

Indiana Department of Transportation

County Elkhart Route US 6 and SR 13/CR 33 Des. No. 1383238

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

Road No./County:	United States Highway (US) 6/Grand Army of the Republic Highway ("US 6") and State Road (SR) 13/County Road (CR) 33, Elkhart County
Designation Number:	1383238
Project Description/Termini:	This Intersection Improvement extends along US 6, from Reference Post (RP) 99+09 to RP 99+47, which is approximately 639 ft. west and 665 ft. east the center of SR 13, for a total of 1,304 ft., along SR 13/CR 33, approximately 527 ft. north and 629 ft. south of the centerline of US 6, for a total of 1,156 ft.

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

X	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval

_____	_____	_____	_____
ESM Signature	Date	ES Signature	Date
_____		_____	
FHWA Signature		Date	

Release for Public Involvement

_____	_____	<u>TNL</u>	<u>7/24/2018</u>
ESM Initials	Date	ES Initials	Date

Certification of Public Involvement _____
Office of Public Involvement Date

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env. Reviewer Signature: Toni N. Langevin Date: 7/24/2018

Name and Organization of CE/EA Preparer: Jessica Peterson, MS; Metric Environmental, LLC

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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*? If No, then:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
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.

Remarks:

Notice of Survey
On June 26, 2017, notice of survey letters were mailed (via US Mail) to ten adjacent property owners (G-1 to G-2). The purpose of the letter was to provide information regarding the planned surveys within the project area. No correspondence referring to the letter was received from any of the property owners.

Section 106 of the National Historic Preservation Act
INDOT, on behalf of FHWA, must comply with Section 106 of the National Historic Preservation Act (NHPA) (Section 106) and other state and federal regulations, which require federal agencies to consider the effects of their undertakings on historic properties and afford the Advisory Council on Historic Preservation, the public, and other consulting parties (CPs) opportunities to comment on such undertakings. Therefore, a legal notice was published in the *Elkhart Truth* on May 19, 2018, offering the public the opportunity to comment about the Area of Potential Effect (APE), eligibility determinations, and the "No Historic Properties Affected" finding (D-41). No public comments were received within 30 days in response to the notice.

Public Involvement
This project meets the minimum requirements described in the INDOT *Public Involvement Manual* (2012), which requires INDOT to offer the public an opportunity to submit comment and/or request a public hearing. Therefore, a legal notice will appear in local media contingent upon release of this document for public involvement. The environmental document must be released prior to the initiation of formal public involvement activities. This document will be revised after the public involvement requirements are fulfilled and will include any public comments if received.

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Public Controversy on Environmental Grounds

Will the project involve substantial controversy concerning community and/or natural resource impacts? Yes No

Remarks: No public controversy has occurred concerning community and/or natural resource impacts of the project. However, if public controversy should arise during the public involvement process, this document will be amended accordingly.

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

Sponsor of the Project: Indiana Department of Transportation (INDOT) INDOT District: Fort Wayne
Local Name of the Facility: US 6 and SR 13/CR 33

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

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

PURPOSE AND NEED

Describe the transportation problem that the project will address. The solution to the traffic problem should NOT be discussed in this section. (Refer to the CE Manual, Section IV.B.2. Purpose and Need)

The purpose of this intersection improvement project is to provide a safe and more efficient intersection for the traveling public.

The need for this project is based on a significant crash history at the intersection. In the *Report for INDOT, Fort Wayne District (Engineer's Report) (2017)*, Strand Associates, Inc. (Strand) reported that, between 2009 and 2013, a total of 28 crashes involving 55 motor vehicles, 10 injuries, and no fatalities occurred at the subject intersection (I-5 to I-6). Most of the crashes were either rear-end (36 percent) or right-angle (43 percent) collisions and list 'disregarding signal', 'failure to yield right-of-way', or 'following too closely' as primary factors, which can be attributed to queueing at the intersection. The average yearly total crash rate at the subject intersection was 1.77 percent and the average yearly fatal and injury crash rate was 0.38 percent.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE)

County: Elkhart Municipality: N/A

Limits of Proposed Work: Along US 6, approximately 639 ft. west and 665 ft. east the center of SR 13, for a total of 1,304 ft., and along SR 13/CR 33, approximately 527 ft. north and 629 ft. south of the centerline of US 6, for a total of 1,156 ft.

Total Work Length: 0.25 W to E Mile(s) Total Work Area: 5.65 Acre(s)
0.22 N to S

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required? Yes¹ No
If yes, when did the FHWA grant a conditional approval for this project? Date:

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

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In the remarks box below, describe existing conditions, provide in detail the scope of work for the project, including the preferred alternative. Include a discussion of logical termini. Discuss any major issues for the project and how the project will improve safety or roadway deficiencies if these are issues.

This project is at the intersection of US 6 and SR 13/CR 33, approximately 1.03 mile north of Syracuse in Benton Township, Elkhart County, Indiana (B-1). Specifically, the project is on the border of Sections 30 and 31 in Township 35 North, Range 7 East in the Milford, Indiana United States Geological Survey (USGS) 7.5-minute topographic quadrangle (B-1).

