601984 & 2000041

At this time, an IDEM Rule 5 permit is required due to the disturbance of more than 0.9 acre of soil. No other permits are currently anticipated for this project. The Noble County Surveyor responded on February 1, 2021 (Appendix C-15), stating that this project is located within the jurisdiction of the Noble County Storm Drainage and Erosion Control Ordinance and compliance with the erosion control portion of the ordinance will be required. An application along with a complete set of the erosion control plan is required to be filed for review before a permit can be issued.

Applicable recommendations provided by resource agencies are included in the Environmental Commitments section of this document. If permits are found to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations. It is the responsibility of the project sponsor to identify and obtain all required permits.

ENVIRONMENTAL COMMITMENTS

List all commitments and include the name of agency/organization requesting/requiring the commitment(s). Listed commitments should be numbered.

Firm

- 1) If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District)
- 2) It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
- 3) General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
- 4) Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
- 5) Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
- 6) Tree Removal AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present (April 1 to September 30), or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS, IDNR)
- 7) Tree Removal AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
- 8) Tree Removal AMM 4: Do not remove **documented** Indiana Bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 mile of roosts, or **documented** foraging habitat any time of year. (USFWS)
- 9) This project is located within the jurisdiction of the Noble County Storm Drainage and Erosion Control Ordinance. Compliance with the erosion control portion of the ordinance will be required. An application along with a complete set of the erosion control plan is required to be filed for review before a permit can be issued. (Noble County Surveyor)
- 10) Structure No. 009-57-02086 C (NBI: 2850) has shown evidence of use (i.e., nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA) during the April 11, 2021, inspection. Avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 – April 30). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the "Potential Migratory Bird on Structure USP." (INDOT)
- 11) Strict erosion control measures will be needed to ensure that no pollutants enter these wetlands, small lakes, or the river. It will also be necessary to keep spill containment materials at hand in case of an accidental spill of any material into either the soil or drainageways. (USFWS)
- 12) This project is located near, but not within, the St. Joseph Sole Source Aquifer. Groundwater contamination should be prevented through any number of Best Management Practices that reduce the potential for contaminate occurring (e.g., spill prevention; secondary containment; proper storage, mixing, and of chemicals; proper disposal of waste and rinse products; etc.) and taking prompt and appropriate steps to address contamination or spills if they occur. IDEM's spill line and emergency response are there to help with these cases; further information is included at <https://www.in.gov/idem/cleanups/2352.thm>. (IDEM)

Indiana Department of Transportation

County Noble

Route SR 9 & Northport Rd

Des. No. 1601984 & 2000041

For Further Consideration

- 13) All excavated material must be properly spread or completely removed from the project site such that erosion and off-site sedimentation of the material is prevented. (IDNR)
- 14) Plant five trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is 10 inches or greater in diameter-at-breast height in an urban setting. (IDNR)
- 15) The IDNR recommends avoiding the removal of urban trees to the greatest extent possible. (IDNR)

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Des 1601984 & 2000041

Appendix A

INDOT Supporting Documentation

Categorical Exclusion Level Thresholds

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

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

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

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

⁴ US Army Corps of Engineers Individual 404 Permit

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

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

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

⁸ Potential for causing a disproportionately high and adverse impact.

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

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

* Includes the threatened/endangered species critical habitat

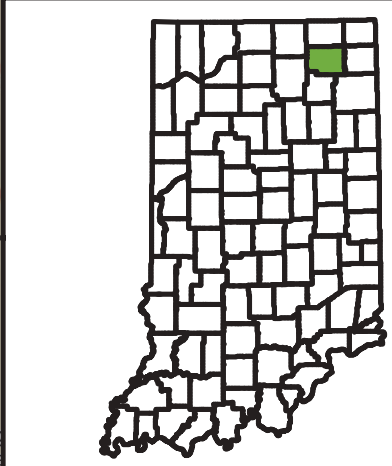
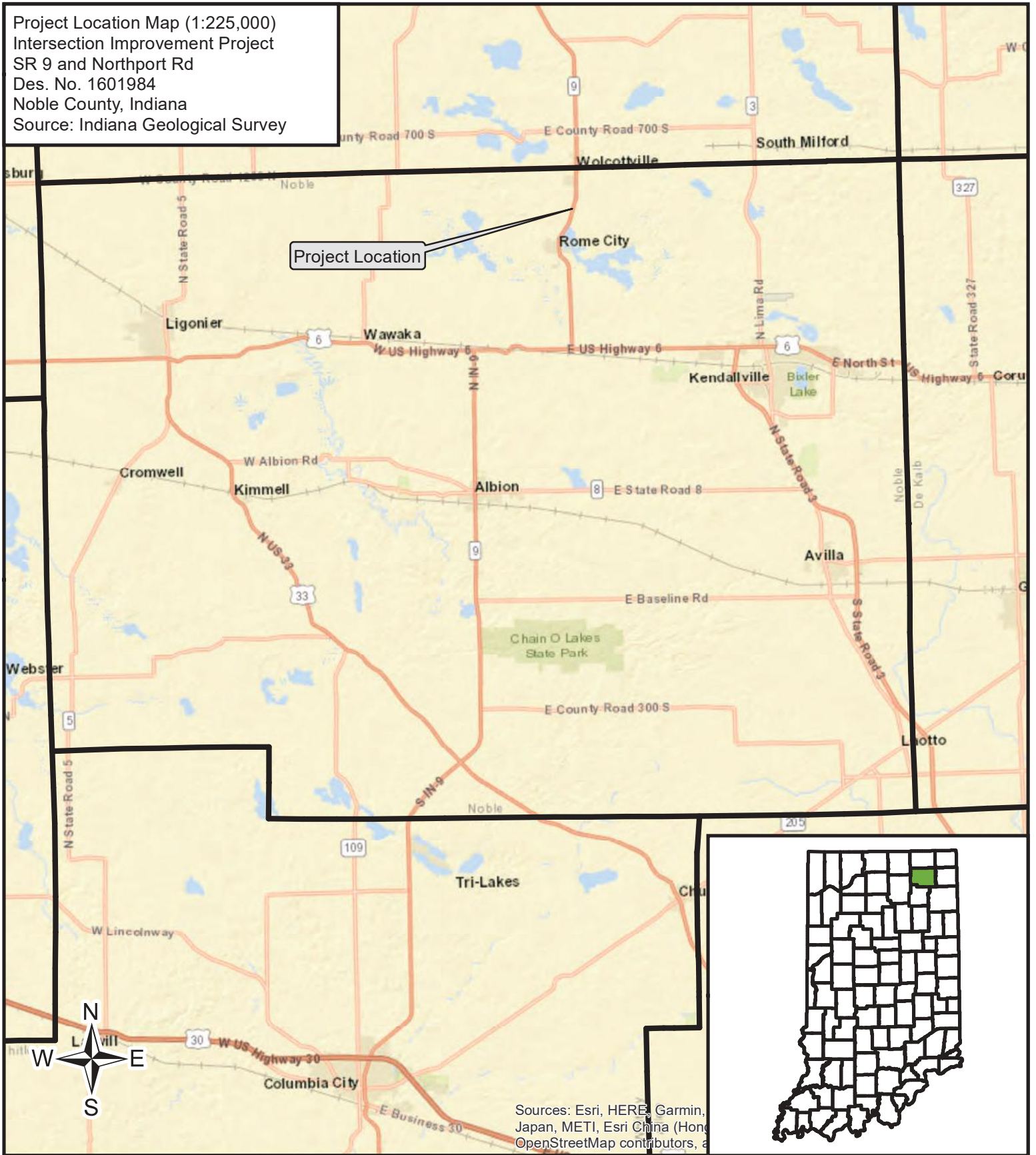
Note: Substantial public or agency controversy may require a higher-level NEPA document.

Des 1601984 & 2000041

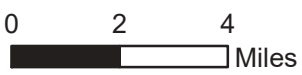
Appendix B



Graphics

Project Location Map (1:225,000)
 Intersection Improvement Project
 SR 9 and Northport Rd
 Des. No. 1601984
 Noble County, Indiana
 Source: Indiana Geological Survey



Sources: Esri, HERE, Garmin,
 Japan, METI, Esri China (Hong
 Kong), Swatch, Bing, OpenStreetMap contributors, and the
 National Geographic Society

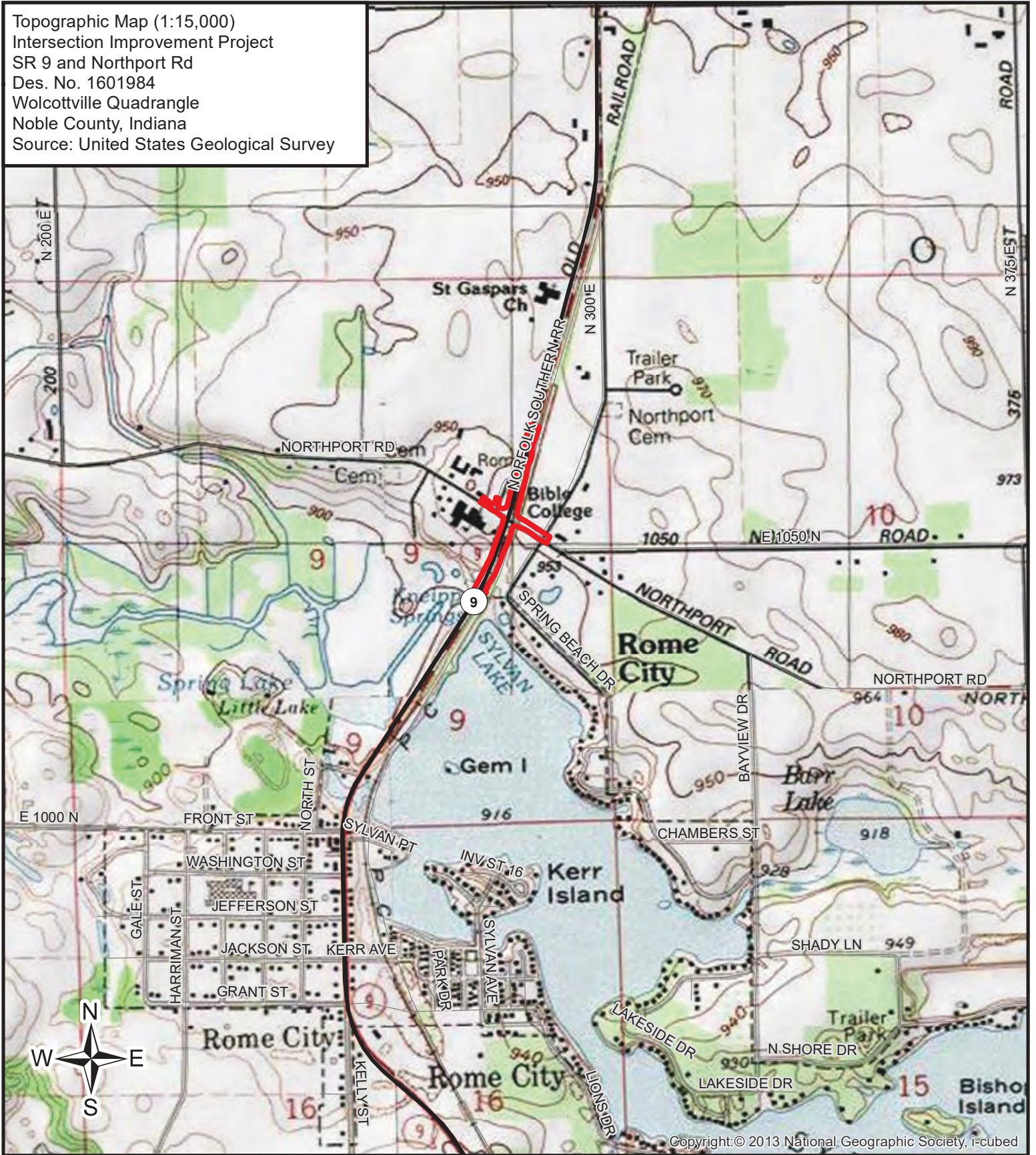


-  County Boundary
-  Project County



12/23/2020

Topographic Map (1:15,000)
 Intersection Improvement Project
 SR 9 and Northport Rd
 Des. No. 1601984
 Wolcottville Quadrangle
 Noble County, Indiana
 Source: United States Geological Survey



Copyright: © 2013 National Geographic Society, i-cubed

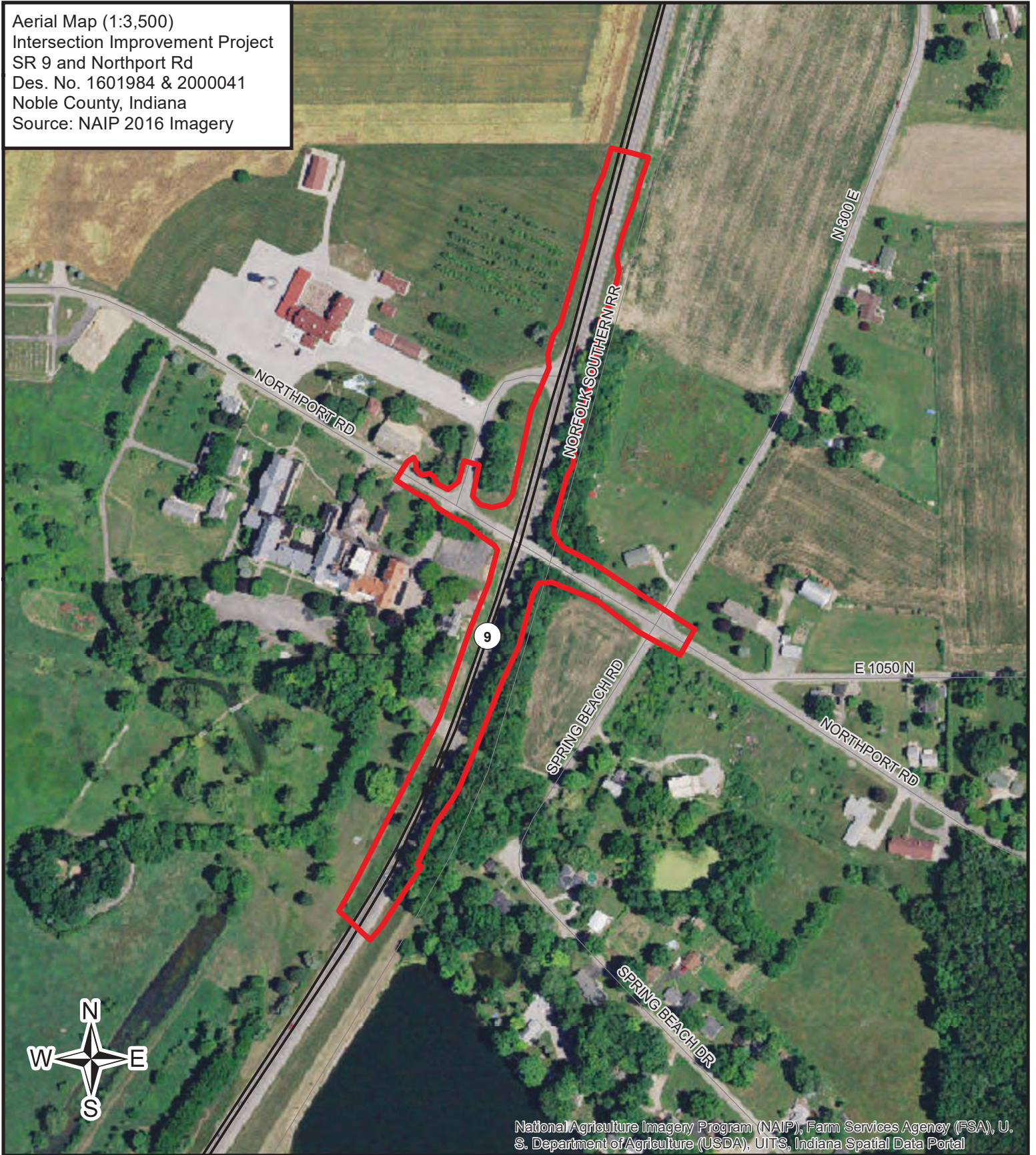


 Project Location



12/23/2020

Aerial Map (1:3,500)
Intersection Improvement Project
SR 9 and Northport Rd
Des. No. 1601984 & 2000041
Noble County, Indiana
Source: NAIP 2016 Imagery



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

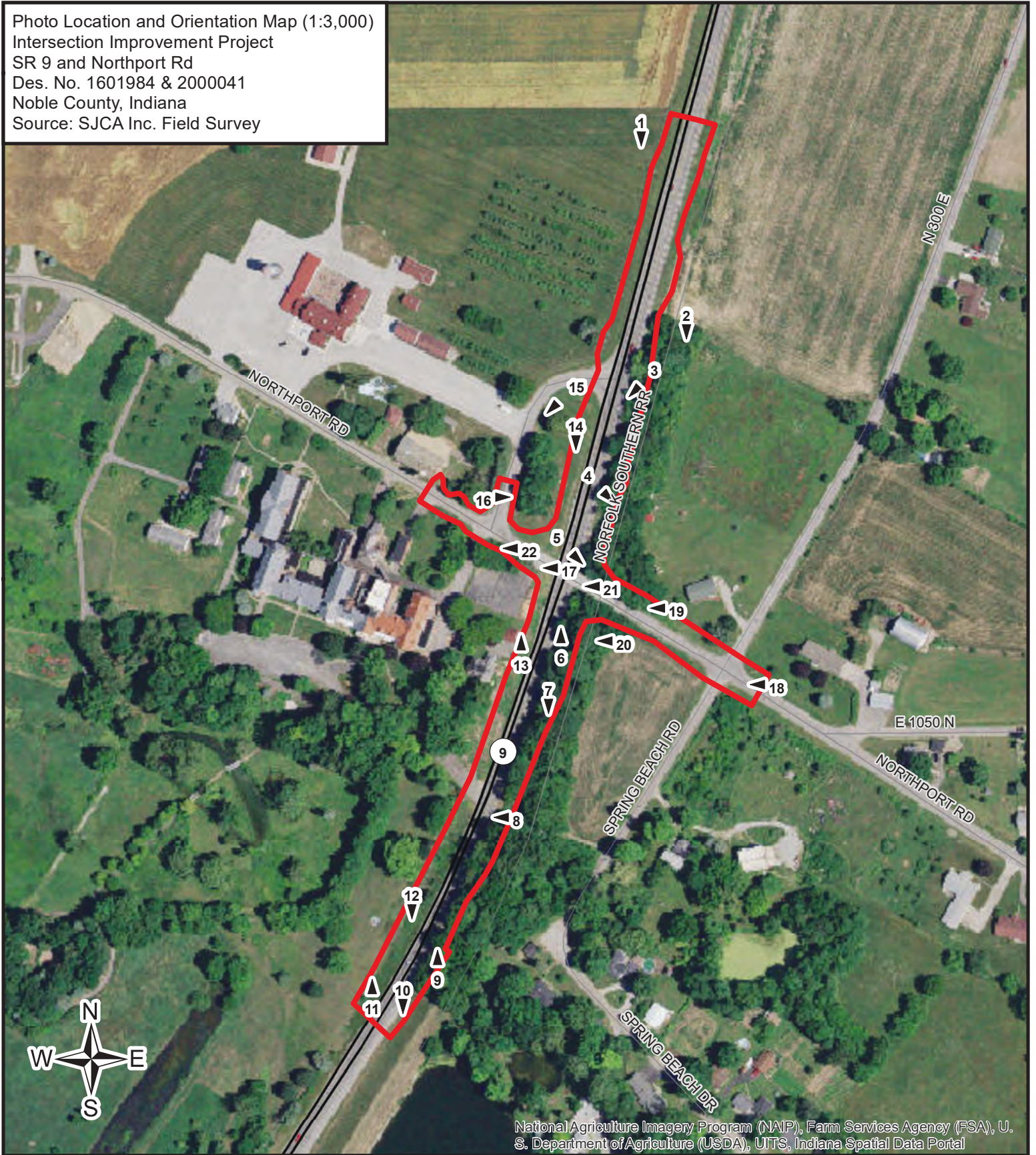
0 210 420
Feet

 Project Location





5/5/2021

Photo Location and Orientation Map (1:3,000)
 Intersection Improvement Project
 SR 9 and Northport Rd
 Des. No. 1601984 & 2000041
 Noble County, Indiana
 Source: SJCA Inc. Field Survey



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



-  Photo Location
-  Project Location



5/5/2021



Photo 1. Facing south from northern project endpoint, west side of SR 9.



Photo 3. Facing southwest to Northport Rd intersection; this roadway and approach proposed for removal.



Photo 2. Facing south along east side of SR 9; former railroad corridor on left.



Photo 4. Facing southeast to former railroad corridor and stone marker, east of SR 9.



Photo 5. Eastern bridge pier, facing southeast.



Photo 7. Facing south from east side of SR 9; former railroad corridor on left.



Photo 6. Facing north from the east side of SR 9 to bridge proposed for removal.



Photo 8. Facing west to entrance into Our Lady Center.



Photo 9. Facing north to bridge proposed for removal, east side of SR 9.



Photo 11. Facing north from west side of SR 9, near southern project endpoint.



Photo 10. Facing south from east side of SR 9 from southern project endpoint.



Photo 12. Facing south along west side of SR 9; Sylvan Lake and dam in distance.



Photo 13. Facing north from west side of SR 9 to bridge proposed to be removed.



Photo 15. Facing southwest along section of Northport Rd (Kelly St) proposed to be permanently closed after project.



Photo 14. Facing south from intersection of SR 9 and Northport Rd, west side of SR 9.



Photo 16. Facing east to intersection of Northport Rd and Northport Rd (Kelly St) and bridge to be removed over SR 9.



Photo 17. Facing west on bridge to be removed over SR 9.



Photo 19. Facing west along north side of Northport Rd to bridge to be removed.



Photo 18. Facing west from eastern project endpoint at the intersection of Northport Rd and CR 300 E to bridge over SR 9 to be removed.



Photo 20. Facing west along south side of Northport Rd to bridge to be removed.



Photo 21. Facing west to south side of bridge to be removed.



Photo 22. Facing west from western side of bridge to be removed; evergreen tree removal likely.