The original portion of US 6, which provided one 10-ft. wide lane in each direction, was constructed in 1931 and was resurfaced in 1951. In 1961, the lanes were widened by 2 ft., auxiliary lanes were added, and a functional overlay was completed. In 1999 and 2010, milling and overlay of the asphalt was completed. The intersection of US 6 and SR 13/CR 33 is currently all-way stop-controlled with an overhead flashing signal, which was installed in 2005. Within the project area, US 6 is classified as a Rural Minor Arterial. A typical cross-section of US 6 consists of one 12-ft. wide through-lane, one 11-ft. wide right-turn lane, and a 4-ft. wide paved shoulder adjoined by a 2-ft. wide compacted aggregate shoulder in each direction. SR 13 is classified as a Rural Minor Arterial and is the south leg of the intersection. CR 33 is classified as a Rural Major Collector and is the north leg of the intersection. SR 13/CR 33 will be referred to as SR 13 in the remainder of this document. The typical section of SR 13 consists of one 12-ft. wide travel lane and a 2-ft. wide compacted aggregate shoulder in each direction. No curbs or sidewalks are present within the project limits. The posted speed limit on both roadways is 55 miles per hour. Land use in the area consists of agricultural, residential, and a commercial storage facility. Delineated wetlands are present in the northwest and southwest quadrants of the project area, as described in the Wetlands subsection of this document. Roadside ditches (RSDs) are present in all four quadrants of the project area. RSD-1 is in the southeast quadrant, RSD-2 is in the northeast quadrant, RSD-3 is in the northwest quadrant, and RSD-4 is in the southwest quadrant (F-14). Additional details are provided in the Other Surface Waters subsection of this document. Utilities within and adjacent to the project area include sanitary and storm sewers, underground gas lines, underground water lines, and aerial electrical, cable, and telephone lines.

The preferred alternative is to reconfigure the intersection into a roundabout, replace or update storm water structures, and modify existing ditches (B-39 to B-77). The roundabout lanes will be constructed of full depth hot mix asphalt pavement with a median constructed of Portland cement concrete paving. The roundabout will have a 174-ft. inscribed circle diameter. The roundabout will have a 20-ft. wide circulating lane and an 18-ft. wide truck apron, adjoined by 2.58 to 2.6-ft. wide combined concrete curb-and-gutter on each side, which will be adjoined by 6-ft. to 8-ft. wide outside shoulders. Roundabout entry and exit lanes will be 23.3-ft. to 23.6-ft. wide. High-speed transitions and splitter islands will be provided. The splitter islands will likely be concrete. To avoid wetlands, the center of the roundabout will be offset slightly northeast of the existing center of the intersection. Pavement markings and signage will be added. Excavation for this project will be approximately 10 ft. deep along the east leg and 6 to 7 ft. in other areas.

Four corrugated metal pipes (CMP) will be installed, as follows:

- At Sta. 25+50.00, an existing 24 in. diameter CMP will be plugged. At Sta. 24+51.00, a new structure will be installed utilizing horizontal directional drilling. The pipe will be a 106-ft. long by 30-in. diameter of Type 1 pipe with two end sections, backfilled with 115.1 cubic yards (cys.) of Type 2 structure backfill, and 10 tons of revetment riprap over 19 square yards (sys.) of geotextile at the outlet (B-52, B-59, and B-78).
- At Sta. 65+10.00, an existing 15 in. diameter CMP will be removed. The replacement structure, to be installed at Sta. 64+81.00, will be a 115-ft. long by 18 in. diameter Type 1 pipe with two end sections, backfilled with 60.9 cubic yards of Type 2 structure backfill, and with 4 tons of revetment riprap on 9 sys. of geotextile at the outlet (B-54, B-61, and B-78).
- At Sta. 67+40.00, an existing 18 in. diameter CMP will be removed (B-54). The replacement structure, to be installed at Sta. 68+80.00, will be a 128-ft. long by 24-in. diameter of Type 1 pipe with two end sections, backfilled with 58.6 cubic yards of Type 2 structure backfill, and 7 tons of revetment riprap over 13 sys. of geotextile at the outlet (B-55, B-62, and B-78).
- The existing 12 in. diameter CMP under a driveway at Sta. 71+02 will be removed and replaced with a 23-ft. long by 15 in. diameter Type 3 pipe with two safety metal end sections, backfilled with 6.3 cys. of Type 2 structure backfill, without any scour protection required (B-55, B-62, and B-78).

Regrading and filling of existing roadside ditches will occur, as follows:

- Approximately 345 ft. of RSD-1 will be regraded parallel to the south side of US 6, east of SR 13 (B-53). Approximately 99 sys. of sodding will be seeded within the ditch. The remaining 476 ft. of RSD-1 will be filled in due to a wider pavement footprint.
- Approximately 400 ft. of RSD-2 will be regraded parallel to the north side of US 6, east of SR 13 (B-53). Approximately 81 sys. of sodding will be seeded within the ditch. Approximately 290 ft. of RSD-2 will be regraded

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parallel to the east side of SR 13, north of US 6 (B-55). Approximately 21 tons of revetment riprap will be placed over 56 sys. of Type 1A geotextile with 147 sys. of sodding within the ditch. The remaining 180 ft. of RSD-2 will be filled in due to a wider pavement footprint.

- Approximately 380 ft. of RSD-3 will be regraded parallel to the west side of SR 13, north of US 6 (B-54 and B-55). Approximately 45 tons of revetment riprap will be placed over 92 sys. of Type 1A geotextile with 148 sys. of sodding within the ditch. Approximately 350 ft. of RSD-3 will be filled in to accommodate the wider road. The remaining 25 ft. of RSD-3 not be impacted.
- Approximately 400-ft. of RSD-4 will be regraded parallel to the west side of SR 13, south of US 6 (B-54). Approximately 125 tons of revetment riprap will be placed over 333 sys. of Type 1A geotextile with 20 sys. of sodding within the ditch. The remaining 429 ft. of RSD-4 will be filled in due to the wider pavement footprint.

Multiple other storm water manholes and inlets will be modified or replaced. Three driveways will be reconstructed. Existing guardrail along the west leg of the intersection will be removed. Approximately 75 ft. of Midwest Guardrail System height transition and end treatment will be installed along the south side of the west leg of the project area. Approximately 24 luminaires will be required through the project area. Applicable signage and road pavement markings will be added.

The construction limits for this alternative will extend along US 6, approximately 639 ft. west and 665 ft. east the center of SR 13, for a total of 1,304 ft., and along SR 13, approximately 527 ft. north and 629 ft. south of the centerline of US 6, for a total of 1,156 ft.

Based on analysis of crash modification factors, provided in the Engineer's Report completed by Strand in January 2017, a roundabout is expected to reduce crashes at the location by 74 percent more than signalization (I-10).