PROJECT	DESIGNATION
2000041	2000041
CONTRACT	BRIDGE FILE
B-40473	009-57-02086 C

KIN PROJECT INFORMATION	
DES. NO.	PROJECT DESCRIPTION
1601984	BRIDGE REMOVAL

EXISTING STRUCTURE INFORMATION (TO BE REMOVED)				
STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
009-57-02086 C	CONTINUOUS STEEL BEAM	4 SPANS; 40'-0", 2@48'-0", 40'-0", SKEW: 13° 45' LT	S.R. 9 & RAILROAD (ABANDONED)	110+04.14 Line "PR-A" & 204+66.52 Line "PR-B"

INDIANA
DEPARTMENT OF
TRANSPORTATION



ROAD PLANS

S.R. 9 AT NORTHPORT ROAD INTERSECTION IMPROVEMENT PROJECT

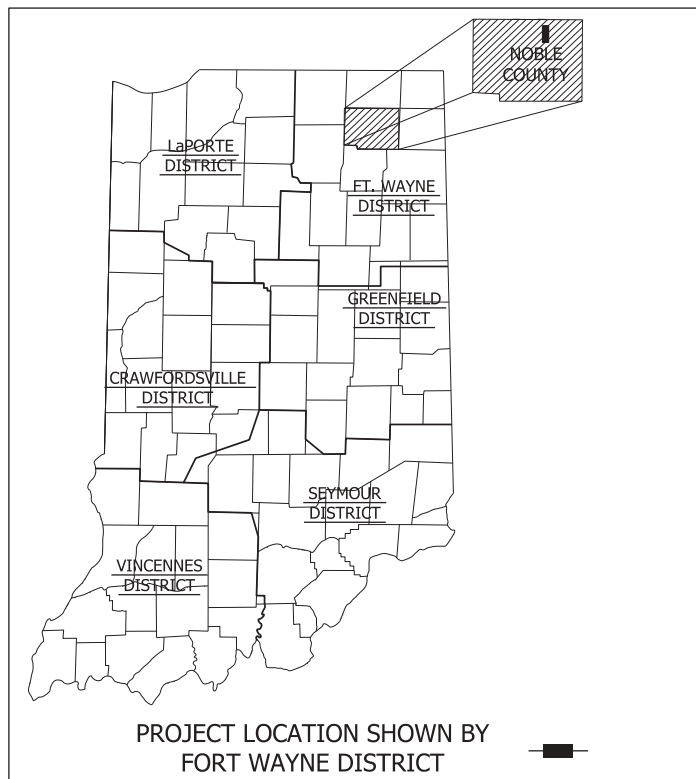
PROJECT NO. 2000041 P.E.
2000041 R/W
2000041 CONST.

REPLACE EXISTING BRIDGE STRUCTURE NO. 009-57-02086 C FOR NORTHPORT ROAD OVER S.R. 9 AND ABANDONED RAILROAD WITH AN AT GRADE INTERSECTION IN PLACE OF EXISTING BRIDGE, NORTH OF THE TOWN OF ROME CITY, IN SECTION 9, T-35-N, R-10-E, IN ORANGE TOWNSHIP OF NOBLE COUNTY, INDIANA

RP 208+53

S.R. 9		
TRAFFIC DATA		
A.A.D.T. (2020)	10,231	V.P.D.
A.A.D.T. (2042)	15,817	V.P.D.
D.H.V. (2042)	158	V.P.H.
DIRECTIONAL DISTRIBUTION (2020)	43.10% Positive	
TRUCKS (2042)	8 % A.A.D.T.	8 % D.H.V.
DESIGN DATA		
DESIGN SPEED	50	M.P.H.
PROJECT DESIGN CRITERIA	RECONSTRUCTION (NON-FREEWAY)	
FUNCTIONAL CLASSIFICATION	MINOR ARTERIAL	
RURAL/URBAN	RURAL	
TERRAIN	ROLLING	
ACCESS CONTROL	NONE	

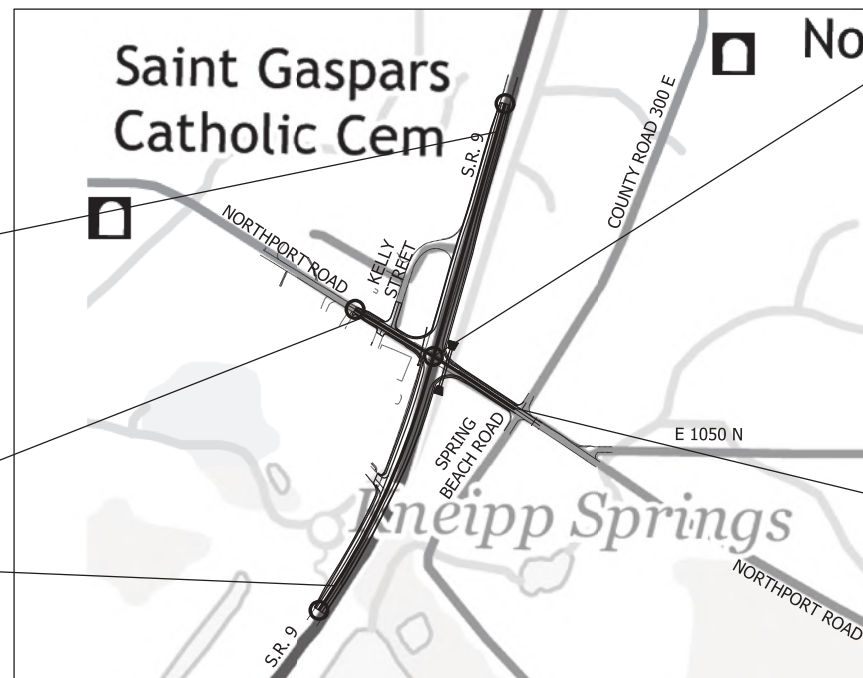
NORTHPORT RD.		
TRAFFIC DATA		
A.A.D.T. (2020)	2,087	V.P.D.
A.A.D.T. (2042)	3,227	V.P.D.
D.H.V. (2042)	128	V.P.H.
DIRECTIONAL DISTRIBUTION (2020)	47.31% Positive	
TRUCKS (2042)	7 % A.A.D.T.	7 % D.H.V.
DESIGN DATA		
DESIGN SPEED	35	M.P.H.
PROJECT DESIGN CRITERIA	RECONSTRUCTION (NON-FREEWAY)	
FUNCTIONAL CLASSIFICATION	LOCAL ROAD	
RURAL/URBAN	RURAL	
TERRAIN	ROLLING	
ACCESS CONTROL	NONE	



END PROJECT 2000041
118+00.00 "PR-A"

BEGIN PROJECT 2000041
202+00.00 "PR-B"

BEGIN PROJECT 2000041
101+50.00 "PR-A"



Structure 009-57-02086 C
Over S.R. 9 & Railroad (abandoned)
P.O.T. 110+04.14 "PR-A"
= P.O.T. 204+66.52 "PR-B"

END PROJECT 2000041
208+07.15 "PR-B"

BRIDGE LENGTH:	0.034	MI.
ROADWAY LENGTH:	0.31	MI.
TOTAL LENGTH:	0.44	MI.
MAX. GRADE:	4.50	%

HYDROLOGIC UNIT CODES
040500011502

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2020
TO BE USED WITH THESE PLANS

BURGESS & NIPLE
Engineers ■ Architects ■ Planners

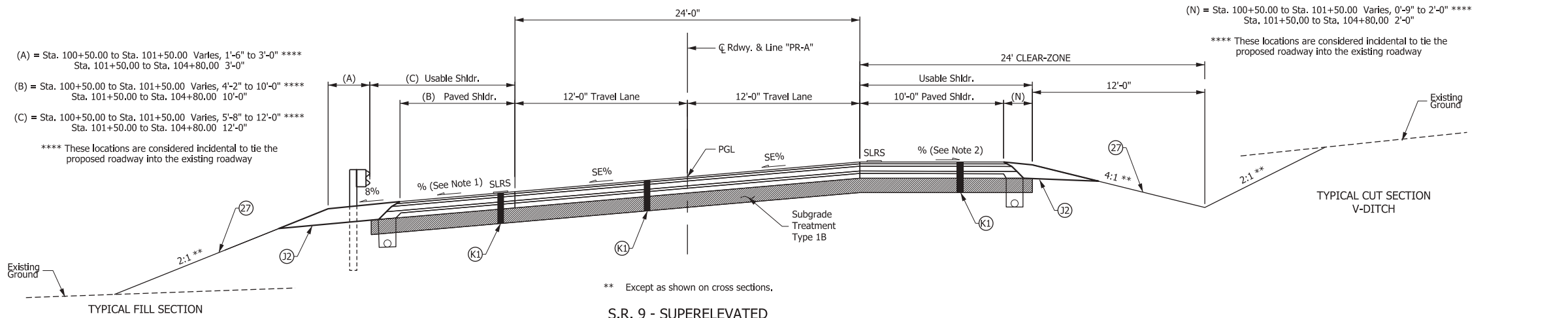
251 N. ILLINOIS ST.
CAPITOL CENTER SUITE 920
INDIANAPOLIS, IN 46204
PHONE (317) 237-2760
FAX (317) 237-2755

Stage 2 Plans
June 8, 2020

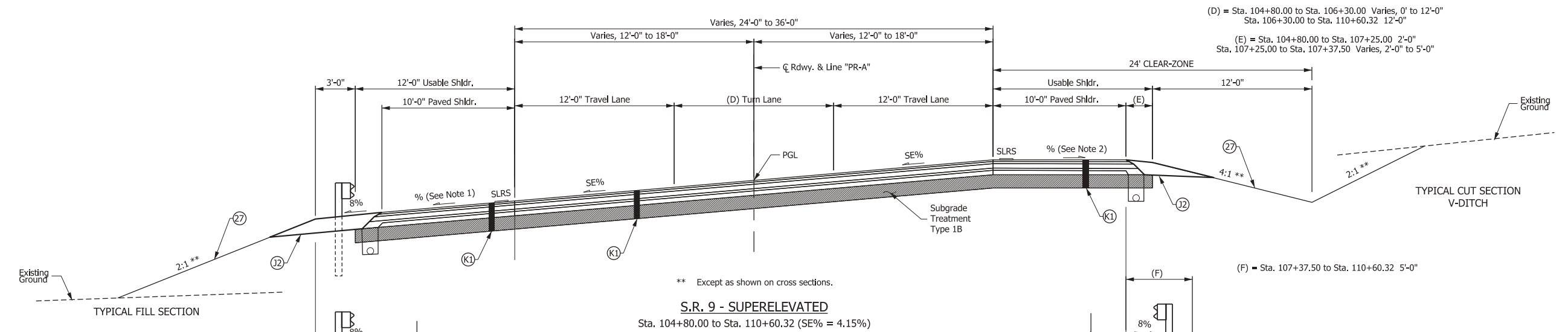
LOCATION MAP
SCALE: 1" = 300'

PLANS PREPARED BY:	BURGESS & NIPLE, INC.	(317) 237-2760
		PHONE NUMBER
PREPARED BY:		DATE
FOR LETTING: APPROVED	INDIANA DEPARTMENT OF TRANSPORTATION	DATE

BRIDGE FILE	009-57-02086 C
DESIGNATION	2000041
DWG. NO.	TI-01
SHEET NO.	1 of 39
CONTRACT	B-40473
PROJECT	2000041



S.R. 9 - SUPERELEVATED
Sta. 100+50.00 to Sta. 104+80.00 (SE% = 4.15%)



S.R. 9 - SUPERELEVATED
Sta. 104+80.00 to Sta. 110+60.32 (SE% = 4.15%)



- NOTES:
- Low-side Shoulder:
For SE% \leq 4%, shoulder slope = 4%
For SE% > 4%, shoulder slope = SE%
 - High-side Shoulder:
For SE% \leq 4%, shoulder slope = 4% downward, away from traveled way
For 4% < SE% \leq 6%, shoulder slope = 2% downward, away from traveled way
For SE% > 6%, shoulder slope = 1% towards traveled way

LEGEND

(K1) 165#/SY QC/QA-HMA, 3, 64, SURFACE, 9.5 mm ON 275#/SY QC/QA-HMA, 3, 64, INTERMEDIATE, 19.0 mm ON 660#/SY QC/QA-HMA, 3, 64, BASE, 19.0 mm ON SUBGRADE TREATMENT, TYPE 1B	(M) HMA FOR APPROACHES, TYPE B, 165#/SY QC/QA-HMA SURFACE, TYPE B, ON 275#/SY QC/QA-HMA INTERMEDIATE, TYPE B, ON 660#/SY QC/QA-HMA BASE, TYPE B, ON SUBGRADE TREATMENT, TYPE II, ON GEOGRID, TYPE 1B
(Z) SEED MIXTURE, R	SLRS SHOULDER LONGITUDINAL RUMBLE STRIPE
(J2) COMPACTED AGGREGATE, NO.53	

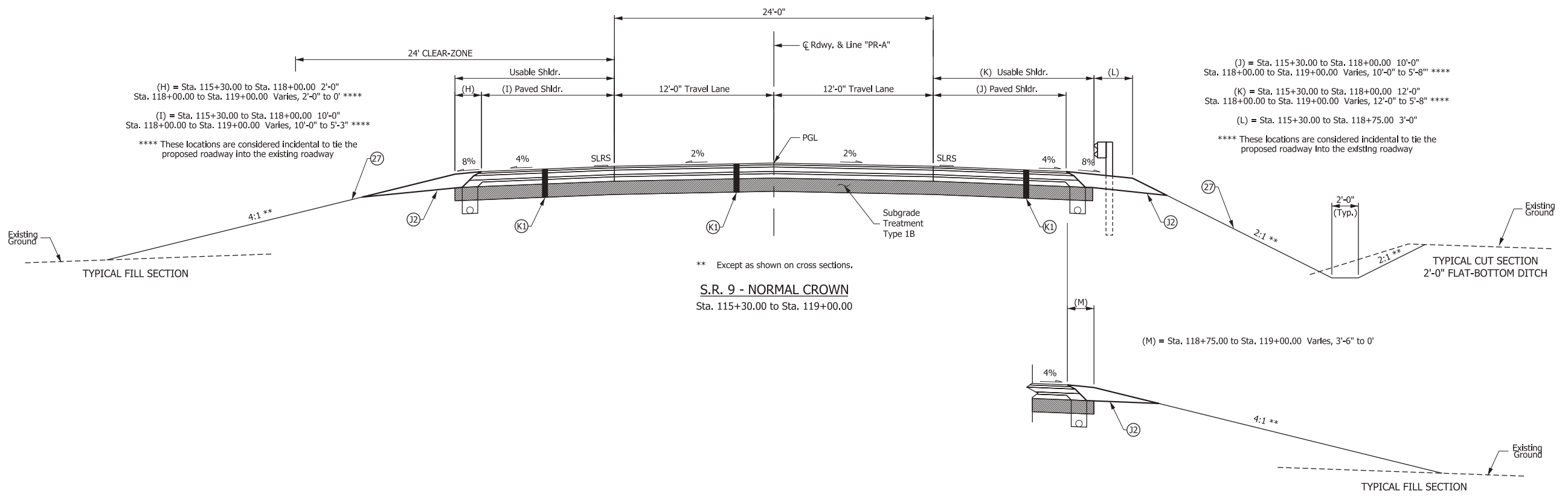
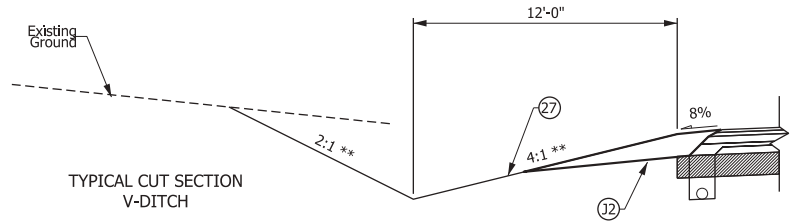
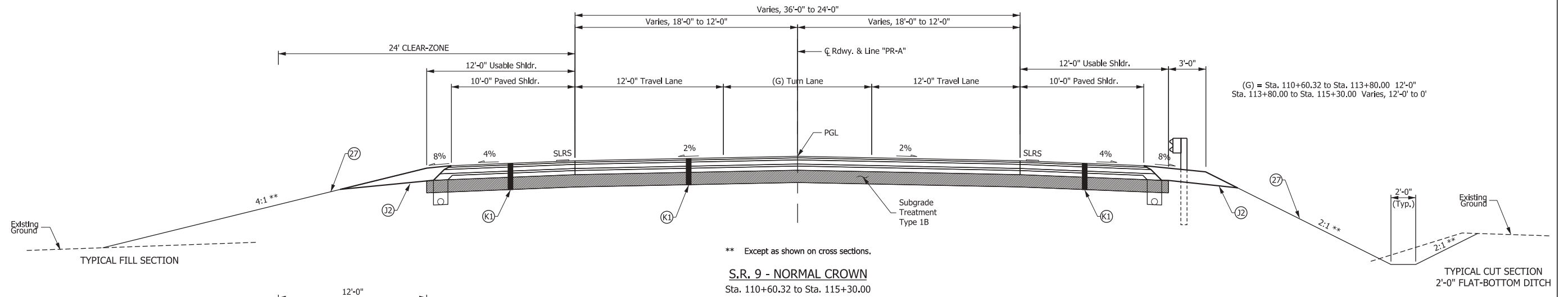
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: KSC	DRAWN: KSC	
CHECKED: JRA	CHECKED: JRA	

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
S.R. 9 (LINE "PR-A")

SCALE 1/4" = 1'-0"	BRIDGE FILE N/A
N/A	DESIGNATION 2000041
	SHEETS 4 of 39
CONTRACT B-40473	PROJECT 2000041

Plot: P:\PR56589\Cadd\CDS\TS-01.dgn



LEGEND	
(K) 165#/SY QC/QA-HMA, 3, 64, SURFACE, 9.5 mm ON 275#/SY QC/QA-HMA, 3, 64, INTERMEDIATE, 19.0 mm ON 660#/SY QC/QA-HMA, 3, 64, BASE, 19.0 mm ON SUBGRADE TREATMENT, TYPE 1B	(M) HMA FOR APPROACHES, TYPE B, 165#/SY QC/QA-HMA SURFACE, TYPE B, ON 275#/SY QC/QA-HMA INTERMEDIATE, TYPE B, ON 660#/SY QC/QA-HMA BASE, TYPE B, ON SUBGRADE TREATMENT, TYPE II, ON GEOGRID, TYPE 1B
(Z) SEED MIXTURE, R	SLRS SHOULDER LONGITUDINAL RUMBLE STRIPE
(J) COMPACTED AGGREGATE, NO.53	

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: _____ KSC	DRAWN: _____ KSC	
CHECKED: _____ JRA	CHECKED: _____ JRA	

INDIANA
DEPARTMENT OF TRANSPORTATION

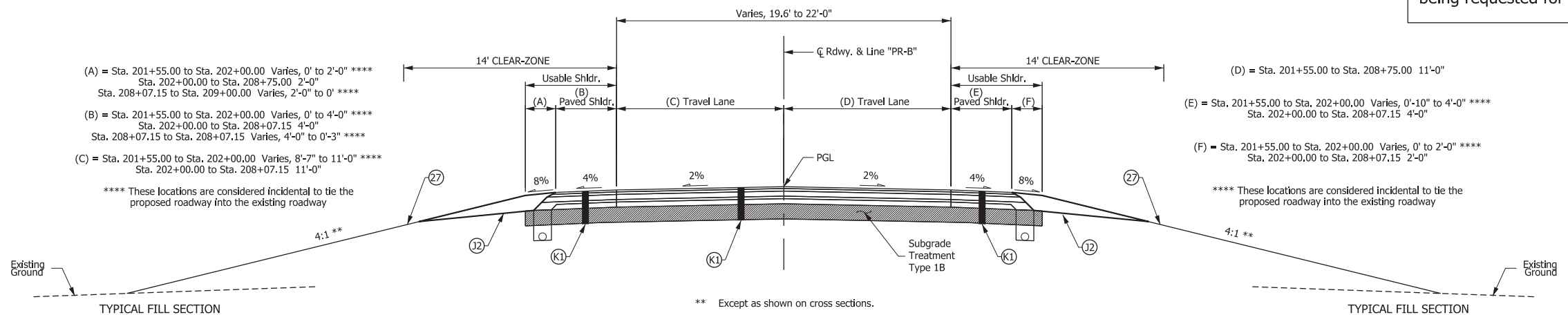
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S.R. 9 (LINE "PR-A")

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N/A	DESIGNATION 2000041
	SHEETS 5 of 39
CONTRACT B-40473	PROJECT 2000041

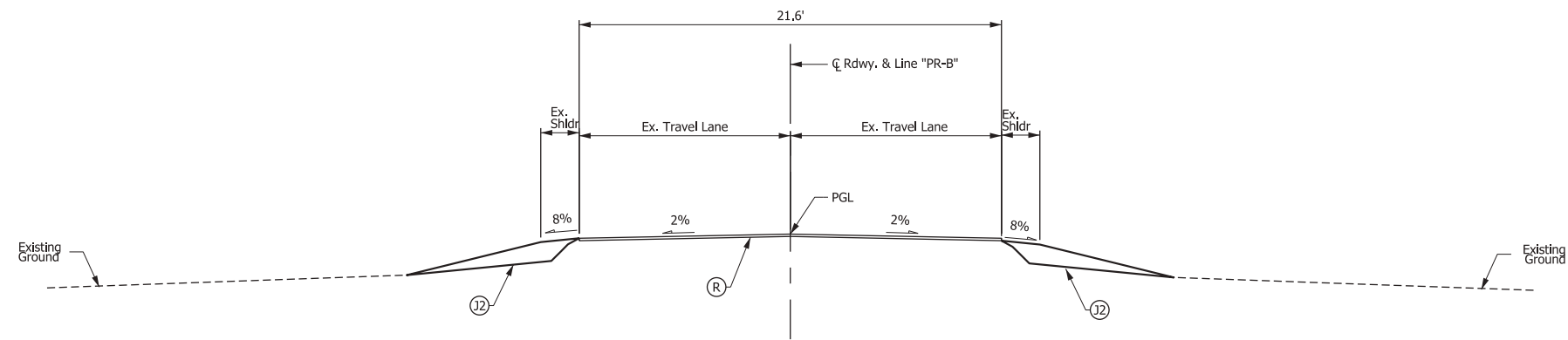
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Model: MODEL_NAMES

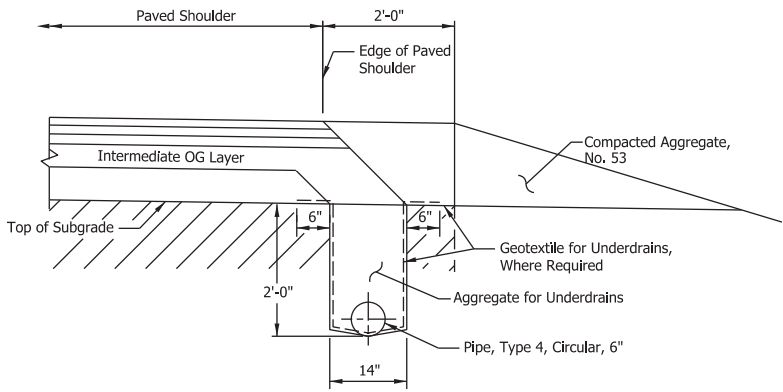
Note to Reviewer:
A Level 1 Design Exception is
being requested for Shoulder Width.



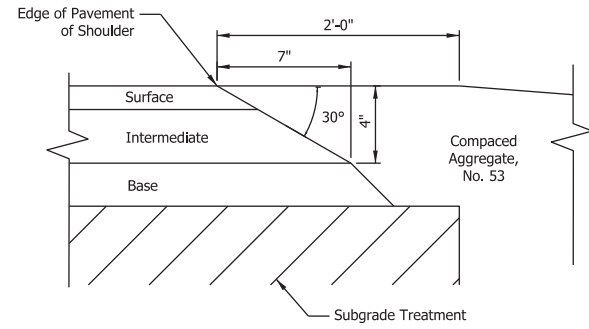
Northport Rd. - NORMAL CROWN
Sta. 201+55.00 to Sta. 208+07.15 "PR-B"



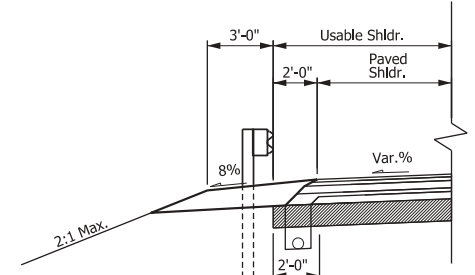
Northport Rd. - NORMAL CROWN
Sta. 208+07.15 to Sta. 209+00.00 "PR-B"



UNDERDRAIN FOR HMA PAVEMENT
WITH FULL-DEPTH HMA SHOULDER
(Figure 304-211)



SAFETY EDGE ON HMA PAVEMENT
(Figure 304-21X)



* Reverse as needed
GUARDRAIL DETAIL - Line "PR-A"
NOT TO SCALE

LEGEND

- (K1) 165#/SY QC/QA-HMA, 3, 64, SURFACE, 9.5 mm ON 275#/SY QC/QA-HMA, 3, 64, INTERMEDIATE, 19.0 mm ON 660#/SY QC/QA-HMA, 3, 64, BASE, 19.0 mm ON SUBGRADE TREATMENT, TYPE 1B
- (M) HMA FOR APPROACHES, TYPE B, 165#/SY QC/QA-HMA SURFACE, TYPE B, ON 275#/SY QC/QA-HMA INTERMEDIATE, TYPE B, ON 660#/SY QC/QA-HMA BASE, TYPE B, ON SUBGRADE TREATMENT, TYPE II, ON GEOGRID, TYPE 1B
- (27) SEED MIXTURE, R
- (J2) COMPACTED AGGREGATE, NO.53

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: KSC	DRAWN: KSC	
CHECKED: JRA	CHECKED: JRA	

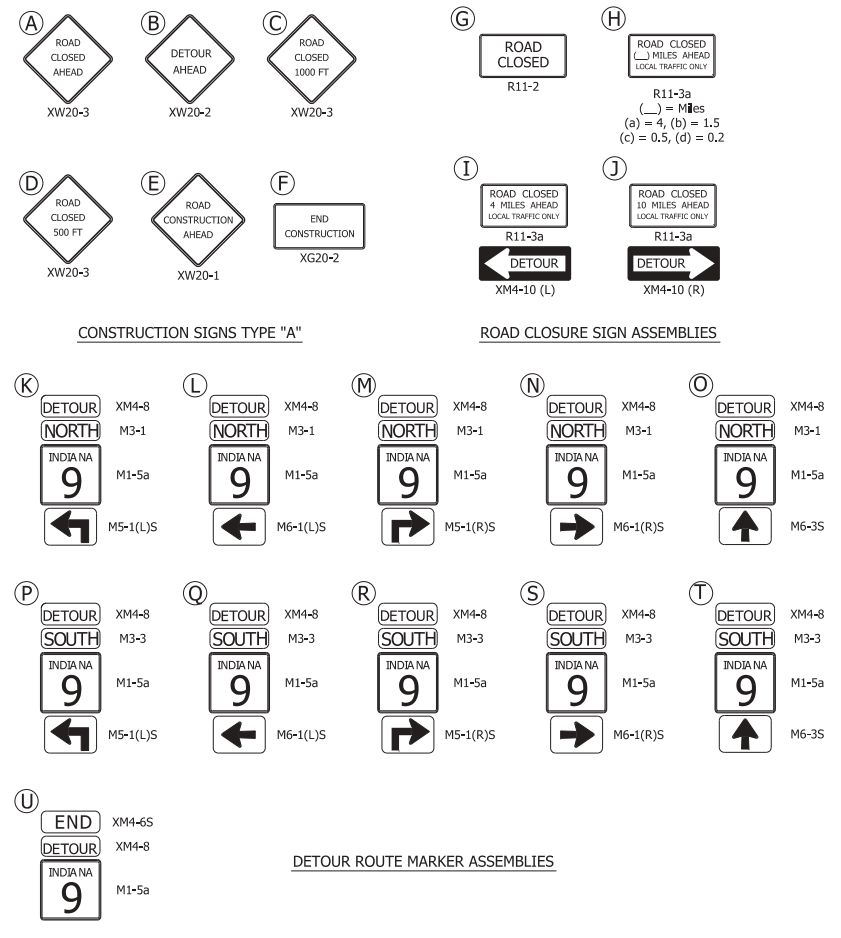
INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
NORTHPORT RD. (LINE "PR-B")

SCALE	BRIDGE FILE
1/4" = 1'-0"	N/A
N/A	DESIGNATION
	2000041
	SHEETS
	6 of 39
CONTRACT	PROJECT
B-40473	2000041

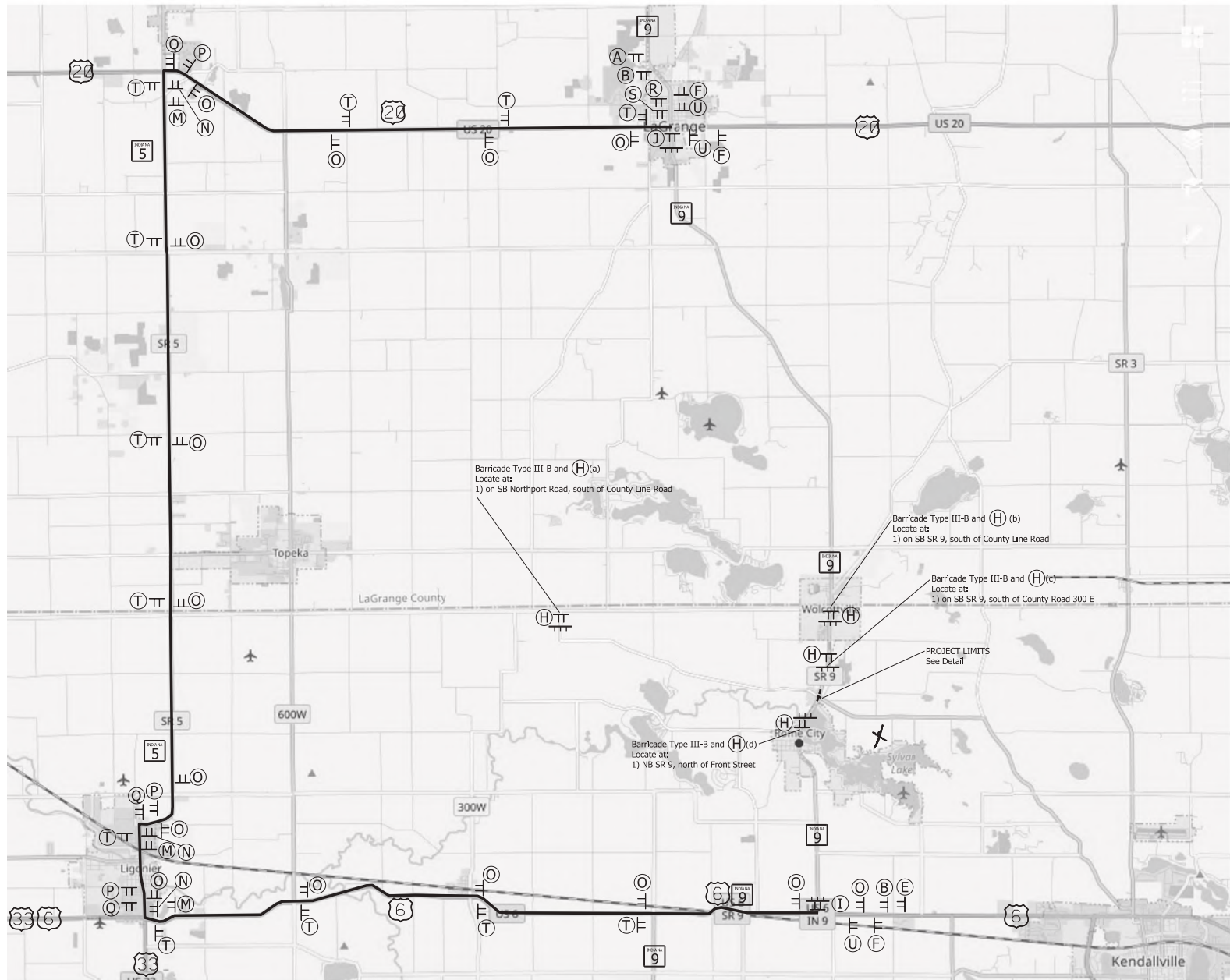
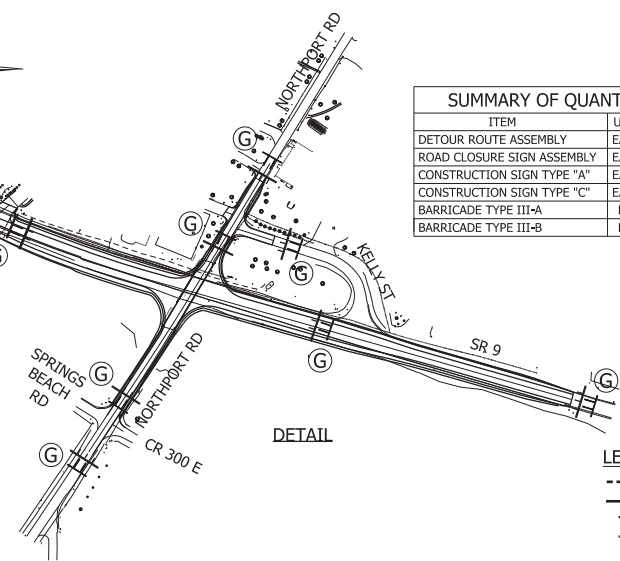
Plot:LOT_020121_TIMES_S&M_PWS

OFFICIAL DETOUR



SUMMARY OF QUANTITIES		
ITEM	UNIT	QUANTITY
DETOUR ROUTE ASSEMBLY	EACH	44
ROAD CLOSURE SIGN ASSEMBLY	EACH	15
CONSTRUCTION SIGN TYPE "A"	EACH	7
CONSTRUCTION SIGN TYPE "C"	EACH	0
BARRICADE TYPE III-A	LFT	96
BARRICADE TYPE III-B	LFT	264

LEGEND	
	Road Closed
	Official Detour Route
	Barricade Type III-A
	Barricade Type III-B
	Construction Sign



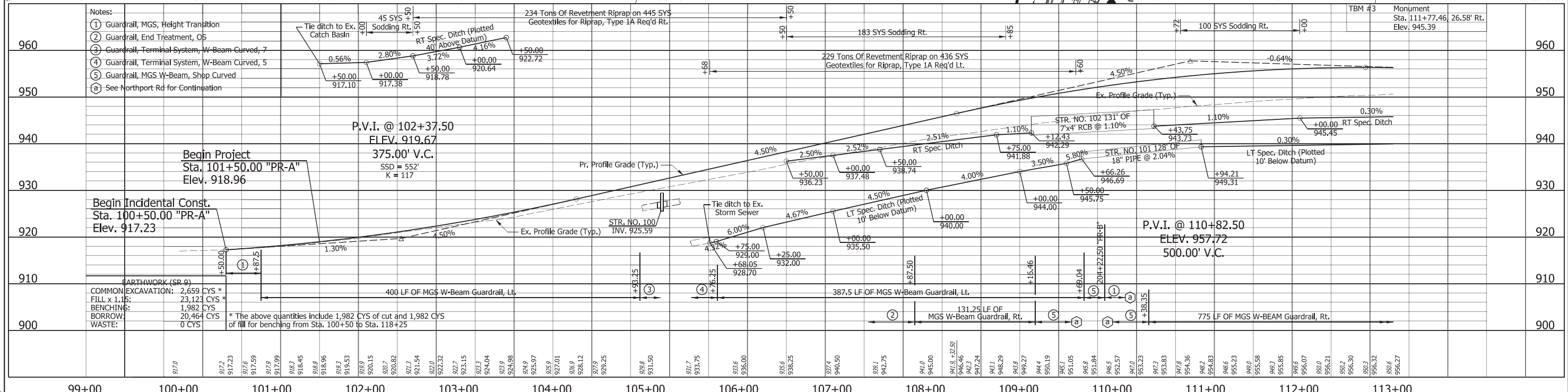
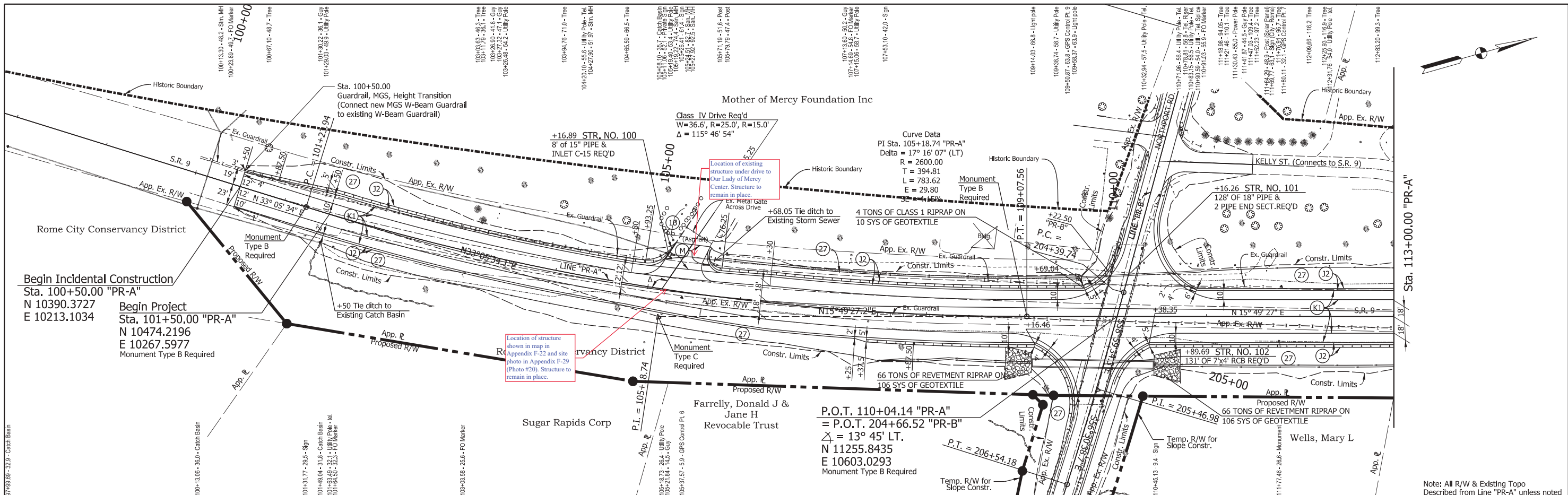
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Model:MODEL_NAMES

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: KSC	DRAWN: KSC	
CHECKED: JRA	CHECKED: JRA	

INDIANA DEPARTMENT OF TRANSPORTATION	
DETOUR ROUTE	

SCALE N/A	BRIDGE FILE N/A
	DESIGNATION 2000041
	SHEETS 7 of 39
CONTRACT B-40473	PROJECT 2000041



Station	Notes	Quantity
99+00	COMMON EXCAVATION: 2,659 CYS * FILL x 1.15: 23,123 CYS * BENCHING: 1,982 CYS BORROW: 20,464 CYS WASTE: 0 CYS	
100+00	400 LF OF MGS W-Beam Guardrail, Lt.	
101+00		
102+00		
103+00		
104+00		
105+00		
106+00		
107+00		
108+00		
109+00		
110+00		
111+00		
112+00		
113+00		

- LEGEND**
- (K1) 165#/SY QC/QA-HMA, 3, 64, SURFACE, 9.5 mm ON 275#/SY QC/QA-HMA, 3, 64, INTERMEDIATE, 19.0 mm ON 660#/SY QC/QA-HMA, 3, 64, BASE, 19.0 mm ON SUBGRADE TREATMENT, TYPE 1B
 - (27) SEED MIXTURE, R
 - (12) COMPACTED AGGREGATE, NO.53
 - (M) HMA FOR APPROACHES, TYPE B, 165#/SY QC/QA-HMA SURFACE, TYPE B, ON 275#/SY QC/QA-HMA INTERMEDIATE, TYPE B, ON 660#/SY QC/QA-HMA BASE, TYPE B, ON SUBGRADE TREATMENT, TYPE II, ON GEOGRID, TYPE 1B
 - (16) CONCRETE CURB TYPE B

RECOMMENDED FOR APPROVAL _____

DESIGNED: RWM DRAWN: KSC

CHECKED: JRA CHECKED: JRA

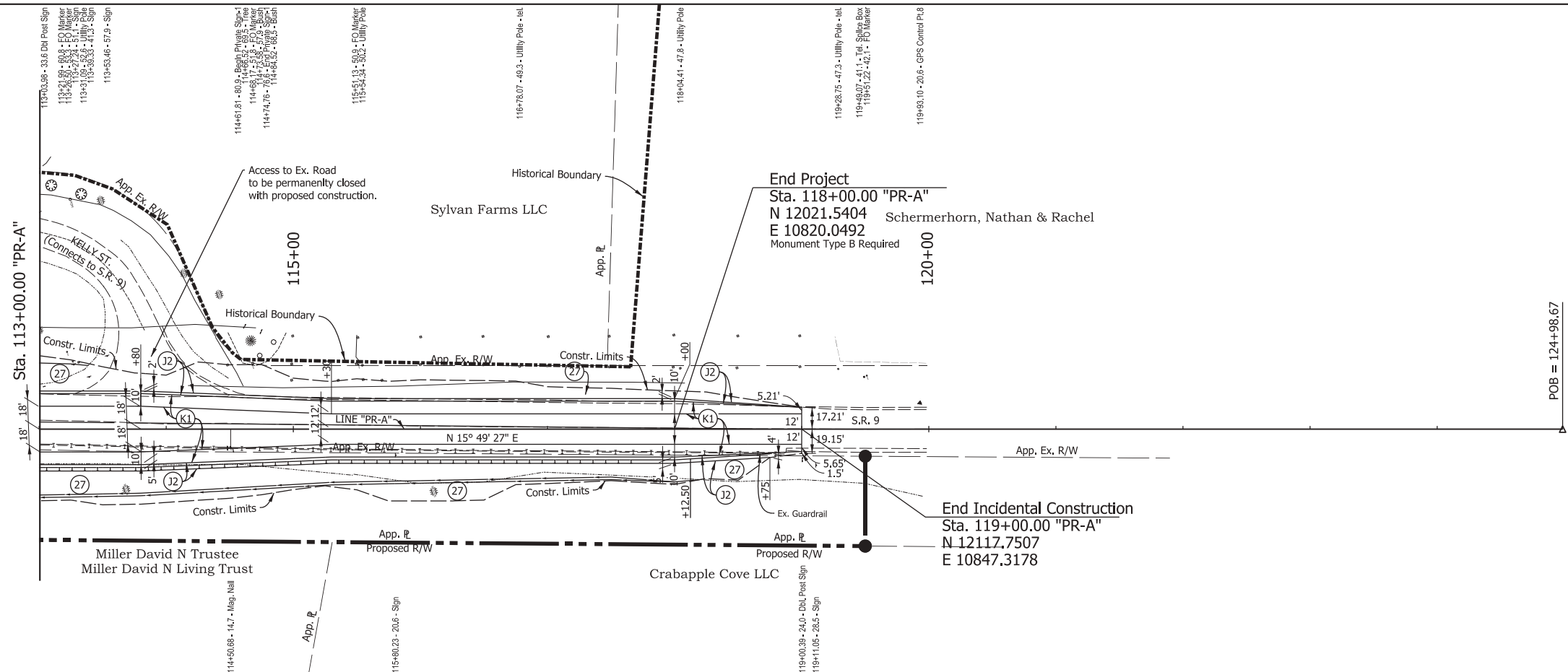
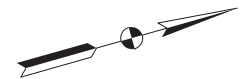
DESIGN ENGINEER DATE

INDIANA
DEPARTMENT OF TRANSPORTATION

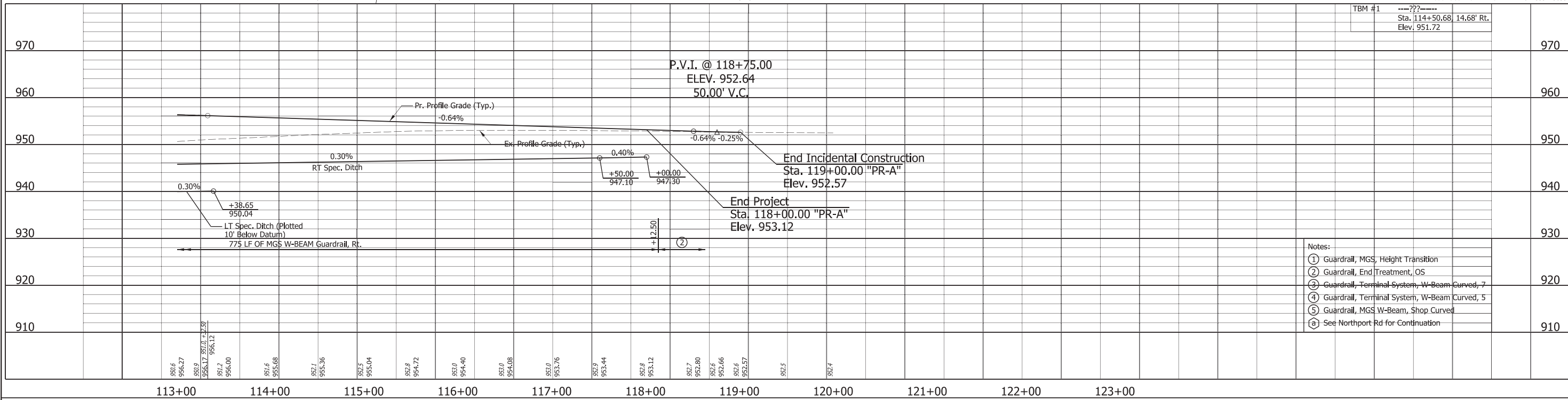
PLAN & PROFILE
S.R. 9
STA. 100+50 to STA. 113+00 "PR-A"

HORIZONTAL SCALE 1" = 50'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 5'	DESIGNATION 2000041
SURVEY BOOK	SHEET NO. 8 of 39
CONTRACT B-40473	PROJECT 2000041

User: williams 5/17/2021 9:25:59 AM
P:\PMS\898\Cadd\CDS\PR-01.dgn



Note: All R/W & Existing Topo Described from Line "PR-A" unless noted



- Notes:
- ① Guardrail, MGS, Height Transition
 - ② Guardrail, End Treatment, OS
 - ③ Guardrail, Terminal System, W-Beam Curved, 7
 - ④ Guardrail, Terminal System, W-Beam Curved, 5
 - ⑤ Guardrail, MGS W-Beam, Shop Curved
 - ⓐ See Northport Rd for Continuation