OTHER ALTERNATIVES CONSIDERED

Describe all discarded alternatives, including the Do-Nothing Alternative and an explanation of why each discarded alternative was not selected.

A signalization alternative was considered. This alternative would require extensive geometric changes due to the high design speeds of the roads. This alternative would improve the safety of the intersection, although the preferred alternative is expected to result in greater crash reductions. However, additional right-of-way, more time, and more wetland impacts would occur if this alternative was selected. Therefore, this alternative was discarded from further consideration.

The no build alternative would keep the existing intersection configuration, resulting in continued above-average crash rate and a design year (2040) level of service (LOS) of "C", which indicates stable flow and is the minimum acceptable LOS, during the AM and PM peak hours (I-7 to I-8). No additional cost would be incurred by maintaining the continued use of the existing intersection. This alternative would not meet the stated purpose and need of the project. Therefore, this alternative was discarded from further consideration.

The Do Nothing 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

ROADWAY CHARACTER

Functional Classification:	US 6 West – Rural Minor Arterial				
Current ADT:	4,050	VPD (2016)	Design Year ADT:	4,050	VPD (2040)
Design Hour Volume (DHV):	332 VPH	Truck Percentage (%)	31.97		
Designed Speed (mph):	55	Legal Speed (mph):	55		

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	Existing		Proposed
Number of Lanes:	2		1
Type of Lanes:	One 12-ft. wide through-lane and one 11-ft. wide right-turn lane in each direction		One 12-ft. wide through-lane in each direction
Pavement Width:	50	ft.	50
Shoulder Width:	6	ft.	2
Median Width:	N/A	ft.	N/A
Sidewalk Width:	N/A	ft.	N/A

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

Functional Classification: US 6 East – Rural Minor Arterial
 Current ADT: 4830 VPD (2016) Design Year ADT: 6550 VPD (2040)
 Design Hour Volume (DHV): 502 VPH Truck Percentage (%) 29.17
 Designed Speed (mph): 55 Legal Speed (mph): 55

	Existing		Proposed
Number of Lanes:	2		1
Type of Lanes:	One 12-ft. wide through-lane, one 11-ft. wide right-turn lane in each direction.		One 12-ft. wide through-lane provided in each direction.
Pavement Width:	50	ft.	50
Shoulder Width:	6	ft.	6-8
Median Width:	N/A	ft.	N/A
Sidewalk Width:	N/A	ft.	N/A

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

Functional Classification: SR 13 South – Rural Minor Arterial
 Current ADT: 5,530 VPD (2016) Design Year ADT: 5,770 VPD (2040)
 Design Hour Volume (DHV): 493 VPH Truck Percentage (%) 15.05%
 Designed Speed (mph): 55 Legal Speed (mph): 55

	Existing		Proposed
Number of Lanes:	2		1
Type of Lanes:	One 11-ft. wide thru-lane in each direction		One 12-ft. wide through-lane provided in each direction.
Pavement Width:	22	ft.	50
Shoulder Width:	2	ft.	6-8
Median Width:	N/A	ft.	N/A
Sidewalk Width:	N/A	ft.	N/A

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

Functional Classification: CR 33 North – Rural Major Collector
 Current ADT: 2,692 VPD (2016) Design Year ADT: 3,080 VPD (2040)
 Design Hour Volume (DHV): 246 VPH Truck Percentage (%) 5.70%
 Designed Speed (mph): 55 Legal Speed (mph): 55

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	Existing	Proposed
Number of Lanes:	2	1
Type of Lanes:	One 11-ft. wide thru-lane in each direction	One 12-ft. wide through-lane provided in each direction.
Pavement Width:	22 ft.	50 ft.
Shoulder Width:	2 ft.	6-8 ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	N/A ft.	N/A ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

DESIGN CRITERIA FOR BRIDGES

Structure/NBI Number(s): N/A Sufficiency Rating: N/A
 (Rating, Source of Information)

	Existing	Proposed
Bridge Type:	N/A	N/A
Number of Spans:	N/A	N/A
Weight Restrictions:	N/A ton	N/A ton
Height Restrictions:	N/A ft.	N/A ft.
Curb to Curb Width:	N/A ft.	N/A ft.
Outside to Outside Width:	N/A ft.	N/A ft.
Shoulder Width:	N/A ft.	N/A ft.
Length of Channel Work:	N/A	N/A

Describe bridges and structures; provide specific location information for small structures.

Remarks: Four existing CMPs will be removed. Replacement structures will be installed at Stas. 64+81.00, 68+80.00, 24+51.00, and 71+02. Further details are provided in the Project Description (Preferred Alternative) section of this document (B-52, B-54, B-55, B-59, B-61, B-62, and B-78). No bridges will be impacted due to the project.

Yes No

Will the structure be rehabilitated or replaced as part of the project?
 If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

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 checked="" type="checkbox"/>	<input type="checkbox"/>
Will the project involve the use of a detour or require a ramp closure? (describe in remarks)	<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 checked="" type="checkbox"/>	<input 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"/>

Remarks: Maintenance of traffic will be conducted in phases, utilizing a temporary run-around, flaggers, detours, temporary pavement markings, and lane closures.

Flaggers will be utilized during milling operations in Stage 1. A temporary run-around will be utilized on US 6 to maintain traffic in Stages 1 through 3B. The temporary run-around will be parallel to the south side of US 6. Lanes on the temporary run-around will be demarcated with temporary pavement markings. The temporary run-

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around will be constructed of pavement and will be removed upon completion of the project. The temporary run-around will result in approximately 0.14 acre of temporary wetland impact, as described further in the Wetlands section of this document. The temporary run-around will be removed after Stage 3B. Both US 6 and SR 13 will be open for traffic during Stage 3C. Temporary pavement markings and a channelization device will facilitate lane shifts on US 6 during the shoulder/lane closure and median closures in Stages 3C and 4, respectively.

SR 13 and CR 33 will be closed for approximately 60 to 90 days during Stage 2 of construction. The posted detour for SR 13 will utilize CR 29 and US 6, adding approximately 2.15 miles and six minutes of travel. The posted detour for CR 33 will utilize CR 52, CR 133, and CR 1400, adding 3.0 miles and eight minutes of travel. A local detour may be used; however, the route is unknown at this time. The project sponsor will be responsible for contacting school districts and emergency services at least 2 weeks prior to construction. Local access to residences and businesses will be maintained at all times.

A temporary pipe, drainage system, and ditches will convey drainage through the area during construction. The temporary structure at Sta. 25+51.50 will be installed utilizing horizontal directional drilling. The pipe will be a 65-ft. long by 30-in. diameter of Type 2 pipe, backfilled with 53 cys. of Type 2 structure backfill, without scour protection (B-56 and B-78). The pipe will connect to a temporary manhole. The pipe and manhole will be removed entirely upon completion of the project. Existing ditches will be reshaped for use as temporary ditches. Approximately 150 ft. of RSD-2 and RSD-3 will be reshaped parallel to the north side of the temporary run-around and 150 ft. of RSD-1 will be reshaped parallel to the south side of the temporary run-around (B-56). After the temporary run-around is removed, the majority of the existing ditches will be reshaped and/or filled in, as described in the Project Description subsection of this document.

ESTIMATED PROJECT COST AND SCHEDULE

Engineering: \$ 274,552 (2018) Right-of-Way: \$ 300,000 (2018) Construction: \$ 2,913,500 (2020)

Anticipated Start Date of Construction: March 1, 2020

Date project incorporated into STIP 2018-2021 Statewide Transportation Improvement Program (STIP), Initial, July 3, 2017 (H-7 to H-8)

Yes No

Is the project in an MPO Area?

If yes,
Name of MPO Michiana Area Council of Governments (MACOG)

Location of Project in TIP 2018-2021 MACOG Transportation Improvement Program (TIP) (H-1 to H-2) Resolution 28-17 (H-3 to H-5) and Resolution 20-17 (H-6)

Date of incorporation by reference into the STIP July 3, 2017

RIGHT OF WAY		
Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.15	0.01
Commercial	0.00	0.03
Agricultural	0.00	0.09
Forest	0.21	0.00
Wetlands	0.00	0.14
TOTAL	0.36	0.27

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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 or reacquisition, either known or suspected, and the impacts on the environmental analysis should be discussed.

Remarks: Existing right-of-way is approximately 0 ft. to 246 ft. from the centerlines of US 6 and SR 13 through the project limits. A total of approximately 0.36 acre of new permanent and 0.27 acre of temporary right-of-way will be acquired (B-38). The 0.36 acre of permanent right-of-way will include 0.15 acre of residential land in the northeast quadrant and 0.21 acre of forested land in the southeast quadrant. The 0.27 acre of temporary right-of-way will include 0.01 acre of residential land in the northeast quadrant, 0.09 acre of agricultural land in the southeast quadrant, 0.14 acre of wetland in the southwest quadrant, and 0.03 acre of commercial land in the southwest quadrant. No re-acquisition of right-of-way or relocations will occur.

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

SECTION A – ECOLOGICAL RESOURCES

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Streams, Rivers, and Watercourses			
Federal Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Natural, Scenic or Recreational Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nationwide Rivers Inventory (NRI) listed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outstanding Rivers List for Indiana	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Navigable Waterways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks: In the Red Flag Investigation (RFI), dated May 3, 2018 and signed by INDOT on May 7, 2018, Metric Environmental, LLC (Metric) identified 22 river and stream segments within the 0.5-mile search radius (E-2 and E-7). The nearest stream, an artificial path, was mapped approximately 0.02-mile west of the project area.

On October 26, 2017, Metric reviewed the Federal Wild and Scenic Rivers listings; State Natural, Scenic, or Recreational Rivers; Nationwide Rivers Inventory; and Indiana Outstanding Rivers and Navigable Waterways. No listed waterways were within or adjacent to the project area.

On August 15, 2017 and April 11, 2018, Metric conducted a waters determination and delineation. The *Waters Determination Report* (Waters Report), dated May 11, 2018, was approved by INDOT on May 15, 2018, (Appendix F). No streams were identified in the Project Study Limits (PSLs).

On October 26, 2017 and March 15 and May 4, 2018, Metric sent early coordination letters (ECLs) to resource agencies, stakeholders, and other parties to solicit comments from their various areas of expertise about potential environmental effects of this project (C-1 to C-3 and C-18 to C-21).

In their ECL responses, dated November 21, 2017 and April 12, 2018, Indiana Department of Natural Resources, Division of Fish and Wildlife (IDNR, DFW) recommended appropriate erosion and sediment control devices, which will protect nearby streams (C-17 and C-35 to C-36). The recommendation is included in the Environmental Commitments section of this document.

On October 26, 2017 and March 15, 2018, Metric generated an automatic IDEM Proposed Roadway Construction Projects letters (C-5 to C-10 and C-22 to C-29). The IDEM recommendations regarding streams do not apply since no streams exist within the project area.

In their ECL response, dated April 10, 2018, United States Army Corps of Engineers (USACE) recommended coordinating with IDNR (C-31 to C-32). Coordination with IDNR was completed and is discussed above.

This project will result in wetland impacts over 0.1-acre; therefore, it does not qualify for programmatic coordination of the United States Fish and Wildlife Service (USFWS) *Interim Policy for the Review of Highway Transportation Projects in Indiana* (2013) (USFWS Interim Policy). In their ECL response, dated May 8, 2018,

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USFWS did not have concerns about the project (C-60). The USFWS standard recommendations are included, as appropriate, in the Environmental Commitments section of this document.

Other Surface Waters	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Reservoirs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lakes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Farm Ponds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detention Basins	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Storm Water Management Facilities	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks: In the RFI, dated May 3, 2018 and signed by INDOT on May 7, 2018, Metric identified 21 lakes within the 0.5-mile search radius (E-3 and E-7). The nearest feature is located approximately adjacent to the west-northwest quadrant of the project area. No impact is expected. No other surface waters were identified.