LEGEND	
(K1)	165#/SY QC/QA-HMA, 3, 64, SURFACE, 9.5 mm ON 275#/SY QC/QA-HMA, 3, 64, INTERMEDIATE, 19.0 mm ON 660#/SY QC/QA-HMA, 3, 64, BASE, 19.0 mm ON SUBGRADE TREATMENT, TYPE 1B
(M)	HMA FOR APPROACHES, TYPE B, 165#/SY QC/QA-HMA SURFACE, TYPE B, ON 275#/SY QC/QA-HMA INTERMEDIATE, TYPE B, ON 660#/SY QC/QA-HMA BASE, TYPE B, ON SUBGRADE TREATMENT, TYPE II, ON GEOGRID, TYPE 1B
(27)	SEED MIXTURE, R
(J2)	COMPACTED AGGREGATE, NO.53

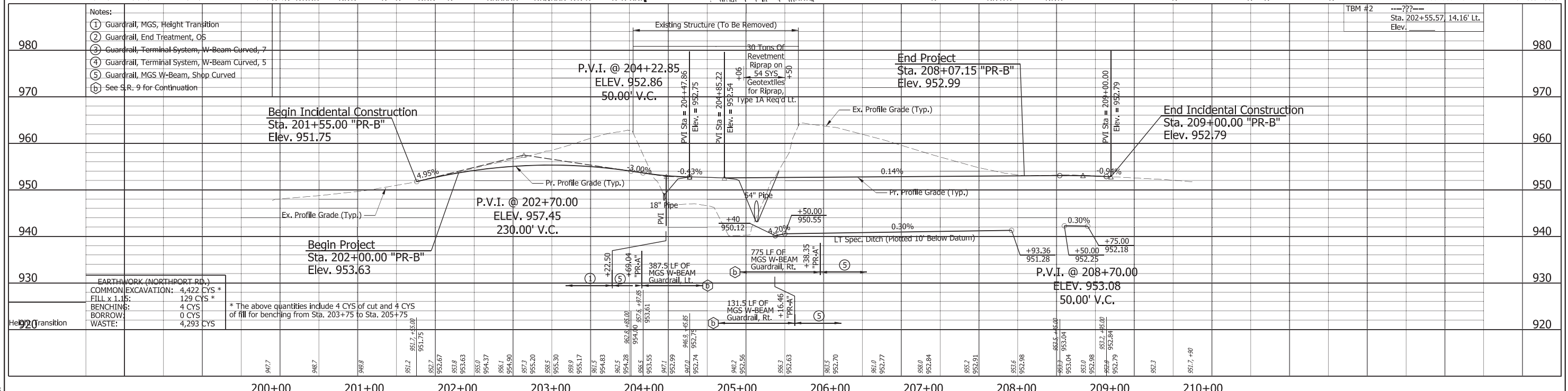
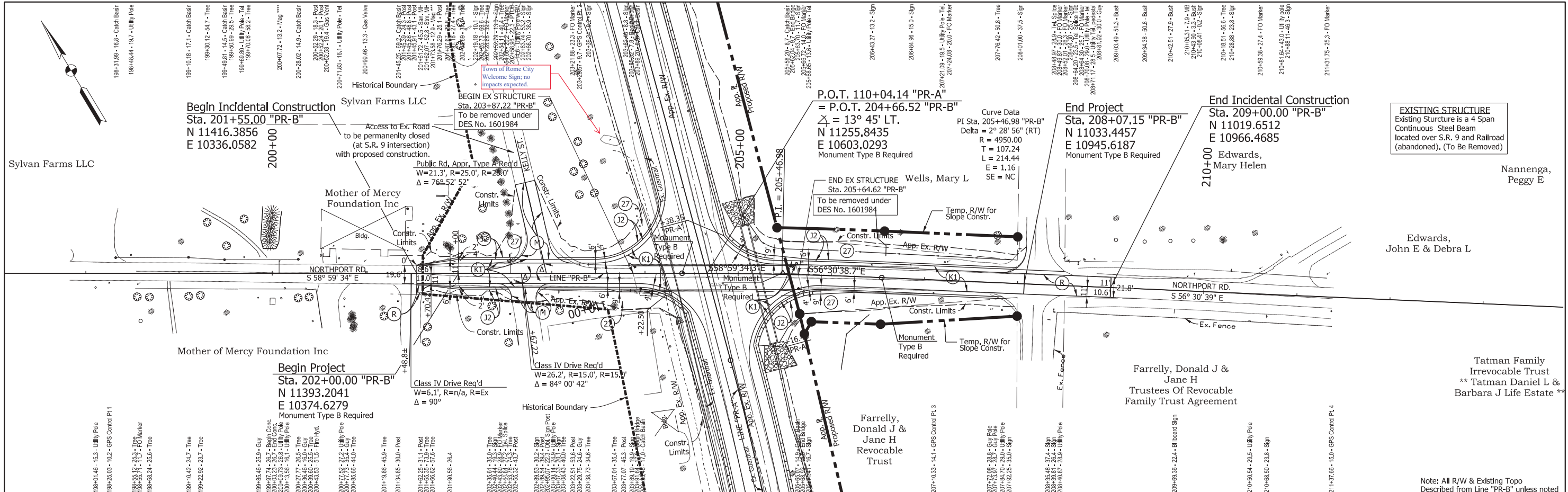
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: RWN	DRAWN: KSC	
CHECKED: JRA	CHECKED: JRA	

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE
S.R. 9
STA. 113+00 to STA. 119+00 "PR-A"

HORIZONTAL SCALE 1" = 50'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 5'	DESIGNATION 2000041
SURVEY BOOK B-40473	SHEET NO. 9 of 39
CONTRACT	PROJECT 2000041

User: williams 9:53:02 AM 3/17/2021 J:\P\58589\Cadd\CDS\PP-02.dgn



Station	Elevation	Notes
200+00	951.75	
201+00	952.67	
202+00	953.63	
203+00	954.37	
204+00	955.20	
205+00	956.05	
206+00	956.99	
207+00	957.74	
208+00	958.48	
209+00	959.23	
210+00	959.98	

LEGEND

- (K1) 165#/SY QC/QA-HMA, 3, 64, SURFACE, 9.5 mm ON 275#/SY QC/QA-HMA, 3, 64, INTERMEDIATE, 19.0 mm ON 660#/SY QC/QA-HMA, 3, 64, BASE, 19.0 mm ON SUBGRADE TREATMENT, TYPE 1B
- (M) HMA FOR APPROACHES, TYPE B, 165#/SY QC/QA-HMA SURFACE, TYPE B, ON 275#/SY QC/QA-HMA INTERMEDIATE, TYPE B, ON 660#/SY QC/QA-HMA BASE, TYPE B, ON SUBGRADE TREATMENT, TYPE II, ON GEOGRID, TYPE 1B
- (R) MILLING, ASPHALT, 1.5 INCH, THEN 165#/SY QC/QA-HMA SURFACE, TYPE B

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE NORTHPORT RD. STA. 201+55 to STA. 209+00 "PR-B"

RECOMMENDED FOR APPROVAL: DESIGN ENGINEER: DATE: DRAWN: KSC

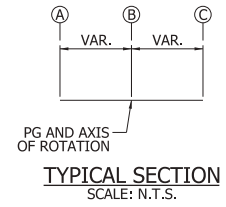
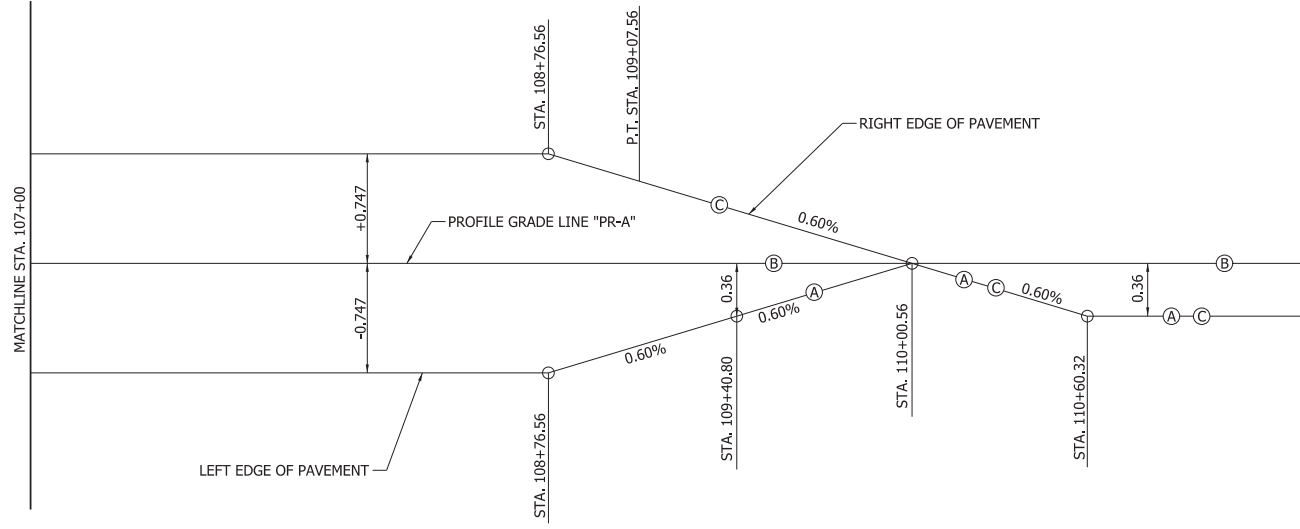
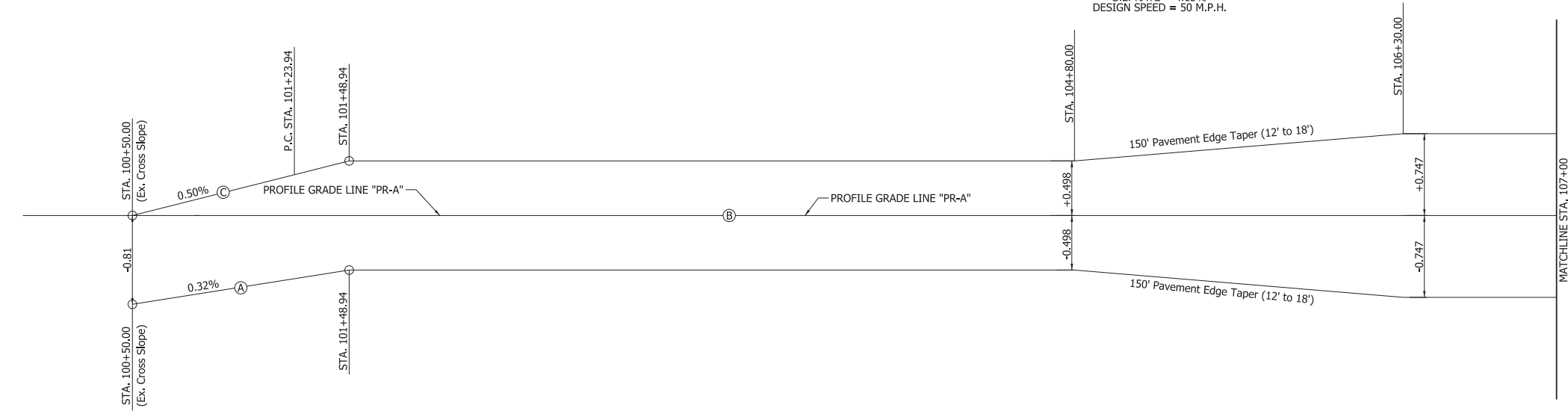
DESIGNED: RWN CHECKED: JRA

SHEET NO. 10 of 39

CONTRACT B-40473 PROJECT 2000041

User: williams 9/3/2021 3:17:22 PM P:\MSB\B\Cad\CDS\PP-03.dgn

CURVE DATA
 P.I. STA. 105+18.74 "A"
 RADIUS = 2600.00'
 S.E. RATE = 4.15%
 DESIGN SPEED = 50 M.P.H.



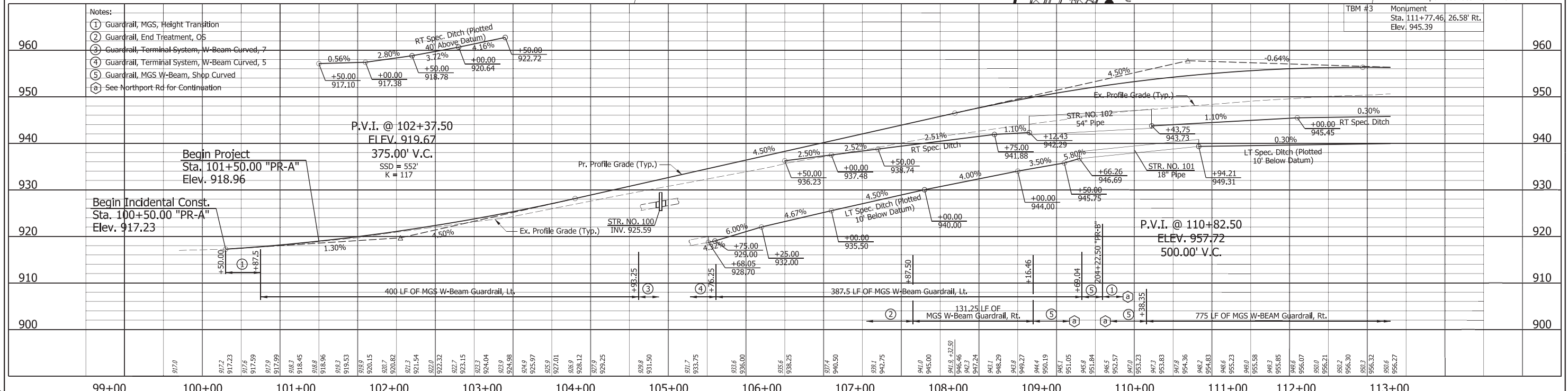
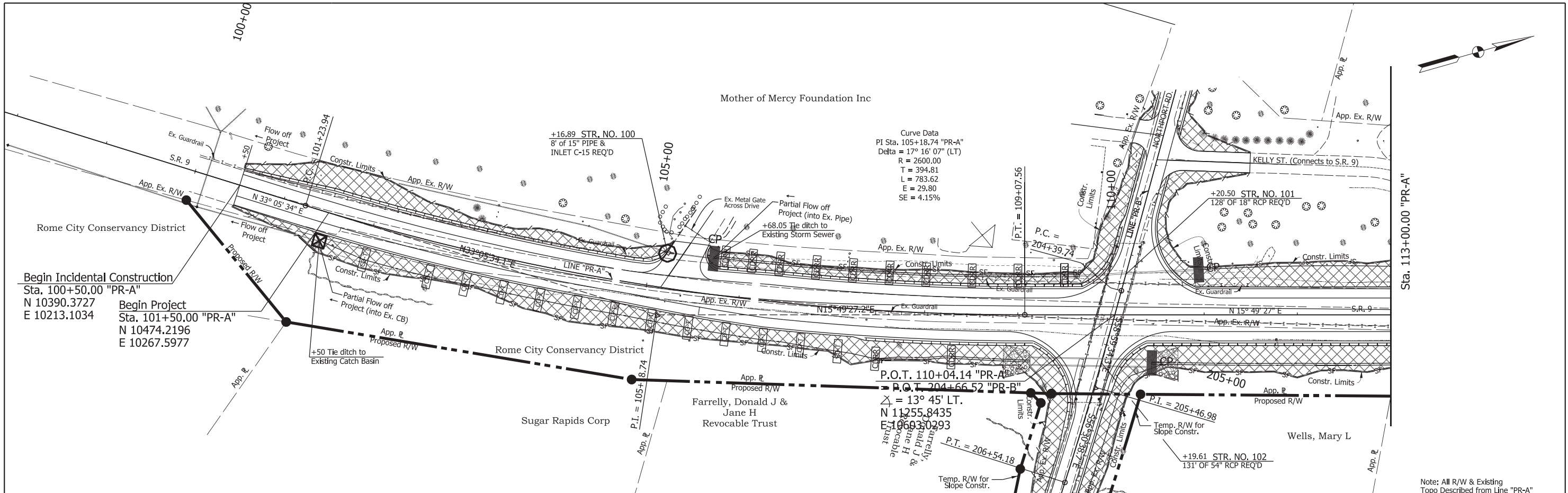
Plot: LOT_081818_TIMES \$A_M_PMS

File: P:\PR56589\Cadd\CDS\SE-01.dgn
 Model: \$MODEL_NAMES

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: _____ MIS	DRAWN: _____ MIS	
CHECKED: _____ JRA	CHECKED: _____ JRA	

INDIANA DEPARTMENT OF TRANSPORTATION	
SUPERELEVATION DIAGRAM	

SCALE	BRIDGE FILE
1"=30'	N/A
N.T.S.	DESIGNATION
	2000041
	SHEETS
	11 of 39
CONTRACT	PROJECT
B-40473	2000041



Station	99+00	100+00	101+00	102+00	103+00	104+00	105+00	106+00	107+00	108+00	109+00	110+00	111+00	112+00	113+00																																																													
Elevation	917.0	917.23	917.6	917.59	917.9	917.99	918.3	918.45	918.8	918.96	919.53	920.15	920.7	920.82	921.3	921.54	922.0	922.32	922.7	923.3	924.04	924.9	924.98	925.97	927.01	928.9	928.12	927.9	929.25	929.8	931.50	931.7	933.75	933.6	936.00	935.6	938.25	937.4	940.50	939.1	942.75	941.0	945.00	946.46	946.32	947.24	947.1	948.29	948.8	949.27	949.4	950.19	950.7	951.05	951.84	952.57	952.0	952.23	953.83	947.8	954.36	948.7	954.83	946.6	955.23	950.0	955.58	955.85	956.07	956.0	956.21	956.30	956.3	956.32	956.3	956.27

LEGEND

	PERIMETER PROTECTION, FILTER SOCK		SEDIMENT TRAP
	TEMPORARY CHECK DAM REVETMENT RIPRAP		TEMPORARY CURB INLET PROTECTION
	TEMPORARY CHECK DAM TRAVERSABLE		TEMPORARY DITCH INLET PROTECTION (GRAVEL RING OR FILTER SOCK ONLY)
	CULVERT PROTECTION (FILTER SOCK ONLY)		TEMPORARY EROSION CONTROL BLANKET
			SILT FENCE

INDIANA DEPARTMENT OF TRANSPORTATION

EROSION CONTROL
S.R. 9
STA. 100+50 to STA. 113+00 "PR-A"

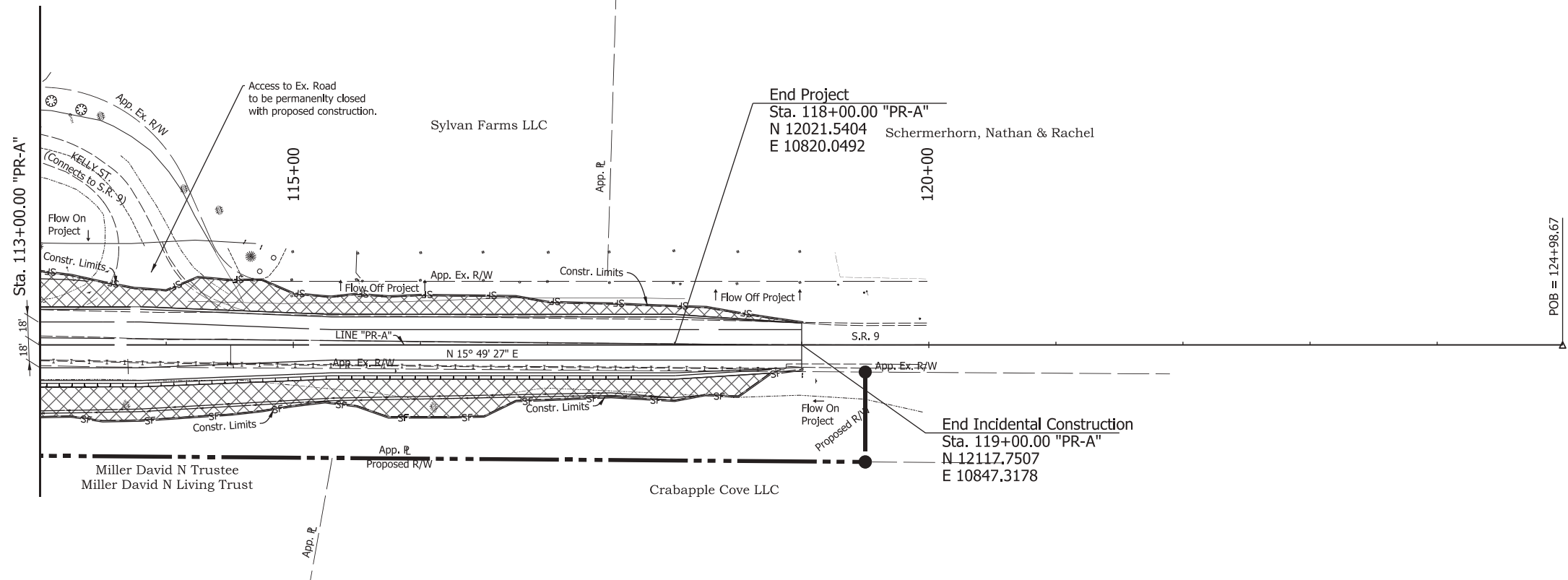
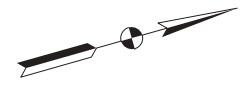
RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE _____

DESIGNED: RWM DRAWN: KSC

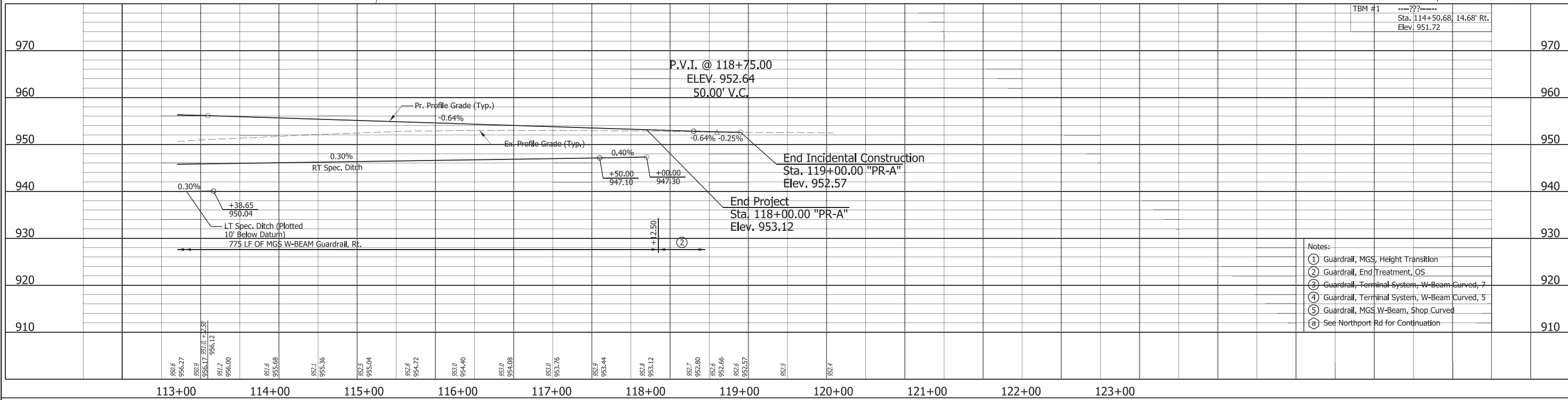
CHECKED: JRA CHECKED: JRA

HORIZONTAL SCALE 1" = 50'	BRIEF FILE N/A
VERTICAL SCALE 1" = 5'	DESIGNATION 2000041
SURVEY BOOK	SHEET NO.
CONTRACT B-40473	12 of 39 PROJECT 2000041