On August 15, 2017 and April 11, 2018, Metric conducted a waters determination and delineation. Four RSDs, measuring a total of 3,274 linear feet (lft.), were identified within PSLs, with one within each quadrant of the project area. No established flow line or OHWM were observed on these roadside ditches, so they are likely non-jurisdictional (F-9, F-10, and F-14). The ditches will be regraded or filled in, as described in detail in the Project Description (Preferred Alternative) subsection of this document. Approximately 345 ft. of RSD-1 will be regraded and the remaining 476 ft. of RSD-1 will be filled in. Approximately 690 ft. of RSD-2 will be regraded and the remaining 180 ft. of RSD-2 will be filled in. Approximately 380 ft. of RSD-3 will be regraded, 350 ft. of RSD-3 will be filled, and 25 ft. of RSD-3 will remain undisturbed. Approximately 400-ft. of RSD-4 will be regraded and the remaining 429 ft. of will be filled in. A total of 3,250 lft. of RSDs will be impacted.

No additional surface waters, including reservoirs, lakes, farm ponds, detention basins, or stormwater management facilities were mentioned within any of the agency responses the ECLs (Appendix C).

Wetlands	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Total wetland area: 0.554 acre(s) Total wetland area impacted: 0.177 acre(s)

(If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

Wetland	Classification	Total Size (Acres)	Impacted Acres	Comments
A	PEM1C	0.203*	0.001 acre	5 cubic yards (cys.) of clean earthen fill
B	PEM1A	0.351*	0.036 acre (permanent) 0.140 acre (temporary)	113 cys. of clean earthen fill 450 cys. of geotextile and temporary pavement

*Within PSLs

<u>Documentation</u>	<u>ES Approval Dates</u>
Wetlands (Mark all that apply)	
Wetland Determination	<input checked="" type="checkbox"/>
Wetland Delineation	<input checked="" type="checkbox"/>
USACE Isolated Waters Determination	<input type="checkbox"/>
Mitigation Plan	<input type="checkbox"/>
	<input type="checkbox"/>

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, businesses, or other improved properties;

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- 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.

X
X

Measures to avoid, minimize, and mitigate wetland impacts need to be discussed in the remarks box.

Remarks: In the RFI, dated May 3, 2018 and signed by INDOT on May 7, 2018, and in the desktop review for the Waters Report, dated May 11, 2018 and approved by INDOT on May 15, 2018, Metric identified one USFWS National Wetlands Inventory (NWI)-mapped Palustrine, Scrub-Shrub, Broad-leaved, Deciduous, Seasonally Flooded wetland in the northwest portion of the project area, which was verified to exist and will be impacted, as discussed below (F-3 and F-14). Two additional NWI-mapped palustrine wetlands were 0.03-mile east and 0.07-mile southwest of the PSLs, but they were not verified to exist (F-3 and F-14).

On August 15, 2017 and April 11, 2018, Metric investigated the PSLs for evidence of hydrophytic vegetation, hydric soil, and wetland hydrology. Two wetlands, Wetland A and Wetland B, were identified on the west side of SR 13, on the north and south sides of US 6, respectively (F-6 and F-14). Wetland A is a 0.203-acre Palustrine, Emergent, Persistent, Seasonally Flooded wetland within PSLs and transitions into a Palustrine, Emergent and Scrub-Shrub, Persistent, Seasonally Flooded wetland outside of PSLs (F-7 to F-8). Wetland B is 0.351-acre and Palustrine, Emergent, Persistent, Temporarily Flooded within PSLs (F-8). Both wetlands were classified as poor-quality because they receive significant polluted run-off, low species diversity, and possess no significant hydrologic functions. Both wetlands exhibit significant nexus with the St. Joseph River, a Section 10 TNW. Therefore, they are likely jurisdictional Waters of the US.

Approximately 5 cys. of clean earthen fill and riprap will be discharged into Wetland A, resulting in approximately 0.001-acre of permanent impact (F-34). Approximately 113 cys. of clean earthen fill and 450 cys. of geotextile and temporary pavement will be discharged into Wetland B, resulting in approximately 0.036-acre of permanent impact and 0.140 acre of temporary impact, respectively (F-34). 17. A firm commitment that silt fence or other erosion control measures must be installed around the perimeter of any wetlands and/or other waterbodies to remain undisturbed at the project site.

This project will likely fall under Regional General Permit (RGP) to comply with Clean Water Act (CWA) Sections 401 and 404. The IDEM RGP Terms and Conditions state, "As work progresses, all areas void of protective cover shall be re-vegetated or stabilized, as [will be] described in the plan. Areas that are to be re-vegetated must utilize mulch that is anchored or, under more severe conditions, erosion control blankets." The requirement is included in the Environmental Commitments section of this document and will be updated in the INDOT database, if necessary, upon receipt of the permits.

In their ECL responses, dated November 21, 2017 and April 12, 2018, IDNR, DFW recommended coordinating with IDEM and USACE regarding CWA Sections 401 and 404 permits (C-17 and C-35 to C-36). INDOT shall coordinate with and submit permit applications to IDEM and USACE.

On October 26, 2017 and March 15, 2018, Metric generated an automatic IDEM Proposed Roadway Construction Projects letters, which recommended obtaining permits to comply with CWA Sections 401 and 404 (C-5 to C-10 and C-22 to C-29).

In their ECL response, dated April 10, 2018, USACE recommended coordinating with IDNR (C-31 to C-32). Coordination with IDNR was completed and is discussed above.

This project will result in wetland impacts over 0.1-acre; therefore, it does not qualify for programmatic coordination of the USFWS Interim Policy. In their ECL response, dated May 8, 2018, USFWS did not have concerns about the project (C-60). The USFWS standard recommendations are included, as appropriate, in the Environmental Commitments section of this document, but they do not mention wetlands.

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Terrestrial Habitat Unique or High-Quality Habitat	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Use the remarks box to identify each type of habitat and the acres impacted (i.e. forested, grassland, farmland, lawn, etc.).