User: williams 9/3/21 AM 3/17/2021 P:\P\B\B\B\CAD\CDC\CC-01.dgn



Note: All R/W & Existing Topo Described from Line "PR-A"



- Notes:
- ① Guardrail, MGS, Height Transition
 - ② Guardrail, End Treatment, OS
 - ③ Guardrail, Terminal System, W-Beam Curved, 7
 - ④ Guardrail, Terminal System, W-Beam Curved, 5
 - ⑤ Guardrail, MGS W-Beam, Shop Curved
 - Ⓐ See Northport Rd for Continuation

LEGEND	
	PERIMETER PROTECTION, FILTER SOCK
	TEMPORARY CHECK DAM REVETMENT RIPRAP
	TEMPORARY CHECK DAM TRAVERSABLE
	CULVERT PROTECTION (FILTER SOCK ONLY)
	SEDIMENT TRAP
	TEMPORARY CURB INLET PROTECTION
	TEMPORARY DITCH INLET PROTECTION (GRAVEL RING OR FILTER SOCK ONLY)
	TEMPORARY EROSION CONTROL BLANKET
	SILT FENCE

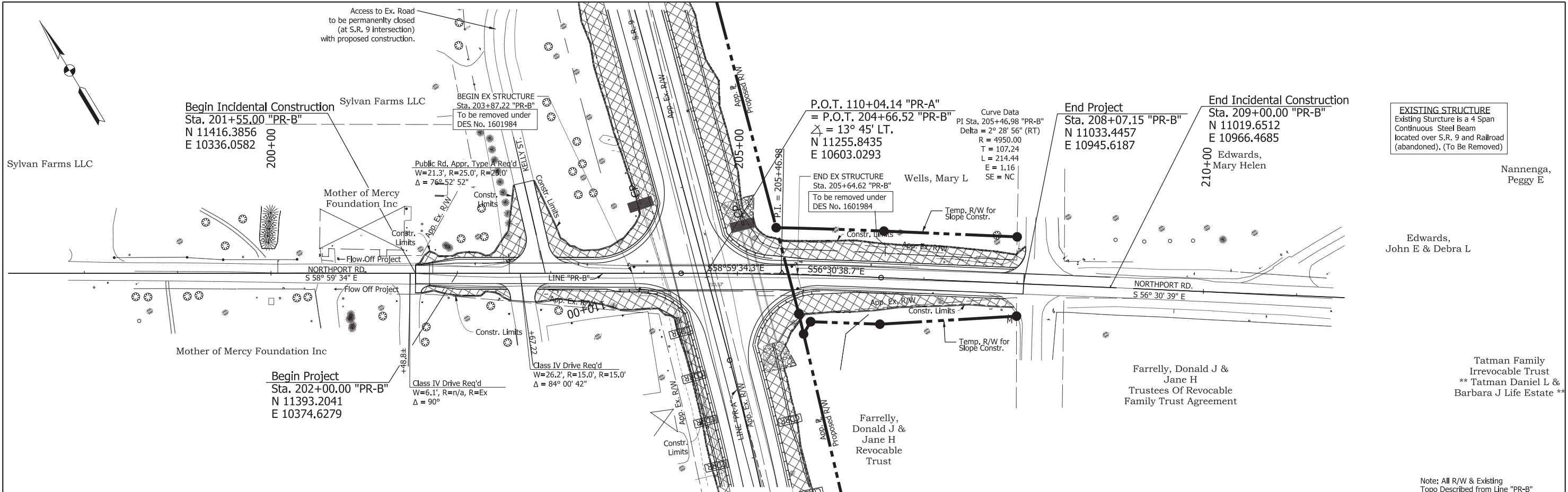
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: RWN	DRAWN: KSC	
CHECKED: JRA	CHECKED: JRA	

INDIANA
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL
S.R. 9
STA. 113+00 to STA. 119+00 "PR-A"

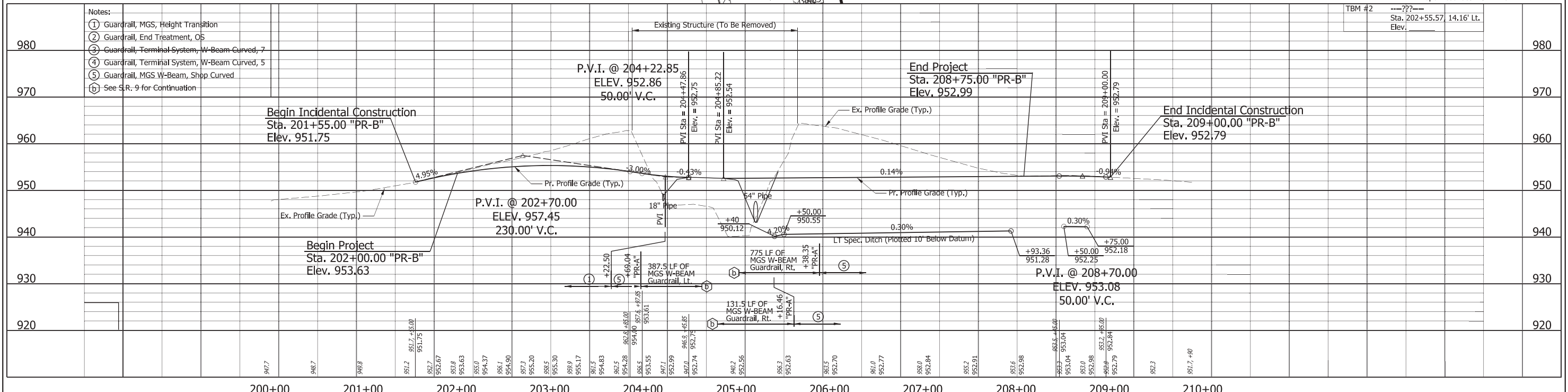
HORIZONTAL SCALE 1" = 50'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 5'	DESIGNATION 2000041
SURVEY BOOK	SHEET NO.
CONTRACT B-40473	13 of 39 PROJECT 2000041

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EXISTING STRUCTURE
 Existing Structure is a 4 Span
 Continuous Steel Beam
 located over S.R. 9 and Railroad
 (abandoned), (To Be Removed)

Note: All R/W & Existing
 Topo Described from Line "PR-B"



- Notes:
- ① Guardrail, MGS, Height Transition
 - ② Guardrail, End Treatment, OS
 - ③ Guardrail, Terminal System, W-Beam Curved, 7
 - ④ Guardrail, Terminal System, W-Beam Curved, 5
 - ⑤ Guardrail, MGS W-Beam, Shop Curved
 - ⑥ See S.R. 9 for Continuation

LEGEND	PERIMETER PROTECTION, FILTER SOCK TEMPORARY CHECK DAM REVETMENT RIPRAP TEMPORARY MODIFIED CHECK DAM TRAVERSABLE CULVERT PROTECTION (FILTER SOCK ONLY)	SEDIMENT TRAP TEMPORARY CURB INLET PROTECTION TEMPORARY DITCH INLET PROTECTION (GRAVEL RING OR FILTER SOCK ONLY)	TEMPORARY EROSION CONTROL BLANKET SILT FENCE
---------------	--	--	---

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____

DESIGNED: KSC DRAWN: KSC

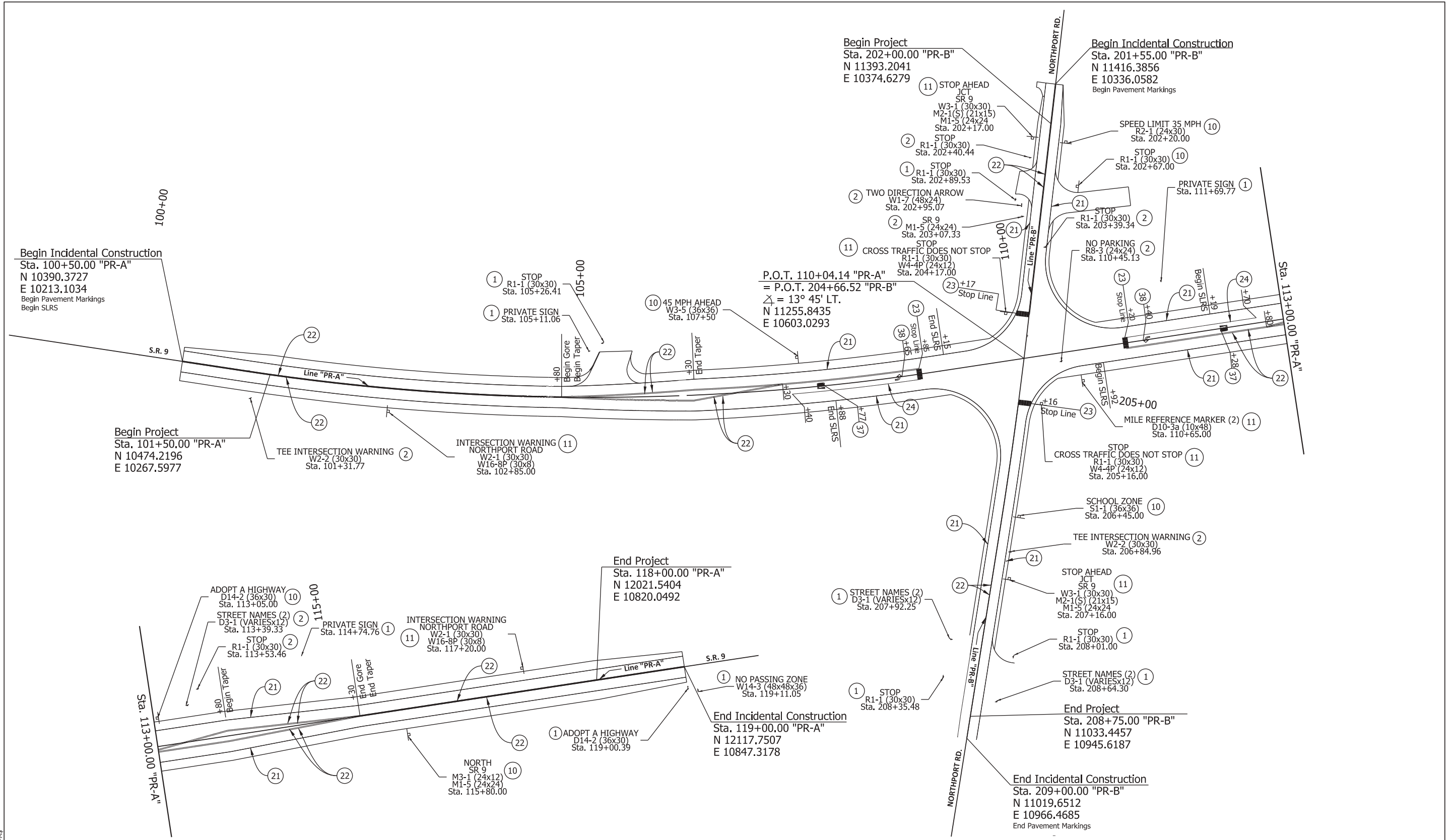
CHECKED: JRA CHECKED: JRA

INDIANA
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL
NORTHPORT RD.
STA. 201+55 to STA. 209+00 "PR-B"

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	N/A
VERTICAL SCALE	DESIGNATION
1" = 5'	2000041
SURVEY BOOK	SHEET NO.
	14 of 39
CONTRACT B-40473	PROJECT 2000041

User: williams 3/17/2021 9:53:17 AM P:\PHS689\Cad\CDC\CC-03.dgn



LEGEND			INDIANA DEPARTMENT OF TRANSPORTATION		SCALE 1"=40'	BRIDGE FILE N/A
(1) NO CHANGE REQUIRED TO EXISTING SIGN AND SUPPORTS	(20) TRANSVERSE MARKING, THERMOPLASTIC, YELLOW, 24"	(37) ONLY THERMOPLASTIC PAVEMENT MESSAGE MARKING	RECOMMENDED FOR APPROVAL	DESIGN ENGINEER		DESIGNATION 2000041
(2) REMOVE EXISTING SHEET SIGN AND SUPPORTS	(21) 4 IN., SOLID, WHITE, THERMOPLASTIC LINE	(38) THERMOPLASTIC PAVEMENT ARROW	DESIGNED: RWM	DRAWN: KSC		SHEETS 15 of 39
(10) EXISTING SHEET SIGN ON NEW SUPPORTS	(22) 4 IN., SOLID YELLOW, THERMOPLASTIC LINE	(39) GROUND MOUNTED SHEET SIGN (SINGLE POST) GROUND MOUNTED SHEET SIGN (DOUBLE POST)	CHECKED: JRA	CHECKED: JRA		PROJECT B-40473
(11) NEW SHEET SIGN ON NEW SUPPORTS	(23) 24 IN. WHITE STOP LINE, THERMOPLASTIC	CLRS CENTER LINE RUMBLE STRIPES SLRS SHOULDER LONGITUDINAL RUMBLE STRIPES				2000041
	(24) 8 IN., SOLID, WHITE, THERMOPLASTIC LINE					

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 Model:MODEL_NAMES

Des 1601984 & 2000041

Appendix C

Early Coordination



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana

Eric Holcomb, Governor
Joe McGuinness, Commissioner

SAMPLE LETTER

January 31, 2021

RE: Des. No. 1601984 & 2000041, State Road (SR) 9 and Northport Road Intersection, Noble County, IN.

Environmental Reviewer,

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with an intersection improvement project at the intersection of SR 9 and Northport Rd. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible 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 the project's environmental impacts.

The proposed undertaking is at the intersection configuration of Northport Rd., Kelly Street, and SR 9, north of the Town of Rome City in Noble County, Indiana. It is within Orange Township, Wolcottville USGS Topographic Quadrangle, in Section 9, Township 35 North, Range 10 East.

The purpose of this project is to provide connectivity between SR 9 and Northport Rd. that improves motorists' safety at the intersection of SR 9 and Kelly St. The need of this project is based on the substandard configuration of the connectivity from SR 9 to Northport Rd., in which motorists use Kelly St. to access Northport Rd. From 2013 to 2017, there were 17 crashes involving 22 vehicles that occurred on SR 9 near the Northport Rd. bridge or the adjacent Kelly St. intersection. All four rear-end crashes were due to northbound cars stopped or slowed to turn left onto Kelly St. A second need of this project is based on the deficiencies of the existing Bridge No. 009-57-02086C (NBI No. 2850) carrying Northport Road over SR 9 and a former railroad corridor. The existing bridge is a four-span continuous steel beam structure originally constructed in 1937 and rehabilitated in 1974, 1983, and 1985. The current vertical clearance over SR 9 is 15 feet, 2 inches, which is less than the minimum 16 feet, 6 inches clearance. Since the railroad is now out of use and the tracks removed, the original purpose of the bridge no longer serves its intended function.

Northport Rd. consists of two 12-foot-wide travel lanes and two-foot-wide shoulders. SR 9 roadway consists of two 12-foot-wide travel lanes with eight-foot-wide paved shoulders. Guardrail is present within the limits of the project. On the east side of SR 9, land use in the vicinity of the project consists of an out-of-use railroad corridor lined with trees and understory vegetation with agricultural fields east of the railroad corridor. On the west side of SR 9 and south side of Northport Rd, land use consists of the Our Lady Mother Mercy Center, a historic district, and an event center and tasting room north of the historic district. Scattered residences are located at the eastern project endpoint at County Road (CR) 300 E. The Town of Rome City, Sylvan Lake, and Spring Lake are located beyond the southern project endpoint on SR 9.

Under Des. No. 1601984, the proposed project involves the demolition of the Northport Rd. bridge over SR 9. Under Des. No. 2000041, the proposed project involves the excavation to lower the grades of both the east and west approaches of Northport Rd. and raise the grade of SR 9 to meet at the intersection with Northport Rd. to construct an at-grade intersection. The at-grade intersection will

include dedicated left turn lanes on SR 9 and will remove access to Kelly St. from SR 9, leaving part of Kelly St. in place to maintain the existing parking lot access at the event center. SR 9 will remain free flowing, with Northport Rd. being stop controlled. Currently, it is anticipated that 2.9 acres of right of way will be required. No relocations of residences or businesses are expected.

Coordination is ongoing with the INDOT Environmental Services Division Ecology and Waterway Permitting Office to determine impacts to water resources in the project area. The project qualifies for the application of the USFWS range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat. Project information will be submitted through USFWS' Information for Planning and Consultation (IPaC) separately. Coordination with INDOT Cultural Resources Office is ongoing regarding impacts to historic resources.

Please respond with comments, questions, and concerns **within thirty (30) calendar days** from the date of this letter; should no response be received, it will be assumed that your agency feels that there are no adverse effects incurred as a result of this 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 Erin Mulryan at SJCA Inc. at emulryan@sjcainc.com or 317-5664-0629, or INDOT Project Manager Matt Yarian at myarian@indot.in.gov or 260-969-8234. Thank you in advance for your input on this project.

Sincerely,

Erin Mulryan
Director of Environmental Services
SJCA Inc.

Attachments

Early Coordination Recipient List
Project Area Maps (Location, Aerial, Topographic)
Project Area Photographs

Project maps and photographs are included in Appendix B-1 to B-10.



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

Eric Holcomb, Governor
Joe McGuinness, Commissioner

The following agencies received Early Coordination Letters:

Federal Highway Administration
Fort Wayne District, Kari Carmany-George
K.CarmanyGeorge@dot.gov

Indiana Geological and Water Survey
(Online Submission)
<https://igws.indiana.edu/eAssessment>

Environmental Coordinator
IDNR Division of Fish and Wildlife
environmentalreview@dnr.in.gov

IDEM
(Online Submission)
<https://www.in.gov/idem/5284.htm>

Regional Environmental Coordinator
Midwest Regional Office
National Park Service
mwro_compliance@nps.gov

IDEM Groundwater Section
Source Water Proximity Determination Tool
<https://www.in.gov/idem/cleanwater/pages/wellhead/>
aturnbow@idem.in.gov

Field Environmental Officer
Chicago Regional Office
U.S. Dept. of Housing & Urban Development
Melanie.H.Castillo@hud.gov

Environmental Section Manager
Fort Wayne District
INDOT Environmental Services Division
KNovak@indot.in.gov

INDOT Project Manager
Matt Yarian
myarian@indot.in.gov

Northern Indiana Suboffice
U.S. Fish and Wildlife Service
Elizabeth_Mccloskey@fws.gov

Noble County Highway Department
highway@nobleco.org

Noble County Surveyor's Office
rsexton@nobleco.org

Sylvan Cellars Event Center & Tasting Room
2725 E. Northport Rd
Wolcottville, IN 46795
nschermerhorn@sbcglobal.net
rachel@sylvancellars.net

Noble Trails
info@nobletrails.org

NRCS
rick.neilson@in.usda.gov

Central Noble School Corp.
Transportation
David Worman
wormand@centralnoble.k12.in.us

East Noble School Corp.
Transportation
jbuhro@eastnoble.net

West Noble School Corp.
Transportation
lemonl@westnoble.k12.in.us

Sylvan Lake Association
info@sylvanlakeindiana.org

Our Lady Mother of Mercy Center
2730 E. Northport Rd
Rome City, IN 46784

Town of Rome City
402 Kelly St, PO Box 338
Rome City, IN 46784

Noble County Council
101 N. Orange St
Albion, IN 46701



Organization and Project Information

Project ID:
Des. ID: 1601984/2000041
Project Title: SR 9 & Northport Rd Intersection Improvement Project
Name of Organization: SJCA Inc.
Requested by: Shelby Lutz

Environmental Assessment Report

1. Geological Hazards:

- Moderate liquefaction potential
- Floodway

2. Mineral Resources:

- Bedrock Resource: Moderate Potential
- Sand and Gravel Resource: High Potential

3. Active or abandoned mineral resources extraction sites:

- None documented in the area

*All map layers from Indiana Map (maps.indiana.edu)

DISCLAIMER:

This document was compiled by Indiana University, Indiana Geological Survey, using data believed to be accurate; however, a degree of error is inherent in all data. This product is distributed "AS-IS" without warranties of any kind, either expressed or implied, including but not limited to warranties of suitability to a particular purpose or use. No attempt has been made in either the design or production of these data and document to define the limits or jurisdiction of any federal, state, or local government. The data used to assemble this document are intended for use only at the published scale of the source data or smaller (see the metadata links below) and are for reference purposes only. They are not to be construed as a legal document or survey instrument. A detailed on-the-ground survey and historical analysis of a single site may differ from these data and this document.

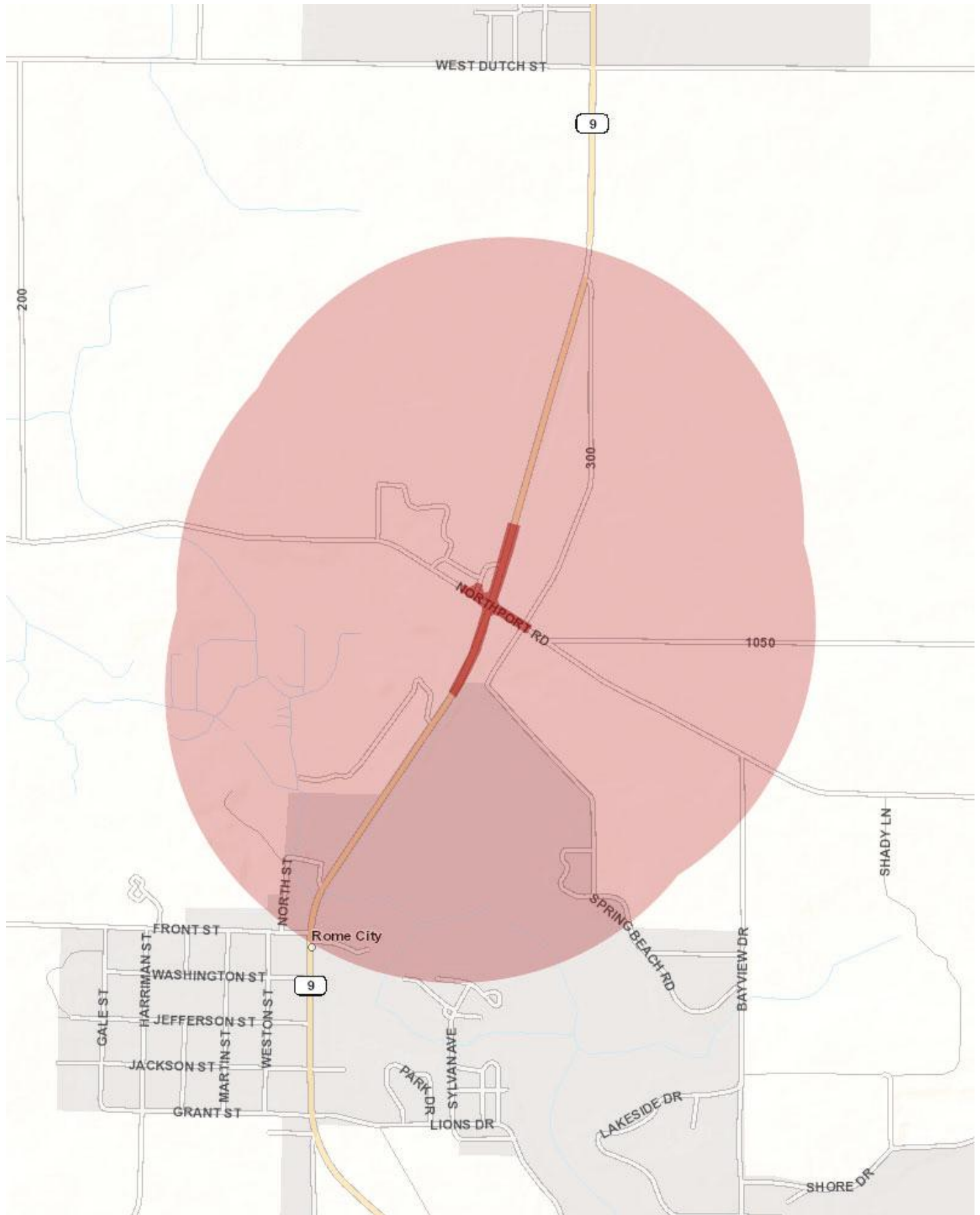
This information was furnished by Indiana Geological Survey

Address: 420 N. Walnut St., Bloomington, IN 47404

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: May 10, 2021



Metadata:

- https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html
- https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Resources.html
- https://maps.indiana.edu/metadata/Hydrology/Floodplains_FIRM.html
- https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html

Subject: Re: Sylvan Cellars Contact Form Submission
Date: Saturday, January 30, 2021 at 11:42:52 AM Eastern Standard Time
From: Rachel Schermerhorn
To: Erin Mulryan, nschermerhorn@sbcglobal.net

Hello please email my husband nathan at nschermerhorn@sbcglobal.net. I have also sent him your email.