Remarks: During the August 15, 2017 and April 11, 2018 field reconnaissance, dominant vegetation Metric observed included reed canary grass (*Phalaris arundinacea*), rice cut grass (*Leersia oryzoides*), common reed (*Phragmites australis*), tall false rye grass (*Schedonorus arundinaceus*), and Kentucky bluegrass (*Poa pratensis*) in the herb stratum, white willow (*Salix alba*) and Morrow's honeysuckle (*Lonicera morrowii*) in the sapling/shrub stratum, and black cherry (*Prunus serotina*) and common hackberry (*Celtis occidentalis*) in the tree stratum (F-16 to F-25).

As shown on the 2011 aerial photograph location map and the ground level photographs, land uses within the project area are transportation, residential, commercial, and forested (B-3 to B-37). Based on design plans, approximately 5.65 acres of land will be disturbed during construction (B-39 to B-77). Approximate ground cover impacts will include removal of 2.40 acres of pavement, disturbance of 1.67 acres of grass, removal of 0.57 acre of brush, removal of 0.43 acre of trees, removal of 0.40 acre of gravel driveways, temporary fill of approximately 0.14 acre of wetlands, and permanent fill of approximately 0.037 acre of wetlands (B-5 to B-73).

In their ECL responses, dated November 21, 2017 and April 12, 2018, IDNR, DFW did not mention unique or high-quality habitat within the project area but recommended revegetating disturbed areas, minimizing tree/brush clearing, implementing appropriate erosion and sediment control measures, and not cutting trees suitable for Indiana bat or Northern long-eared bat from April 1 through September 30 (C-17 and C-35 to C-36). The recommendations are in the Environmental Commitments section of this document.

In their ECL response, dated May 8, 2018, USFWS did not have concerns about the project (C-60). The USFWS standard recommendations are included, as appropriate, in the Environmental Commitments section of this document.

If there are high incidences of animal movements observed in the project area, or if bridges and other areas appear to be the sole corridor for animal movement, consideration of utilizing wildlife crossings should be taken.

Karst

Is the proposed project located within or adjacent to the potential Karst Area of Indiana?
 Are karst features located within or adjacent to the footprint of the proposed project?

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

If yes, will the project impact any of these karst features?

Use the remarks box to identify any karst features within the project area. (Karst investigation must comply with the Karst MOU, dated October 13, 1993)

Remarks: This project is outside of the designated karst region of Indiana outlined in the Memorandum of Understanding (MOU) between INDOT, IDNR, IDEM, and USFWS (1993).

In the RFI, dated May 3, 2018 and signed by INDOT on May 7, 2018, Metric did not identify karst features, such as springs, cave entrances, sinkholes, or sinking-stream basins, within the 0.5-mile search radius (E-2).

In their ECL response, dated October 30, 2017, Indiana Geological Survey stated that, within 0.5-mile of the project area, geologic hazards include a moderate liquefaction potential, mineral resources include low potentials for bedrock and sand/gravel, and no active or abandoned mineral resource extraction sites have been documented C-13 to C-14).

No impact to karst or geological features is anticipated as a result of this project.

Threatened or Endangered Species

Within the known range of any federal species
 Any critical habitat identified within project area
 Federal species found in project area (based upon informal consultation)
 State species found in project area (based upon consultation with IDNR)

<u>Presence</u>	<u>Impacts</u>	
	Yes	No
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Is Section 7 formal consultation required for this action? **Yes** **No**

Remarks: The IDNR Elkhart County Endangered, Threatened and Rare (ETR) Species List was included in the RFI, completed by Metric on May 3, 2018 (E-10 to E-12). The highlighted species are the federal- and state-listed threatened, endangered, and rare species. This project is within the range of two federally endangered species, including the American burying beetle (*Nicrophorus americanus*), the prairie white-fringe orchid (*Platanthera leucophaea*).

Although they are unlisted, the state of Indiana is within range of the federally threatened Northern long-eared bat (*Myotis septentrionalis*) and federally endangered Indiana bat (*Myotis sodalis*) and rusty patched bumble bee (*Bombus affinis*). Numerous other ETR are listed on Elkhart County ETR Species List.

On August 15, 2017 and April 11, 2018, Metric did not observe any endangered species or their habitats during the field reconnaissance.

In their ECL responses, dated November 21, 2017 and April 12, 2018, IDNR, DFW stated, "The Natural Heritage Program's Data had 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," and recommended not cutting trees suitable for Indiana bat or Northern long-eared bat from April 1 through September 30 (C-17 and C-35 to C-36). The recommendation is in the Environmental Commitments section of this document.

This project may rely on the concurrence provided in the *Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and Northern Long-Eared Bat*, prepared by USFWS in conjunction with FHWA, Federal Railroad Administration, and Federal Transit Administration (Rev. 2018) to satisfy requirements under Section 7(a) (2) of the Endangered Species Act (ESA) of 1973, as amended. INDOT ES review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 miles of the project area. On May 7, 2018, Metric obtained an official species list from the USFWS Information for Planning and Consultation (IPaC) website (ecos.fws.gov/ipac/project/list) (C-37 to C-43). The endangered Indiana bat (*Myotis sodalis*) and the threatened Northern long-eared bat (*Myotis septentrionalis*) and Eastern massasauga (*Sistrurus catenatus*) were listed, with no critical habitats within this project area. On May 7, 2018, Metric completed a determination key, and the responses resulted in a finding that this project "may affect, but is not likely to adversely affect, the Indiana bat or Northern long-eared bat". On May 15, 2018, INDOT concurred with the effect finding and generated a concurrence verification letter (C-45 to C-60). No additional response was received from USFWS. Since no response was received within 14 days, it is presumed that USFWS agrees with the effect finding.

In their ECL response, dated May 8, 2018, USFWS did not have concerns regarding the project (C-60). The applicable USFWS standard recommendations from the Interim Policy are in the Environmental Commitments section of this document.

This precludes the need for further consultation on this project as required under Section 7 of the ESA.