Thank you,
Rachel Schermerhorn

On Thu, Jan 28, 2021 at 7:23 PM Rachel Schermerhorn <rachel@sylvancellars.net> wrote:

Hello Erin Mulryan,

Thank you for contacting Sylvan Cellars Events & Tasting Room. We received the following information at 12:23 AM on Jan 29, 2021:

Name: Erin Mulryan
Phone: 317-525-1192
Email: emulryan@sjcainc.com
Phone: 317-525-1192

Message: Hello, I am working on a road improvement project in front of your business sponsored by the Indiana Dept of Transportation, and i would like to provide project information to you for review and input. Please respond to the email above so I can send you the information. Thank you!

One of our representatives will respond soon.

Kind regards,

Rachel and Nathan Schermerhorn
Sylvan Cellars Events & Tasting Room
<https://sylvancellars.com>
260.854.9463
sylvancellars@gmail.com
2725 E Northport Rd,
Rome City, IN 46784

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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

Indiana Dept. of Transportation

5333 Hatfield Rd
Fort Wayne , IN 46808
Date

SJCA Inc.

Erin Mulryan
1104 Prospect St.
Indianapolis , IN 46203

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: Des. 1601984/2000041, SR 9 & Northport Rd Intersection Improvement. The bridge carrying Northport Rd over SR 9 will be removed and the grade lowered to match the raised grade of SR 9 to create a new at-grade intersection.

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>) 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:
 - o IC 14-26-2 Lakes Preservation Act 312 IAC 11
 - o IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
 - o 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.) 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>.) 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 is it 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

Des. 1601984/2000041, SR 9 & Northport Rd Intersection Improvement. The bridge carrying Northport Rd over SR 9 will be removed and the grade lowered to match the raised grade of SR 9 to create a new at-grade intersection.

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: 5/10/2021

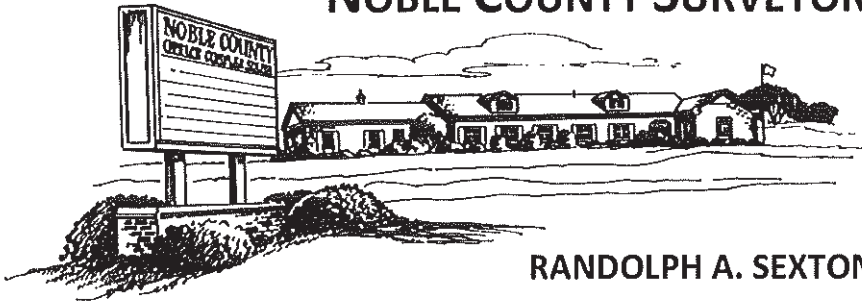
Signature of the INDOT 
Project Engineer or Other Responsible Agent Miguel T Tucker

Date: 2/1/2021

Signature of the
For Hire Consultant Erin Mulryan

Erin Mulryan

NOBLE COUNTY SURVEYOR



2090 N. State Road 9, Suite B
Albion, Indiana 46701
Phone: (260) 636-2131
Fax: (260) 636-3512

RANDOLPH A. SEXTON, PLS

Received via email on 2/1/2021.

Ms. Erin Mulryan
Director of Environmental Services
SJCA Inc.
9102 North Meridian Street
Suite 200
Indianapolis, Indiana 46260

Re: Des. No. 1601984 & 2000041, State Road (SR) 9 and Northport Road Intersection, Noble County, IN.

Ms. Mulryan:

The above reference project is located with the jurisdiction of the Noble County Storm Drainage and Erosion Control Ordinance. Compliance with the erosion control portion of the ordinance will be required. The ordinance can be found at www.nobleco.org under "Surveyor". Being a government agency project, there is no filing fee associated with the application. However, an application along with a complete set of the erosion control plan is required to be filed for review before a permit can be issued. If you have any questions or concerns please contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Randy Sexton', written over a white background.

Randy Sexton, PS, CFM
Noble County Surveyor

Cc: Erin Mulryan via email
Matt Yarian, INDOT Project Manager via email

Subject: RE: Des. 1601984/2000041, SR 9 & Northport Rd Intersection Improvement- early coordination
Date: Friday, February 12, 2021 at 10:35:43 AM Eastern Standard Time
From: Novak, Karen
To: Erin Mulryan
Attachments: image001.png, image002.png, image003.png, image004.png, image005.png, image006.png

Hi Erin,

We have reviewed the enclosed early coordination packet and we do not have any environmental concerns regarding the project at this time. Therefore, we will not be providing a comment letter.

Thank You,

Karen M. Novak

Sr Environmental Mgr Supervisor

5333 Hatfield Road

Fort Wayne, IN 46808

Office: (260) 969-8302

Email: knovak@indot.in.gov



From: Erin Mulryan <emulryan@sjcainc.com>
Sent: Sunday, January 31, 2021 3:40 PM
To: Novak, Karen <KNovak@indot.IN.gov>
Subject: Des. 1601984/2000041, SR 9 & Northport Rd Intersection Improvement- early coordination

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

Hi Karen, I hope you had a nice weekend!

Attached is the early coordination packet for the abovementioned project. Please feel free to call or email if you have questions or comments. Thank you!

This email has been scanned for spam and viruses by Proofpoint Essentials. Click [here](#) to report this email as spam.

Subject: RE: Des. 1601984/2000041, SR 9 & Northport Rd Intersection Improvement- early coordination
Date: Thursday, February 18, 2021 at 1:21:16 PM Eastern Standard Time
From: Turnbow, Alisha
To: Erin Mulryan
CC: Blazey, Samuel
Attachments: image001.jpg, image002.png, image003.png, image004.png, image005.png, image006.png

Hi Erin Mulryan,

The project Des No 1601984/2000041 is located in Northport Mobile Home Park's Wellhead Protection Area. The contact for Northport Mobile Home Park is John Schmidt and they can be reached at schmidt@maplenet.net and 260-463-3280.

With regards to your question about the St. Joseph Aquifer I don't have any specific information rather just reiterating our main focus of preventing groundwater contamination. This could involve any number of best management practices that reduce the potential for contaminate occurring (e.g.; spill prevention; secondary containment; proper storage, mixing, and of chemicals; proper disposal of waste and rinse products; etc.) and taking prompt and appropriate steps to address contamination or spills if they occur IDEM's spill line and emergency response are there to help with these cases their webpage is, <https://www.in.gov/idem/cleanups/2352.htm>. Let me know what questions you have.

Sincerely,

COVID-19 Resources:

- **Indiana State Dept. of Health (ISDH) COVID-19 Call Center:** Call 877-826-0011 (available 8:00 am-5:00 pm daily).
- **Anthem NurseLine:** Call 800-337-4770 or visit the [Anthem NurseLine](#) online for a FREE symptom screening. Available to anyone with an Anthem health plan (this includes State of IN employees)
- **Anthem Employee Assistance Program (EAP):** Available to full-time state employees and their household members regardless of health plan participation. Call 800-223-7723 or visit anthemeap.com (enter State of Indiana) for crisis counseling, help finding child/elder care, legal/financial consultation and much more.



Alisha Turnbow
Environmental Manager
Office of Water Quality
Drinking Water Branch, Groundwater Section
(317) 233-9158 • aturnbow@idem.IN.gov

Indiana Department of Environmental Management



IDEM values your feedback.

Please take two minutes and complete this brief survey.



From: Erin Mulryan <emulryan@sjcainc.com>
Sent: Monday, February 01, 2021 5:14 PM
To: Turnbow, Alisha <ATurnbow@idem.IN.gov>
Subject: Re: Des. 1601984/2000041, SR 9 & Northport Rd Intersection Improvement- early coordination

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



United States Department of the Interior Fish and Wildlife Service



Indiana Field Office (ES)
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

February 18, 2021

Ms. Erin Mulryan
SJCA Inc.
9102 North Meridian Street, Suite 200
Indianapolis, Indiana 46260

Project No.: Des. 1601984 and 2000041
Project: SR 9 and Northport Road Intersection Improvements
Location: Rome City, Noble County

Dear Ms. Mulryan:

This responds to your letter dated January 31, 2021, requesting our comments on the aforementioned project.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, and the U. S. Fish and Wildlife Service's Mitigation Policy.

The proposed project consists of the removal of the existing Northport Road bridge over SR 9 (Des. 1601984) and the modification of the elevations of both SR 9 and Northport Road to provide an at-grade intersection (Des. 2000041). Currently, Kelly Street is the only connection between SR 9 and Northport Road, which causes traffic back-ups and accidents due to left turns from northbound SR 9. On the east, Northport Road would be lowered west of County Road North 300 East over an abandoned railroad grade that parallels the east side of SR 9; on the west it would be lowered approximately east of the Kelly Street intersection.

Although there are no wetlands within the immediate project construction area, there are numerous wetlands to the southwest associated with the Middle Fork Elkhart River. Therefore, strict erosion control measures will be needed to ensure that no pollutants enter these wetlands, small lakes, or the river. It will also be necessary to keep spill containment materials at hand in case of an accidental spill of any material into either the soil or drainageways.

ENDANGERED SPECIES

The proposed project is within the range of the Federally endangered Indiana bat (*Myotis sodalis*) and the threatened northern long-eared bat (*Myotis septentrionalis*) and eastern massasauga rattlesnake (*Sistrurus catenatus*). The impacts on the 2 bat species will be evaluated utilizing the Range-wide Programmatic Consultation process, as determined through Section 7 consultation among the U.S. FWS and Federal transportation agencies. There is no known habitat for the eastern massasauga within the proposed project area.

These endangered species comments constitute informal consultation only. They do not fulfill the requirements of Section 7 of the Endangered Species Act of 1973, as amended.

We appreciate the opportunity to comment on this proposed project. If project plans change, please recoordinate with our office as soon as possible. For further discussion, please contact Elizabeth McCloskey at elizabeth_mccloskey@fws.gov.

Sincerely yours,

/s/ *Elizabeth S. McCloskey*

for Scott E. Pruitt
Supervisor

Sent via email February 18, 2021; no hard copy to follow.

February 22, 2021

Erin Mulryan
SJCA
9201 North Meridian Street, Suite 200
Indianapolis, Indiana 46260
emulryan@sjcainc.com

Dear Ms. Mulryan:

The proposed project to make intersection improvements at State Road 9 and Northport Road in Noble County, Indiana, (Des No 1601984 and 2000041) as referred to in your letters received January 31, 2021 will cause a conversion of prime farmland.

The attached packet of information is for your use completing Parts VI and VII of the AD-1106. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

If you need additional information, please contact John Allen at 317-295-5859.

Sincerely,

RICHARD Digitally signed by
RICHARD NEILSON
NEILSON Date: 2021.02.23
14:53:45 -05'00'

RICK NEILSON
State Soil Scientist

Enclosures



FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request			
Name of Project DES1601984&2000041 SR9&Northport		Federal Agency Involved			
Proposed Land Use		County and State			
PART II (To be completed by NRCS)		Date Request Received By NRCS 1/31/2021		Person Completing Form: JRA	
Does the site contain Prime, Unique, Statewide or Local Important Farmland? <i>(If no, the FPPA does not apply - do not complete additional parts of this form)</i>		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		Acres Irrigated	
				Average Farm Size 197 ac	
Major Crop(s) Corn		Farmable Land In Govt. Jurisdiction Acres: 240534 % 90		Amount of Farmland As Defined in FPPA Acres: 192796 % 72	
Name of Land Evaluation System Used LESA		Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS 2/22/2021	
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly					
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site					
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		0.09			
B. Total Acres Statewide Important or Local Important Farmland		0.00			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		<0.001			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		59			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		74			
PART VI (To be completed by Federal Agency) Site Assessment Criteria <i>(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)</i>		Maximum Points	Site A	Site B	Site C
1. Area In Non-urban Use		(15)	7		
2. Perimeter In Non-urban Use		(10)	10		
3. Percent Of Site Being Farmed		(20)	0		
4. Protection Provided By State and Local Government		(20)	0		
5. Distance From Urban Built-up Area		(15)	5		
6. Distance To Urban Support Services		(15)	0		
7. Size Of Present Farm Unit Compared To Average		(10)	0		
8. Creation Of Non-farmable Farmland		(10)	0		
9. Availability Of Farm Support Services		(5)	2		
10. On-Farm Investments		(20)	0		
11. Effects Of Conversion On Farm Support Services		(10)	0		
12. Compatibility With Existing Agricultural Use		(10)	0		
TOTAL SITE ASSESSMENT POINTS		160	24	0	0
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	74	0	0
Total Site Assessment (From Part VI above or local site assessment)		160	24	0	0
TOTAL POINTS (Total of above 2 lines)		260	98	0	0
Site Selected: A		Date Of Selection 2/22/2021		Was A Local Site Assessment Used?	
				YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
Reason For Selection: Project as proposed will not impact historic resources or land currently used for agriculture.					
Name of Federal agency representative completing this form: Erin Mulryan				Date: 2/22/2021	

(See Instructions on reverse side)

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

DNR #: ER-23391

Request Received: February 1, 2021

Requestor: SJCA Inc
Erin Mulryan
9102 North Meridian Street, Suite 200
Indianapolis, IN 46260

Project: SR 9 and Northport Road Intersection improvement: Northport Road bridge (#009-57-02086C; NBI #2850) demolition over SR 9 (Des #1601984), and construction of a new at-grade intersection (Des #2000041), Rome City

County/Site info: Noble

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

Regulatory Assessment: This proposal may require the formal approval of our agency pursuant to the Lake Preservation Act (IC 14-26-2) for any construction that will take place at or lakeward of the legal shoreline of Sylvan Lake. Please submit more detailed plans to the Division of Water's Technical Services Section if you are unsure whether or not a permit will be required.

Natural Heritage Database: The Natural Heritage Program's data have been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

Fish & Wildlife Comments: Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are recommendations that address potential impacts identified in the proposed project area:

1) Riparian & Urban Tree Habitat:

If tree removal is needed, the Division of Fish & Wildlife recommends avoiding removing urban trees to the greatest extent possible and replacing trees that must be removed. Street trees are important to fish and wildlife resources in urban areas. Indiana's street trees also provide millions of dollars of tangible benefits to Indiana communities by their presence in the urban environment. Their shade and beauty contribute to the quality of life. They provide significant increases in real estate values, create attractive settings for commercial businesses, and improve community neighborhood appeal. Trees decrease energy consumption by providing shade and acting as windbreaks. They reduce water treatment costs and impede soil erosion by slowing the runoff of stormwater. Trees also cool the air temperature, cleanse pollutants from the air, and produce oxygen while absorbing carbon dioxide. Trees are an integral component of the urban environment. Proactively managing and maintaining a street tree population will ultimately maximize the benefits afforded by their aesthetic and ecological functions. The following links give a good overview of the benefits of a street tree program and how to select the right species to avoid the negative impacts of non-native invasive species such as the common and popular Bradford pear: <https://www.in.gov/dnr/forestry/3605.htm> > Community & Urban Forestry > Tree Species Lists.

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

Trees removed in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acres may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however.

2) Wetland Habitat:

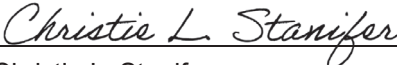
Due to the presence or potential presence of wetland habitat on site, we recommend contacting and coordinating with the Indiana Department of Environmental Management (IDEM) 401 program and also the US Army Corps of Engineers (USACE) 404 program. Impacts to wetland habitat should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding.

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion; low endophyte tall fescue may be used in the ditch bottom and side slopes only. Turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in currently mowed areas only.
2. Minimize and contain within the project limits all tree and brush clearing.
3. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
4. All excavated material must be properly spread or completely removed from the project site such that erosion and off-site sedimentation of the material is prevented.
5. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or lake or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
6. Seed and protect all disturbed banks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.
7. Do not excavate or place fill in any riparian wetland.

Contact Staff:

Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife
Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.



Christie L. Stanifer
Environ. Coordinator
Division of Fish and Wildlife

Date: March 2, 2021



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

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

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

In Reply Refer To:

June 07, 2021

Consultation Code: 03E12000-2021-SLI-1271

Event Code: 03E12000-2021-E-06591

Project Name: Des 1601984 & 2000041 SR 9 and Northport Rd Intersection Project, Noble County, IN

Subject: Updated list of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service’s Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act (16 U.S.C. 703 *et seq.*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Indiana Ecological Services Field Office

620 South Walker Street
Bloomington, IN 47403-2121
(812) 334-4261

Project Summary

Consultation Code: 03E12000-2021-SLI-1271

Event Code: 03E12000-2021-E-06591

Project Name: Des 1601984 & 2000041 SR 9 and Northport Rd Intersection Project, Noble County, IN

Project Type: TRANSPORTATION

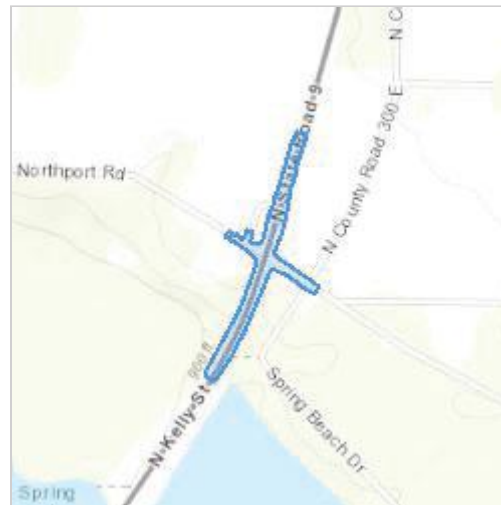
Project Description: The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with an intersection improvement project to provide connectivity of SR 9 and Northport Rd, located in Noble County, Indiana. Under Des. No. 1601984, the proposed scope of work includes the demolition of the existing Northport Rd bridge (009-57-02086C/NBI: 2850) over SR 9 and an abandoned railroad corridor. Under Des. No. 2000041, the proposed scope of work includes excavation to lower the grades of the east and west approaches of Northport Rd, and raise the grade of SR 9, to allow for the roadways to meet at a new at-grade intersection. Approximately 3.37 acres of permanent right-of-way will be required for this project. No temporary right-of-way is anticipated. No relocations of residences or businesses will be required for this project, and no other structures or buildings other than the Northport Rd bridge will be removed. Project termini will extend approximately 895 feet north and 955 feet south of the intersection along SR 9, and approximately 433 feet east and 312 feet west of the intersection along Northport Rd.

Suitable habitat is located within the project area in the form of forested tracts, landscape trees, and roadside grasses. Tree clearing will be required as a result of this project. Approximately 1.57 acres of trees will be cleared from the abandoned railroad bed east of SR 9, all to occur within 100 feet of the existing roadway/railway; no trees will be cleared further than 100 feet beyond the existing roadway or railway corridor. Trees will be cleared during the bat inactive season (October 1 – March 31) prior to construction. Mitigation for tree clearing is not anticipated to be necessary. Approximately 0.61 acres of terrestrial habitat will also be cleared, including grasses and roadside vegetation within the project area. Dominant species within the project area include Sugar Maple (*Acer saccharum*), Perennial Ryegrass (*Lolium perenne*), Tall Fescue (*Festuca arundinacea*), and Amur Honeysuckle (*Lonicera maackii*). Land use in the vicinity of the project area consists of agricultural fields, a historic district, scattered residences, and an abandoned railroad corridor lined with trees and understory vegetation. No permanent lighting is planned; however, temporary lighting may be used during construction. This project has a current letting date scheduled for March 9, 2022, with construction anticipated to begin in May 2022.

A review of the USFWS database by INDOT Fort Wayne District staff on December 28, 2020, did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. INDOT inspected the bridge on March 8, 2021, and no bats or signs of bats were observed on the bridge. SJCA Inc. staff also inspected the bridge on April 11, 2021, and no bats or evidence of bats were observed. Three (3) nests, likely made by swallows or pigeons, were discovered on I-beams, and two (2) animal burrows, likely occupied by raccoons, were discovered at each end of the bridge. This information was confirmed, and the project approved for IPaC completion, by INDOT Fort Wayne District staff on April 13, 2021. Inspection shall be included for any structure or buildings that will be removed due to the project.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@41.504773650000004,-85.37053784008856,14z>



Counties: Noble County, Indiana

Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> ▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Reptiles

NAME	STATUS
Eastern Massasauga (=rattlesnake) <i>Sistrurus catenatus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2202	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

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

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

In Reply Refer To:

June 07, 2021

Consultation code: 03E12000-2021-I-1271

Event Code: 03E12000-2021-E-06588

Project Name: Des 1601984 & 2000041 SR 9 and Northport Rd Intersection Project, Noble County, IN

Subject: Concurrence verification letter for the 'Des 1601984 & 2000041 SR 9 and Northport Rd Intersection Project, Noble County, IN' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **Des 1601984 & 2000041 SR 9 and Northport Rd Intersection Project, Noble County, IN** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

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

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

Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

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

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

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

- Eastern Massasauga (=rattlesnake) *Sistrurus catenatus* Threatened

Project Description

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

Name

Des 1601984 & 2000041 SR 9 and Northport Rd Intersection Project, Noble County, IN

Description

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with an intersection improvement project to provide connectivity of SR 9 and Northport Rd, located in Noble County, Indiana. Under Des. No. 1601984, the proposed scope of work includes the demolition of the existing Northport Rd bridge (009-57-02086C/NBI: 2850) over SR 9 and an abandoned railroad corridor. Under Des. No. 2000041, the proposed scope of work includes excavation to lower the grades of the east and west approaches of Northport Rd, and raise the grade of SR 9, to allow for the roadways to meet at a new at-grade intersection. Approximately 3.37 acres of permanent right-of-way will be required for this project. No temporary right-of-way is anticipated. No relocations of residences or businesses will be required for this project, and no other structures or buildings other than the Northport Rd bridge will be removed. Project termini will extend approximately 895 feet north and 955 feet south of the intersection along SR 9, and approximately 433 feet east and 312 feet west of the intersection along Northport Rd.

Suitable habitat is located within the project area in the form of forested tracts, landscape trees, and roadside grasses. Tree clearing will be required as a result of this project. Approximately 1.57 acres of trees will be cleared from the abandoned railroad bed east of SR 9, all to occur within 100 feet of the existing roadway/railway; no trees will be cleared further than 100 feet beyond the existing roadway or railway corridor. Trees will be cleared during the bat inactive season (October 1 – March 31) prior to construction. Mitigation for tree clearing is not anticipated to be necessary. Approximately 0.61 acres of terrestrial habitat will also be cleared, including grasses and roadside vegetation within the project area. Dominant species within the project area include Sugar Maple (*Acer saccharum*), Perennial Ryegrass (*Lolium perenne*), Tall Fescue (*Festuca arundinacea*), and Amur Honeysuckle (*Lonicera maackii*). Land use in the vicinity of the project area consists of agricultural fields, a historic district, scattered residences, and an abandoned railroad corridor lined with trees and understory vegetation. No permanent lighting is planned; however, temporary lighting may be used during construction. This project has a current letting date scheduled for March 9, 2022, with construction anticipated to begin in May 2022.

A review of the USFWS database by INDOT Fort Wayne District staff on December 28, 2020, did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. INDOT inspected the bridge on March 8, 2021, and no bats or signs of bats were observed on the bridge. SJCA Inc. staff also inspected the bridge on April 11, 2021, and no bats or evidence of bats were observed. Three (3) nests, likely made by swallows or pigeons, were discovered on I-beams, and two (2) animal burrows, likely occupied by raccoons, were discovered at each end of the bridge. This information was confirmed, and the project approved for IPaC completion, by INDOT Fort Wayne District staff on April 13, 2021. Inspection shall be included for any structure or buildings that will be removed due to the project.

Determination Key Result

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

Qualification Interview

1. Is the project within the range of the Indiana bat^[1]?

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

Automatically answered

Yes

2. Is the project within the range of the Northern long-eared bat^[1]?

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

Automatically answered

Yes

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

A) *Federal Highway Administration (FHWA)*

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

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

No

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

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

No

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

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

No

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

No

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

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

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

Yes

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

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

Yes

10. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?
No

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

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

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

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

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

No

12. Does the project include activities **within documented Indiana bat habitat**^{[1][2]}?

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

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

No

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

Yes

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

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

B) During the inactive season

15. Does the project include activities **within documented NLEB habitat**^{[1][2]}?

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

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

No

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

Yes

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

B) During the inactive season

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

Yes

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

No

20. Are *all* trees that are being removed clearly demarcated?
Yes
21. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?
No
22. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?
No
23. Does the project include slash pile burning?
No
24. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?
Yes
25. Is there *any* suitable habitat^[1] for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

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

Yes

26. Has a bridge assessment^[1] been conducted **within** the last 24 months^[2] to determine if the bridge is being used by bats?

[1] See [User Guide Appendix D](#) for bridge/structure assessment guidance

[2] Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges that meet the physical characteristics described in the Programmatic Consultation, regardless of whether assessments have been conducted in the past. Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that bridge/structure in subsequent years.

Yes

SUBMITTED DOCUMENTS

- *Des 1601984_INDOT BIAS Inspection_5.8.2021.pdf* <https://ecos.fws.gov/ipac/project/F5IBHBWTR5E7JBTIXC73IL74JE/projectDocuments/102647418>
- *Des 1601984_Bat Inspection_4.11.2021.pdf* <https://ecos.fws.gov/ipac/project/F5IBHBWTR5E7JBTIXC73IL74JE/projectDocuments/102403757>

27. Did the bridge assessment detect *any* signs of Indiana bats and/or NLEBs roosting in/under the bridge (bats, guano, etc.)^[1]?

[1] If bridge assessment detects signs of *any* species of bats, coordination with the local FWS office is needed to identify potential threatened or endangered bat species. Additional studies may be undertaken to try to identify which bat species may be utilizing the bridge prior to allowing *any* work to proceed.

Note: There is a small chance bridge assessments for bat occupancy do not detect bats. Should a small number of bats be observed roosting on a bridge just prior to or during construction, such that take is likely to occur or does occur in the form of harassment, injury or death, the PBO requires the action agency to report the take. Report all unanticipated take within 2 working days of the incident to the USFWS. Construction activities may continue without delay provided the take is reported to the USFWS and is limited to 5 bats per project.

No

28. Will the bridge removal, replacement, and/or maintenance activities include installing new or replacing existing **permanent** lighting?

No

29. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

No

30. Will the project involve the use of **temporary** lighting *during* the active season?

Yes

31. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **temporary** lighting will be used?

Yes

32. Will the project install new or replace existing **permanent** lighting?

No

33. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

No

34. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage, rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

Yes

35. Will the project raise the road profile **above the tree canopy**?

No

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

Automatically answered

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

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

Automatically answered

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

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

Automatically answered

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

39. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the bridge has been assessed using the criteria documented in the BA and no signs of bats were detected

40. **General AMM 1**

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

Yes

41. **Tree Removal AMM 1**

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

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

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

Yes

42. **Tree Removal AMM 3**

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

Yes

43. **Tree Removal AMM 4**

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

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

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

Yes

44. **Lighting AMM 1**

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

Yes

Project Questionnaire

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

Yes

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

No

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

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

1.57

4. Please describe the proposed bridge work:

The existing structure carrying Northport Rd over SR 9 will be demolished and permanently removed, replaced with an at-grade intersection of the two roadways.

5. Please state the timing of all proposed bridge work:

May 2022

6. Please enter the date of the bridge assessment:

April 11, 2021

Avoidance And Minimization Measures (AMMs)

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

LIGHTING AMM 1

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

TREE REMOVAL AMM 2

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

TREE REMOVAL AMM 3

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

TREE REMOVAL AMM 4

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

GENERAL AMM 1

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

TREE REMOVAL AMM 1

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

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

This key was last updated in IPaC on April 22, 2021. Keys are subject to periodic revision.

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

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

Shelby Lutz

From: Novak, Karen <KNovak@indot.IN.gov>
Sent: Monday, June 7, 2021 2:38 PM
To: Shelby Lutz
Cc: Erin Mulryan; Mettler, Madeline
Subject: RE: USFWS IPaC Review Request for SR 9 and Northport Rd Intersection Project

Hi Shelby,

Thank You for completing the revisions and for the clarification below. I concur with the NLAA effect finding and the letter has been sent to USFWS for their 14 day review/concurrence. You may download the concurrence letter from IPaC. Also, please note that the changes that were made in the consistency letter shall be reflected in the ETR letter as well.

Have a great day!

Karen M. Novak

Sr Environmental Mgr Supervisor

5333 Hatfield Road

Fort Wayne, IN 46808

Office: (260) 969-8302

Email: knovak@indot.in.gov



From: Shelby Lutz <Shelby@sjcainc.com>
Sent: Thursday, June 03, 2021 2:27 PM
To: Novak, Karen <KNovak@indot.IN.gov>; Mettler, Madeline <MMettler1@indot.IN.gov>
Cc: Erin Mulryan <emulryan@sjcainc.com>
Subject: RE: USFWS IPaC Review Request for SR 9 and Northport Rd Intersection Project

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

Good afternoon,

Thank you for your feedback. I have made the necessary adjustments to the IPaC project and determination key/consistency letter.

To answer your comment regarding the Eastern Massasauga rattlesnake, IDNR did not mention the rattlesnake in their early coordination response, but the USFWS did on February 18, 2021. The USFWS stated there is no known habitat for the Eastern Massasauga rattlesnake within the proposed project area.

Let me know if you have any other questions or need additional information.

Thank you,

INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)

General Information		
Date of Inspection: 4.11.2021 Time of Inspection: 5:15 pm	Initial Inspection <input checked="" type="checkbox"/> Follow-up Inspection <input type="checkbox"/> Construction <input type="checkbox"/>	Temp: 51°F Wind: SW, 7 mph Precip: Cloudy & rainy Sunrise: 7:08 am Sunset: 8:18 pm
County: Noble	Inspected by: Erin Mulryan	
GPS Northing: 41°30'17" N Easting: 85°22'14" W UTM Zone: 16 N	Contract Number: B-40473 Des. 1601984 & 2000041	Anticipated Start Date for Construction: Spring 2022

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: SR 9	Station: 110+04.14 and 204+66.52
Bridge/Culvert number: 009-57-02086 C	Number of Spans: 4
Type of Structure: <input type="checkbox"/> Concrete box beam <input checked="" type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	Material: <input type="checkbox"/> Concrete <input checked="" type="checkbox"/> Steel <input type="checkbox"/> Other (describe): Shape: <input type="checkbox"/> Box Culvert <input type="checkbox"/> Pipe <input type="checkbox"/> Arch <input type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? Yes	Location of bats or signs of use (w/drawing and photos):
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard? No	
In Clusters? Number of clusters:	
Number of bats in largest cluster:	
Approximate total number of bats found:	
Signs of previous bat use? No <input type="checkbox"/> Guano <input type="checkbox"/> Staining	

If Bats Present
Date and Time Project Supervisor was notified:
Name of Project Supervisor notified:

Des 1601984 & 2000041

Appendix D

Section 106 of the NHPA

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov · www.IN.gov/dnr/historic



June 30, 2021

Karen Wood
Environmental and Cultural Resource Manager
SJCA, Inc.
1104 Prospect Street
Indianapolis, Indiana 46203

Federal Agency: Indiana Department of Transportation (“INDOT”),
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Indiana Department of Transportation’s finding of “no adverse effect” on behalf of the Federal Highway Administration for the SR 9 and Northport Road intersection improvement and bridge removal in Rome City, Orange Township, Noble County, Indiana (Des. No. 1601984 & 2000041; DHPA No. 26226)

Dear Ms. Wood:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), implementing regulations at 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program in the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your June 4, 2021 submission which enclosed INDOT’s finding and supporting documentation for this project, received by our office the same date.

As previously indicated, we agree that the only historic property located within the project’s area of potential effects is the National Register of Historic Places (“NRHP”)-listed Kneipp Springs Historic District (NR-2491), and that it will not be adversely affected by the project.

Furthermore, regarding archaeology, as previously indicated, no currently known archaeological resources eligible for inclusion in the NRHP have been recorded within the proposed project area.

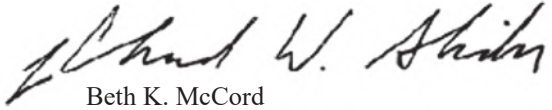
Accordingly, we concur with INDOT’s June 4, 2021 Section 106 finding of “No Adverse Effect” on behalf of FHWA for this federal undertaking.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 14-21-1-29) requires that the discovery be reported to the Indiana SHPO within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The archaeological reviewer for this project on the Indiana SHPO staff is Rachel Sharkey and the structures reviewer is Danielle Kauffmann. However, if you have questions about our comments or about the review process, please contact initially the INDOT Cultural Resource Office staff members assigned to this project.

In any future correspondence regarding the SR 9 and Northport Intersection Improvement in Noble County, (Des. No. 1601984 & 2000041), please continue to refer to DHPA No. 26226.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

- emc: Kari Carmany-George, FHWA
- Anuradha Kumar, INDOT
- Susan Branigin, INDOT
- Shaun Miller, INDOT
- Karen Wood, SJCA, Inc.
- Indiana Landmarks, Northern Regional Office
- Mother of Mercy Foundation, Inc.
- Forest County Potawatomi Community
- Miami Tribe of Oklahoma
- Shawnee Tribe
- Rachel Sharkey, DNR-DHPA
- Danielle Kauffmann, DNR-DHPA

Prescribed by State Board of Accounts

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P.O. Box 39, KENDALLVILLE, IN 46755

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To: THE NEWS SUN

NOBLE, Indiana

Order #: 2068499

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TOTAL AMOUNT OF CLAIM	-----	\$49.88

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Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper THE NEWS SUN 1. The dates of publication being as follows:
06/18/2021

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- Newspaper does a Web site, but due to technical problem or error, public notice as posted on _____
- Newspaper has a Web site, but refuses to post the public notice.

LANETTE MCGUIRE

Date: 06/18/2021

Title: Legal Clerk

PUBLIC NOTICE
Des. No. 1601984

The Indiana Department of Transportation (INDOT) is planning to undertake an intersection improvement and bridge removal project funded in part by the Federal Highway Administration (FHWA). The project is located at the intersection of State Road (SR) 9 and Northport Road (Rd.) in Rome City, Orange Township, Noble County. It is within Orange Township, Wolcottville USGS Topographic Quadrangle, in Section 9, Township 35 North, Range 10 East.

Under the preferred alternative, the proposed undertaking involves the demolition of the existing Bridge No. 009-57-02086 C carrying Northport Rd. over SR 9; the east and west approaches of Northport Rd. at SR 9 will be lowered while SR 9 will be gradually raised in order to construct an at-grade intersection. SR 9 would be widened twelve feet to the east to include a central dedicated left turn lane at the at-grade intersection, removing access to Kelly St. from SR 9, leaving part of Kelly St. in place to maintain the existing parking lot access. SR 9 would remain free flow with Northport Rd. being stop controlled. Existing guardrails will be removed, replaced, and extended on either side of SR 9 and at the intersection with Northport Rd. Driveway approaches will be milled and overlaid with a concrete curb only at the driveway entrance from SR 9 south of the intersection. Drainage improvements include a concrete box with rip rap placed on either end underneath Northport Rd. on the eastern side of the intersection with SR 9. An 18-inch diameter culvert pipe will be removed and replaced underneath Northport Rd. on the western side of the intersection with SR 9. It is anticipated that 3.37 acres of permanent and 0.189 acres of temporary right-of-way (ROW) acquisition is required.

Properties listed in or eligible for the National Register of Historic Places (NRHP) located within the Area of Potential Effects (APE) include the Kneipp Historic District, NR-2491, listed in 2018. The proposed action impacts properties listed in or eligible for the NRHP. The Indiana Department of Transportation (INDOT), on behalf of the FHWA, has issued a "No Adverse Effect" finding for the project because the project will not diminish the integrity of the characteristics that qualify the historic properties within the APE for inclusion in the NRHP. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(2), the documentation specified in 36 CFR 800.11(e) can be viewed electronically by accessing INDOT's Section 108

document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents>. This documentation serves as the basis for the "No Adverse Effect" finding. The views of the public on this effect finding are being sought. Please reply with any comments or requests to Karen Wood, SJCA, Inc., 1104 Prospect Street, Indianapolis, IN 46203, 317.566.0629 or kwood@sjcainc.com no later than 07/18/21.

In accordance with the "Americans with Disabilities Act", if you have a disability for which INDOT needs to provide accessibility to the document(s) such as interpreters or readers, please contact Miguel Tucker, Mtucker2@indot.in.gov.

NS,2068499,6/18,hspaxlp

Public Notice
Des. No. 1601984

The Indiana Department of Transportation (INDOT) is planning to undertake an intersection improvement and bridge removal project funded in part by the Federal Highway Administration (FHWA). The project is located at the intersection of State Road (SR) 9 and Northport Road (Rd.) in Rome City, Orange Township, Noble County. It is within Orange Township, Wolcottville USGS Topographic Quadrangle, in Section 9, Township 35 North, Range 10 East.

Under the preferred alternative, the proposed undertaking involves the demolition of the existing Bridge No. 009-57-02086 C carrying Northport Rd. over SR 9; the east and west approaches of Northport Rd. at SR 9 will be lowered while SR 9 will be gradually raised in order to construct an at-grade intersection. SR 9 would be widened twelve feet to the east to include a central dedicated left turn lane at the at-grade intersection, removing access to Kelly St. from SR 9, leaving part of Kelly St. in place to maintain the existing parking lot access. SR 9 would remain free flow with Northport Rd. being stop controlled. Existing guardrails will be removed, replaced, and extended on either side of SR 9 and at the intersection with Northport Rd. Driveway approaches will be milled and overlaid with a concrete curb only at the driveway entrance from SR 9 south of the intersection. Drainage improvements include a concrete box with rip rap placed on either end underneath Northport Rd. on the eastern side of the intersection with SR 9. An 18-inch diameter culvert pipe will be removed and replaced underneath Northport Rd. on the western side of the intersection with SR 9. It is anticipated that 3.37 acres of permanent and 0.199 acres of temporary right-of-way (ROW) acquisition is required.

Properties listed in or eligible for the National Register of Historic Places (NRHP) located within the Area of Potential Effects (APE) include the Kneipp Historic District, NR-2491, listed in 2018. The proposed action impacts properties listed in or eligible for the NRHP. The Indiana Department of Transportation (INDOT), on behalf of the FHWA, has issued a “No Adverse Effect” finding for the project because the project will not diminish the integrity of the characteristics that qualify the historic properties within the APE for inclusion in the NRHP. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(2), the documentation specified in 36 CFR 800.11(e) can be viewed electronically by accessing INDOT’s Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents>. This documentation serves as the basis for the “No Adverse Effect” finding. The views of the public on this effect finding are being sought. Please reply with any comments or requests to Karen Wood, SJCA, Inc., 1104 Prospect Street, Indianapolis, IN 46203, 317.566.0629 or kwood@sjcainc.com no later than 7/18/2021.

In accordance with the “Americans with Disabilities Act”, if you have a disability for which INDOT needs to provide accessibility to the document(s) such as interpreters or readers, please contact Miguel Tucker, Mtucker2@indot.in.gov.

SR 9 and Northport Rd. Intersection Improvement and Bridge Removal

Rome City, Orange Township, Noble County, Indiana
Des. No. 1601984; DHPA No. 26226

800.11(e) Documentation and Effects Finding
June 2021



Prepared for:
Burgess & Niple
251 N. Illinois Street, Suite 920
Indianapolis, Indiana 46204

Karen Wood
Environmental and Cultural Resources Manager / QP
SJCA Inc.
Historic Fountain Square
1104 Prospect Street
Indianapolis, IN 46203

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**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
SR 9 and Northport Rd. Intersection Improvement and Bridge Removal
DES. No.: 1601984; DHPA 26226**

**AREA OF POTENTIAL EFFECTS
(Pursuant to 36 CFR Section 800.4(a)(1))**

The APE of the project includes all properties adjacent to the project and those with a proximate viewshed of the project. The dimensions of the APE were defined by the tree coverage around the intersection, the open space of the agricultural fields to the north, and the curve and rise in elevation along both Northport Rd and SR 9. The Archaeological APE is 7.5 acre project area investigated for the presence of archaeological resources. See Appendix A for maps of the APE.

**ELIGIBILITY DETERMINATIONS
(Pursuant to 36 CFR 800.4(c)(2))**

There is one resource listed in the National Register of Historic Places (NRHP): **Kneipp Springs Historic District (NR-2491, listed in 2018)**. The district encompasses approximately 80 acres and has 37 total resources with 32 of them being contributing to the district within the period of significance from 1874 to 1967: 19 buildings, 2 sites, 6 structures, and 5 objects. The historic district centers around the three-story, Gothic-style sanitarium, constructed from 1897-1925 by the Sisters of the Precious Blood. Some of the additional buildings include the following: a large farmstead comprising of a Cape Cod-style house, c. 1940 and several barns, c. 1874 to 1930; a chapel, c. 1916, and a Queen Anne-style physician's house, c. 1902. The grounds include landscaped lawns, springs, and ponds. The historic district is eligible under Criteria Consideration A as a site developed by a religious institution. Furthermore, it is eligible under Criterion A for its association with health and medicine and Criterion C for architecture.

EFFECT FINDING

Kneipp Springs Historic District (NR-2491, listed in 2018) – The undertaking will have “No Adverse Effect” on the Kneipp Springs Historic District.

INDOT, acting on FHWA's behalf, has determined a “No Adverse Effect” finding is appropriate for this undertaking. INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

Kneipp Springs Historic District (NR-2491, listed in 2018) – This undertaking will not convert property from **Kneipp Springs Historic District (NR-2491, listed in 2018)**, a Section 4(f) historic property, to a transportation use; the INDOT, acting on FHWA’s behalf, has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore, no Section 4(f) evaluation is required.

Anuradha V. Kumar

Anuradha V. Kumar, for FHWA
Manager
INDOT Cultural Resources

06/04/2021

Approved Date

**FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO ADVERSE EFFECT
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.5(c)
SR 9 and Northport Rd. Intersection Improvement and Bridge Removal
Orange Township, Noble County, Indiana
DES. No.: 1601984; DHPA 26226**

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the SR 9 and Northport Rd. Intersection Improvement and Bridge Removal project, Des. No. 1601984.

The proposed undertaking is at the intersection configuration of Northport Rd., Kelly Street (St.), and SR 9, north of the Town of Rome City in Noble County, Indiana. It is within Orange Township, Wolcottville USGS Topographic Quadrangle, in Section 9, Township 35 North, Range 10 East.

The purpose of this project is to provide connectivity between SR 9 and Northport Rd. and improve motorists' safety at the intersection of SR 9 and Kelly St. The need of this project is based on the substandard configuration of the connectivity from SR 9 to Northport Rd., in which motorists use the Kelly St. to access Northport Rd. From 2013 to 2017, there were 17 crashes involving 22 vehicles that occurred on SR 9 near the Northport Rd. bridge or the adjacent Kelly St. intersection. All four rear-end crashes were due to northbound cars stopped or slowed to turn left onto Kelly St. A second need of this project is based on the deficiencies of the existing Bridge No. 009-57-02086C (NBI No. 2850) carrying Northport Rd. over SR 9 and an inactive railroad. The existing bridge is a four-span continuous steel beam superstructure originally constructed in 1937 and rehabilitated in 1974, 1983, and 1985. The current vertical clearance over SR 9 is 15 feet, 2 inches, which is less than the minimum clearance of 16 feet, 6 inches. Since the railroad is now inactive, the original purpose of the bridge no longer serves its intended function.

Northport Rd. consists of two 12-foot-wide travel lanes and two-foot-wide shoulders. SR 9 roadway consists of two 12-foot-wide travel lanes with eight-foot-wide paved shoulders. The proposed project involves the demolition of the Northport Road Bridge. Guardrail is present within the limits of the project.