SECTION B – OTHER RESOURCES

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Drinking Water Resources			
Wellhead Protection Area	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Public Water System(s)	<input type="checkbox"/>		
Residential Well(s)	<input type="checkbox"/>		
Source Water Protection Area(s)	<input type="checkbox"/>		
Sole Source Aquifer (SSA)	<input type="checkbox"/>		

If a SSA is present, answer the following:

	Yes	No
Is the Project in the St. Joseph Aquifer System?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the FHWA/EPA SSA MOU Applicable?	<input type="checkbox"/>	<input type="checkbox"/>

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Initial Groundwater Assessment Required?
 Detailed Groundwater Assessment Required?

Remarks: The IDEM's Wellhead Proximity Determinator website was accessed on October 26, 2017 by Metric. The required project location data was provided, and it was determined that the project is located within a Wellhead Protection Area (C-11). In their ECL response, dated May 14, 2018, the Town of Syracuse stated that they had no concerns regarding their Wellhead Protection Program, but that all spilled fuels and oils must be cleaned up promptly and contaminated soils properly removed (C-44). This has been included as a firm commitment.

Public water lines are not located within the construction limits; therefore, no impacts are anticipated to a public water system because of this project.

On May 9, 2018, Metric reviewed the IDNR Water Well Record Database (<http://www.in.gov/dnr/water/3595.htm>). Nineteen water wells were identified within the 0.5-mile search radius. The nearest feature, identified as a field located unconsolidated well, is located approximately 0.06-mile east of the project area. No impact is anticipated as a result of this project.

This project is not within the boundary of the St. Joseph Aquifer System, the only legally designated sole source aquifer in Indiana. Therefore, the *MOU Between FHWA, Region 5 and the United States Environmental Protection Agency (USEPA), Region V* and a groundwater assessment is not required.

In their ECL response, dated October 30, 2017, USEPA stated that the project is not within a designated Sole Source Aquifer (C-15).

It was determined that no drinking water resources will be impacted by the actions of this proposed project.

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Flood Plains			
Longitudinal Encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transverse Encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project located within a regulated floodplain	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Homes located in floodplain within 1000' up/downstream from project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discuss impacts according to classification system described in the "Procedural Manual for Preparing Environmental Studies".

Remarks: The project does not encroach upon a regulatory floodplain as determined from available Federal Emergency Management Association floodplain maps (E-7 and F-12). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR.

In their ECL responses, dated November 21, 2017 and April 12, 2018, IDNR, DFW stated, "Formal approval of the Department of Natural Resources under regulatory programs administered by the Division of Water is not required for this project," (C-17 and C-35 to C-36).

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Farmland			
Agricultural Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Total Points (from Section VII of CPA-106/AD-1006* _____
 *if 160 or greater, see CE Manual for guidance.

See CE Manual for guidance to determine which NRCS form is appropriate for your project.

Remarks: None of the land within construction limits meets the definition of farmland in the Farmland Protection Policy Act. In their ECL responses, dated October 26, 2017 and March 22, 2018, Natural Resources Conservation Service (NRCS) stated that the project "will not cause a conversion of prime farmland" (C-12 and C-30).

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SECTION C – CULTURAL RESOURCES

	Category	Type	INDOT Approval Dates	N/A
Minor Projects PA Clearance				

Eligible and/or Listed
Resource Present

Results of Research

Archaeology		<input type="checkbox"/>
NRHP Buildings/Site(s)		<input type="checkbox"/>
NRHP District(s)		<input type="checkbox"/>
NRHP Bridge(s)		<input type="checkbox"/>

Project Effect

No Historic Properties Affected No Adverse Effect Adverse Effect

Documentation
Prepared

Documentation (mark all that apply)

		ES/FHWA Approval Date(s)	SHPO Approval Date(s)
Historic Properties Short Report	<input type="checkbox"/>		
Historic Property Report	<input checked="" type="checkbox"/>	October 31, 2017	December 12, 2017
Archaeological Records Check/ Review	<input type="checkbox"/>		
Archaeological Phase Ia Survey Report	<input checked="" type="checkbox"/>	November 1, 2017	January 16, 2018
Addendum Phase Ia	<input checked="" type="checkbox"/>	May 15, 2018	June 11, 2018
Archaeological Phase Ic Survey Report	<input type="checkbox"/>		
Archaeological Phase II Investigation Report	<input type="checkbox"/>		
Archaeological Phase III Data Recovery	<input type="checkbox"/>		
APE, Eligibility, and Effect Determination	<input checked="" type="checkbox"/>	May 9, 2018	June 11, 2018
800.11 Documentation	<input checked="" type="checkbox"/>	May 9, 2018	June 11, 2018

MOA Signature Dates (List all signatories)

Memorandum of Agreement (MOA)

Describe all efforts to document cultural resources, including a detailed summary of the Section 106 process, using the categories outlined in the remarks box. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of paper(s) and the comment period deadline. Likewise include any further Section 106 work which must be completed at a later date, such as mitigation or deep trenching.

Remarks: Qualified Professionals with Green 3, LLC (Green 3) defined an APE, which is the geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of existing historic properties. For aboveground historic resources, the APE for this project extends approximately 1,810 ft. south, 1,035 ft. north, 1,130 ft. east, and 1,500 ft. west of the center of the intersection (D-2 and D-7 to D-9). The APE for archaeological resources is the project area.

Green 3 reviewed the National Register of Historic Places (NRHP), Indiana Register of Historic Sites and Structures, State Historic Architectural and Archaeological Research Database, the *Elkhart County Interim Report* (2005), and *Indiana Historic Bridge Inventory, Volume 2: Listing of Historic and Non-Historic Bridges* (2009). On September 7, 2017, Green 3 surveyed the APE for historic resources. On October 3, 2017, Green 3 completed the Historic Property Report (HPR), in which they found two previously surveyed resources within the APE but recommended no resources as eligible for the NRHP (D-34 to D-35). On October 31, 2017, INDOT Cultural Resources Office (CRO) approved the HPR and, on November 16, 2017, it was transmitted to IDNR Division of Historic Preservation and Archaeology (DHPA). On December 12, 2017, IDNR DHPA

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concluded with the HPR (D-27 to D-28).