The existing Bridge No. 009-57-02086 C carrying Northport Rd. over SR 9 is proposed to be demolished. The east and west approaches of Northport Rd. at SR 9 will be lowered approximately eight to twelve feet while SR 9 will be gradually raised approximately two to six feet throughout the project limits to construct an at-grade intersection. SR 9 would be widened twelve feet to include a central dedicated left turn lane; this widening will occur on the east side of SR 9 and will not encroach upon the historic district property. Access to Kelly St. from SR 9 will be permanently closed, leaving access to Kelly St. from Northport Rd. in place to maintain

the existing parking lot access for Sylvan Cellars Event Center & Tasting Room located at 2725 E. Northport Rd. (within the historic district). Existing guardrail will be removed and replaced and extended throughout the project limits on either side of SR 9 and at the intersection with Northport Rd. Driveway approaches will be milled and overlaid, placing concrete curb only at the driveway entrance from SR 9 south of the intersection into the historic district. Drainage improvements include the placement of a new seven feet by four feet reinforced concrete box with rip rap placed on either end underneath Northport Rd. on the eastern side of the intersection with SR 9. Existing inlets will be replaced in kind and existing ditches will be regraded and tied into existing storm sewers. An 18-inch diameter culvert pipe will be removed and replaced underneath Northport Rd. on the western side of the intersection with SR 9. SR 9 would remain free flowing while Northport Rd. would be stop controlled.

It is anticipated that 3.37 acres of permanent and 0.199 acre of temporary right-of-way (ROW) acquisition for a total of 3.569 acres would be required for this project. No relocations of residences or businesses are expected.

The APE, as defined in 36 CFR 800.16(d), is “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist.” The APE of the project includes all properties adjacent to the project and those with a proximate viewshed of the project. Land use within the APE consists of agricultural, residential, and commercial properties. The dimensions of the APE were defined by the tree coverage around the intersection, the open space of the agricultural fields to the north, and the curve and rise in elevation along both Northport Rd and SR 9. From the center of the bridge, the APE extends approximately 0.15 mile east, 0.14 mile west, 0.33 mile north, and 0.28 mile south. The Archaeological APE is 7.5 acre project area investigated for the presence of archaeological resources. See Appendix A for maps of the APE.

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

The National Register of Historic Places, (NRHP), Indiana Register of Historic Sites and Structures (State Register), the State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Bridges, Buildings, and Cemetery Map (IHBBC Map), and the *Noble County Interim Report* (1986), showing the results of the Indiana Historic Sites and Structures Inventory (IHSSI), were consulted. One above-ground resource in the APE was previously surveyed and is listed in the NRHP: Kneipp Springs Historic District, NR-2491, listed in 2018, 2725 & 2730 E. Northport Rd. Additionally, the Kneipp Springs Sanitarium, IHSSI No. 113-690-10006, rated “outstanding,” is a contributing resource within the Kneipp Springs Historic District. There are no Historic American Buildings Survey (HABS), the Historic American Engineering Record (HAER), or Historic American Landscapes Survey (HALS) resources identified within the vicinity of the project. The INDOT-sponsored *Historic Bridge Inventory* (February 2009) by M & H Architecture, Inc. was reviewed, and no historic bridges were listed within the APE.

The following parties/agencies were invited to become consulting parties (CPs) to this project and were sent an Early Coordination Letter (ECL) on August 4, 2020. The State Historic Preservation Officer (SHPO) is an automatic consulting party; that office and others that accepted consulting

party status are shown in boldface type below. All consulting party correspondence is located in Appendix C.

Indiana State Historic Preservation Officer (SHPO) (automatic consulting party)

Noble County Historian
Noble County Historical Society
Noble County Commissioners
Noble County Highway Department
Rome City Town Manager

Mother of Mercy Foundation Inc.*

Sylvan Farms, LLC*

Indiana Landmarks, Northern Regional Office

Eastern Shawnee Tribe of Oklahoma

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians

Shawnee Tribe

Forest County Potawatomi Community

***Added as Consulting Party on December 8, 2020 due to being historic property owners**

On August 4, 2020, Indiana Landmarks Northern Regional Office accepted consulting party status.

On August 17, 2020, the Indiana State Historic Preservation Officer (SHPO) staff stated that they “were not aware of any parties who should be invited to participate” on this project “beyond whom INDOT already has invited.” They also requested to be advised “as to which invited consulting parties have accepted the invitation.”

On September 1, 2020, the Shawnee Tribe accepted consulting party status.

On September 2, 2020, the Miami Tribe of Oklahoma accepted consulting party status.

On September 5, 2020, the Forest County Potawatomi Community accepted consulting party status and requested a copy of the archaeological report based on the proximity to Sylvan Lake.

Karen Wood, a Qualified Professional historian, conducted a site visit of the project area on September 15, 2020. Wood documented above-ground resources within the APE that are at least 50 years of age or that will be 50 years of age at the time of project letting (expected 2022). The historian drove and walked the length of the APE, taking photographs of all resources rated “contributing” or higher. Non-contributing resources or those that did not meet the age requirements were noted but not documented other than in general landscape photographs. Please see Appendix B for photographs. Aside from the Kneipp Springs Historic District, NR-2491, listed in 2018, no resources in the APE were found to be listed in or eligible for the NRHP.

A Historic Property Short Report (HPSR) (Wood, October 2020) was prepared by SJCA Inc. and distributed to consulting parties for review and comment on December 8, 2020. With regard to

archaeological resources, an archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards completed an archaeology report (Jackson, December 1, 2020), identifying one site (12-No-313) within the project area. As a result of these efforts, the identified site was recommended not eligible for listing in the NRHP, and no further work was recommended. A letter distributed on December 8, 2020 notified consulting parties that a historic property short report (HPSR) and the archaeology report were available for review and comment. The Mother of Mercy Foundation Inc. and Sylvan Farms, LLC, both of whom are property owners within the Kneipp Historic District, NR-2491, were invited to become consulting parties at that time. The summary of the HPSR and Archaeology Report are found in Appendix D.

On December 21, 2020, the Indiana SHPO agreed with the size of the APE and the conclusions of the HPSR (Wood, 10/2020) that the only historic property within the APE is the Kneipp Springs Historic District, NR-2491. SHPO staff also agreed with the conclusions of the archaeology report (Jackson, 12/1/2020) that “archaeological site 12-No-0313, a historic-era artifact scatter,” is not eligible for inclusion in the NRHP and no further work is needed. None of the other consulting parties provided any additional comments regarding the early coordination letter, HPSR, or archaeology report. Please see Appendix C for Consulting Party Correspondence.

3. DESCRIBE AFFECTED HISTORIC PROPERTIES

Kneipp Springs Historic District, (NR-2491, listed in 2018) encompasses approximately 80 acres and has 37 total resources with 32 of them being contributing to the district within the period of significance from 1874 to 1967: 19 buildings, 2 sites, 6 structures, and 5 objects. The historic district centers around the three-story, Gothic-style sanitarium, constructed from 1897-1925 by the Sisters of the Precious Blood. Some of the additional buildings include the following: a large farmstead comprising of a Cape Cod-style house, c. 1940 and several barns, c. 1874 to 1930; a chapel, c. 1916, and a Queen Anne-style physician’s house, c. 1902. The grounds include landscaped lawns, springs, and ponds. The historic district is eligible under Criteria Consideration A as a site developed by a religious institution. Furthermore, it is eligible under Criterion A for its association with health and medicine and Criterion C for architecture.

4. DESCRIBE THE UNDERTAKING’S EFFECTS ON HISTORIC PROPERTIES

Kneipp Springs Historic District, (NR-2491, listed in 2018) – The project will have “No Adverse Effect” on the resource. While the undertaking will be adjacent to the historic district the construction limits are proposed to occur within the existing right-of-way. The existing Bridge No. 009-57-02086 C will be demolished. The east and west approaches of Northport Rd. at SR 9 will be lowered while SR 9 will be gradually raised to construct an at-grade intersection. Existing guardrails will be removed, replaced, and extended on either side of SR 9 and at the intersection with Northport Rd. Driveway approaches will be milled and overlaid with a concrete curb only at the driveway entrance from SR 9 south of the intersection into the historic district. Drainage improvements include a concrete box with rip rap placed on either end underneath Northport Rd. on the eastern side of the intersection with SR 9.

5. EXPLAIN APPLICATION OF CRITERIA OF ADVERSE EFFECT -- INCLUDE CONDITIONS OR FUTURE ACTIONS TO AVOID, MINIMIZE OR MITIGATE ADVERSE EFFECTS

Kneipp Springs Historic District, (NR-2491, listed in 2018) – The project will have “No Adverse Effect” on the resource.

Per 36 CFR 800.5(a)(2)(i), “Physical destruction of or damage to all or part of the property” will not occur. No right-of-way will be acquired from the historic district.

Per 36 CFR 800.5(a)(2)(ii), “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties and/or other applicable guidelines” will not occur. No right of way will be acquired from the historic district.

Per 36 CFR 800.5(a)(2)(iii), “Removal of the property from its historic location” will not occur.

Per 36 CFR 800.5(a)(2)(iv), “Change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance” will not occur. The wrought iron gates located at the SR 9 driveway entrance and Northport Rd. entrance will be avoided and not directly impacted by the project. Project elements, including the demolition of the existing bridge, lowering and raising of the roadway profile grade to create an at-grade intersection; the milling and resurfacing of driveway approaches to the historic district along the south side of Northport Rd.; the milling and resurfacing, placement of concrete curb and guardrail at the driveway approach from SR 9 into the historic district; replacing an existing inlet, tying existing ditches to an existing storm sewer, the closing of Kelly St. access to SR 9, will not change any features that contribute to its historic significance or change the property’s use.

Per 36 CFR 800.5(a)(2)(v), “Introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features” will not occur. Project elements, including the demolition of the existing bridge, lowering and raising of the roadway profile grade to create an at-grade intersection; the milling and resurfacing of driveway approaches to the historic district along the south side of Northport Rd.; the milling and resurfacing, placement of concrete curb and guardrail at the driveway approach from SR 9 into the historic district; replacing an existing inlet, tying existing ditches to an existing storm sewer, the closing of Kelly St. access to SR 9, will affect the setting of the historic district. However, these affects will not diminish the integrity of the historic district’s significant historic features. Furthermore, reconfiguring the intersection will be close to what existed when most of the contributing structures on the property were built in the late nineteenth and early twentieth centuries. Even though the period of significance extends from 1874 to 1967, research has identified that the bridge that is proposed to be demolished was built in the mid-to-late 1930s well after the sanitarium, physician’s house, garage, and barns were built.

Per 36 CFR 8005(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR 800.5(a)(2)(vii), there will be no “transfer, lease, or sale of the property out of Federal ownership or control.”

6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS

An early coordination letter was distributed to consulting parties on August 4, 2020.

Indiana Landmarks, Shawnee Tribe, Miami Tribe of Oklahoma, and the Forest County Potawatomi Community accepted consulting party status.

A Historic Property Short Report (HPSR) was completed for the project (Wood, 10/2020). This report was distributed on November 20, 2020.

A Historic Property Short Report (HPSR) and archaeology report were completed for the project. These reports were distributed on December 8, 2020. The Mother of Mercy Foundation Inc. and Sylvan Farms, LLC, both of whom are property owners within the Kneipp Historic District, NR-2491, were invited to become consulting parties.

On December 21, 2020, the Indiana SHPO agreed with the size of the APE and the conclusions of the HPSR (Wood, 10/2020) that the only historic property within the APE is the Kneipp Springs Historic District, NR-2491. SHPO staff also agreed with the conclusions of the archaeology report (Jackson, 12/1/2020) that “archaeological site 12-No-0313, a historic-era artifact scatter,” is not eligible for inclusion in the NRHP and no further work is needed.

SHPO staff also noted that “approximately 2.9 acres of right-of-way will be needed for this project, but that no right-of-way acquisition is anticipated from the identified historic district. We would be interested to know if this would change as the project progresses, and if so, how much would be needed from the boundaries of the historic property.”

Response: Originally, 2.9 acres of right-of-way was anticipated. Now, it is anticipated that 3.37 acres of permanent and 0.199 acre of temporary right-of-way acquisition for a total of 3.569 acres would be required for this project. The permanent right-of-way acquisition is anticipated to be taken from the railroad parcel east of SR 9; the temporary right-of-way acquisition is necessary for slope construction. No right-of-way is anticipated to be acquired from the historic property at this time.

On April 8, 2021, an Effects Letter was distributed to consulting parties, providing additional information on project activities and discussing the potential effects upon the historic properties in the APE.

On May 2, 2021, via email, Albert Langsenkamp responded to the Effects Letter dated December 8, 2020, updating SJCA Inc. on the contact for the Mother of Mercy Foundation. Additionally, the Mother of Mercy Foundation accepted consulting party status.

On April 19, 2021, the SHPO staff responded to the Effects Letter dated April 8, 2021, agreeing that the Kneipp Springs Historic District, NR-2491, “will not be adversely affected by this

project.” SHPO staff also expressed appreciation for the update on the right-of-way information that none would be taken from the historic property.

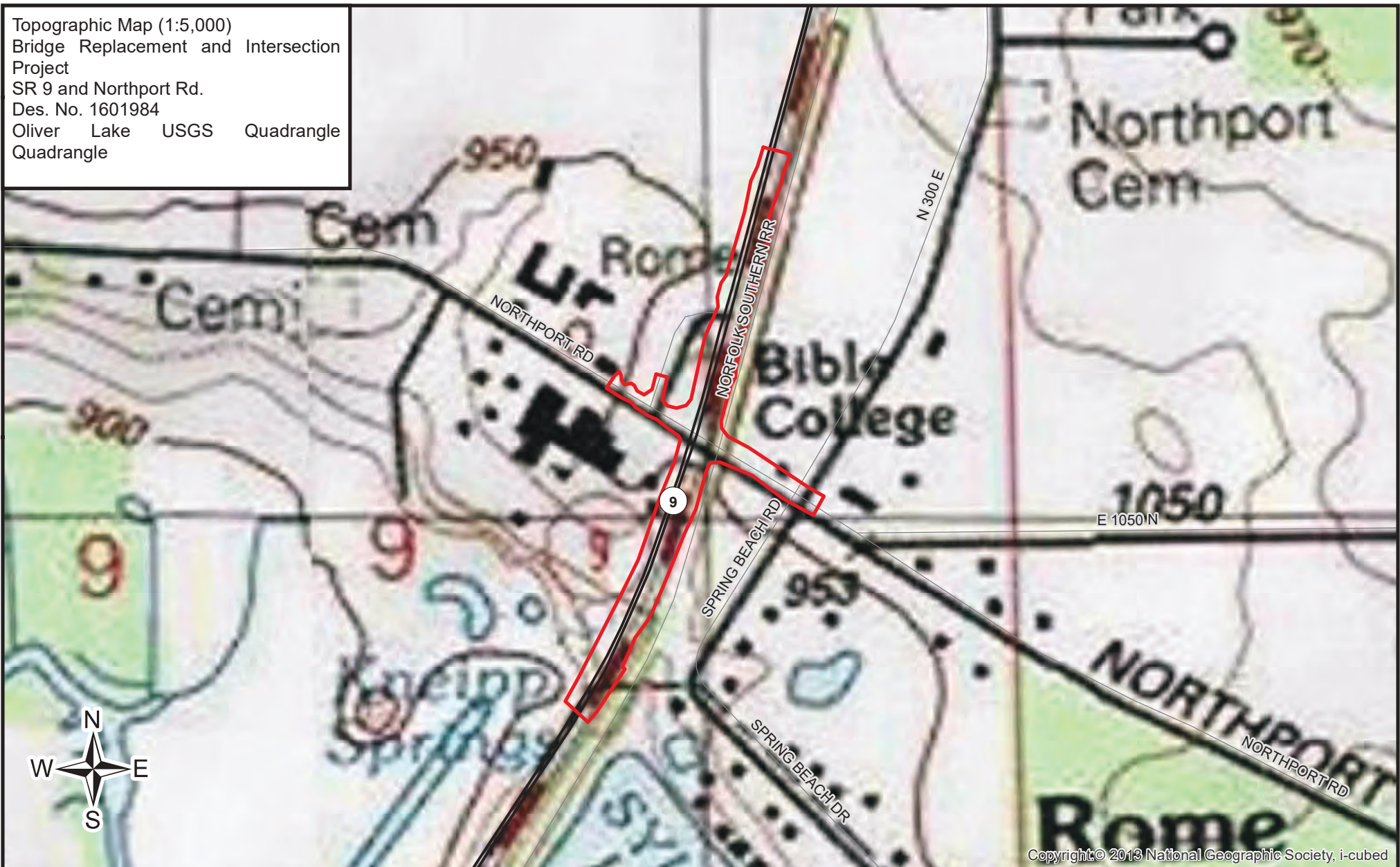
No other consulting party comments were received. Copies of all consulting party correspondence are found in Appendix C.

The finding will be advertised as a legal notice in a local paper, *the News Sun* (Kendallville, Noble County), and the public will be given a 30-day period in which to comment on the finding of effects. This documentation will be revised to reflect any substantive comments received.

APPENDICES

- A – Maps
- B – Photographs
- C – Consulting Party Correspondence
- D – Historic Property Report and Archaeology Report Summaries
- E – Most Current Plans Showing Historic Property Boundaries

Topographic Map (1:5,000)
Bridge Replacement and Intersection
Project
SR 9 and Northport Rd.
Des. No. 1601984
Oliver Lake USGS Quadrangle



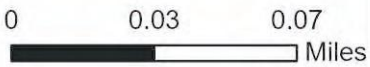
Copyright © 2013 National Geographic Society, i-cubed



 Project_Area



Aerial Map (1:2,772)
 Intersection Improvement Project
 SR 9 at Northport Road
 Des. No. 1601984
 Noble County, Indiana
 Source: Indiana Orthoimagery, 2011-2013



- Project Area
- Historic Districts
- Cemeteries
- ★ National Register Sites

County Survey Sites

- Outstanding
- Notable
- Contributing
- Non-Contributing
- Demolished
- Unknown or Not Rated



3/11/2021

KNEIPP SPRINGS HISTORIC DISTRICT
 2725 & 2730 E. NORTHPORT RD.
 NATIONAL REGISTER OF HISTORIC PLACES
 ROME CITY, ORANGE TWP., NOBLE COUNTY, IN
 APPROX. 80 ACRES

NC = NON-CONTRIBUTING



RESOURCE KEY FOR NON-LABELED RESOURCES

- A STATUE, MOTHER MARY, NC (C. 2012, OBJECT)
- B STONE SPRING FOUNTAIN (OBJECT)
- C PHYSICIAN'S HOUSE
- D GARAGE
- E MAINTENANCE GARAGE
- F SERVICES BUILDING
- G SANITARIUM
- H CHURCH
- I CONVENT
- J METAL FENCE (OBJECT)
- K FARMER MANAGER'S HOUSE
- L WATER TOWER (STRUCTURE)
- M GARAGE
- N UTILITY BUILDING
- O MILK HOUSE

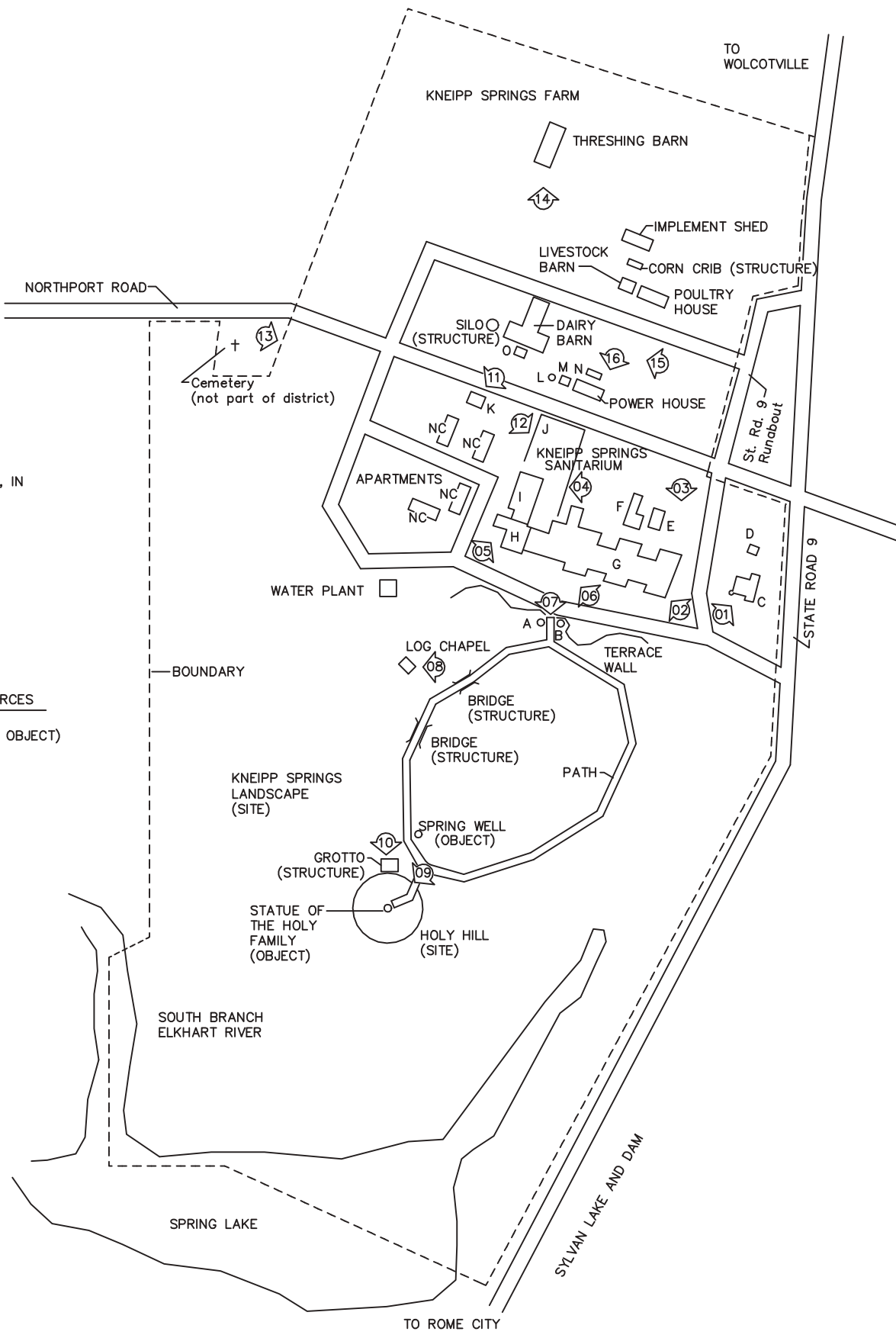


Photo Location and Orientation Map (1:5,000)
 Bridge Replacement and Intersection Project
 SR 9 and Northport Rd.
 Des. No. 1601984
 Noble County, Indiana
 Source: Green 3, LLC Field Survey



Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology, National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal

▲ Photo_Location_SP_East	● Contributing
□ Project_APE	● Non-Contributing
□ Project_Area	● Demolished
County Survey Sites	● Unknown or Not Rated
RATING	★ National Register Sites
● Outstanding	□ Historic Districts
● Notable	



Project Area Photographs



1. Facing east on Northport Rd. at 300E



2. Facing north toward Non-Contributing House, 10835 E. Northport Rd., in northeast quadrant