On August 25, 2017, Green 3 completed a Phase 1a records check, and found ten previously recorded archaeological sites within the project area, of which nine were recommended ineligible for the NRHP and one was 'Indeterminate'. On September 28, 2017, Green 3 surveyed the APE for archaeological resources. On October 27, 2017, Green 3 completed the *Phase 1a Archaeological Investigation* (Phase 1a), which recommended no further archaeological work (D-36 to D-37). On November 1, 2017, INDOT CRO approved the Phase 1a and it was submitted to IDNR DHPA. The report was lost; therefore, on December 15, 2018, the Phase 1a was resubmitted to IDNR DHPA. On January 16, 2018, IDNR DHPA concurred with the conclusions and recommendations of the Phase 1a (D-32 to D-33). On April 8, 2018, Green 3 surveyed the expanded project area for archaeological resources. On May 3, 2018, Green 3 completed the *Addendum: Phase 1a Archaeological Investigation* (Addendum Phase 1a), in which they located no additional archaeological sites and recommended no further archaeological work (D-38 to D-40). On May 15, 2018, INDOT CRO approved the Addendum Phase 1a and on May 16, 2018, it was transmitted to IDNR DHPA. On June 11, 2018, IDNR DHPA concurred with the conclusions and recommendations of the Addendum Phase 1a (D-42 to D-43).

On November 21, 2017, potential CPs were invited via e-mail to view the CP coordination letter (CPCL), dated November 14, 2017, and other Section 106 documentation on Indiana Section 106 Consultation and Outreach Portal (INSCOPE) (D-18 to D-20 and D-25 to D-26). In addition to INDOT CRO, IDNR DHPA, and FHWA, automatic CPs, the following groups were invited to be CPs:

Invited CP	Date of Response	Response
Elkhart County Historian	N/A	N/A
Elkhart County Historical Museum	N/A	N/A
Indiana Landmarks, Northern Regional Office	N/A	N/A
Michigan Area Council of Governments	N/A	N/A
Eastern Shawnee Tribe of Oklahoma	December 26, 2017	Yes
Forest County Potawatomi Community	December 5, 2017	Yes
Miami Tribe of Oklahoma	November 28, 2017	Yes
Peoria Tribe of Indians of Oklahoma	N/A	N/A
Pokagon Band of Potawatomi Indians	N/A	N/A

On November 28, 2017, Miami Tribe of Oklahoma accepted the CP invitation and requested to be contacted immediately if human remains or archaeological evidence are discovered (D-23). On December 5, 2017, Forest County Potawatomi Community accepted the CP invitation and requested to be contacted immediately if human remains or archaeological evidence are discovered (D-24 to D-25). Both requests are included in the Environmental Commitments section of this document. On December 12, 2017, the IDNR DHPA wrote that they had no additional CPs to suggest (D-27 to D-28). On December 26, 2017, the Eastern Shawnee Tribe of Oklahoma responded to the CPCL and stated that this project is within the area of the Eastern Shawnee Removal Trail (i.e., Lewistown Seneca-Shawnee or 'Eastern Shawnee' Trail of Tears) but will have "No Effect" on properties of significance to the tribe (D-30). No other comments from CPs were received.

On May 9, 2018, INDOT CRO, on behalf of the FHWA, approved the APE and issued a "No Historic Properties Affected" finding (D-2). On May 15, 2018, the 800.11(d) documentation and effects finding were transmitted to IDNR DHPA. The IDNR DHPA concurred with the finding on June 11, 2018 (D-42 to D-43).

A legal notice was published in the *Elkhart Truth* on May 19, 2018, offering the public the opportunity to comment about the APE, eligibility determinations, and the "No Historic Properties Affected" finding (D-41). No public comments were received within 30 days, thus concluding the Section 106 process.

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SECTION D – SECTION 4(f) / SECTION 6(f) RESOURCES
--

Section 4(f) Involvement (mark all that apply)

Parks & Other Recreational Land

- Publicly owned park
- Publicly owned recreation area
- Other (school, state/national forest, bikeway, etc.)

Presence

Use

Yes	No

Evaluations

Prepared

- Programmatic Section 4(f)*
- "De minimis" Impact*
- Individual Section 4(f)

FHWA
Approval date

--

Wildlife & Waterfowl Refuges

- National Wildlife Refuge
- National Natural Landmark
- State Wildlife Area
- State Nature Preserve

Presence

Use

Yes	No

Evaluations

Prepared

- Programmatic Section 4(f)*
- "De minimis" Impact*
- Individual Section 4(f)

FHWA
Approval date

--

Historic Properties

- Sites eligible and/or listed on the NRHP

Presence

--

Use

Yes	No

Evaluations

Prepared

- Programmatic Section 4(f)*
- "De minimis" Impact*
- Individual Section 4(f)

FHWA
Approval date

--

*FHWA approval of the environmental document also serves as approval of any Section 4f Programmatic and/or De minimis evaluation(s) discussed below.

Discuss Programmatic Section 4(f) and "de minimis" Section 4(f) impacts in the remarks box below. Individual Section 4(f) documentation must be separate Draft and Final documents. For further discussions on Programmatic, "de minimis" and Individual Section 4(f) evaluations please refer to the "Procedural Manual for the Preparation of Environmental Studies". Discuss proposed alternatives that satisfy the requirements of Section 4(f).

Remarks:

Section 4(f) of the United States Department of Transportation Act of 1966 prohibits federally funded projects from using land from certain properties unless no feasible and prudent alternative exists. Section 4(f) properties include public parks, recreation areas, and wildlife and waterfowl refuges of national, state, or local significance, as determined by the federal, state, or local officials with jurisdiction thereof; properties listed or determined eligible for inclusion in the NRHP; and archaeological sites that warrant preservation in place.

In the RFI, dated May 3, 2018 and signed by INDOT on May 7, 2018, Metric did not identify any potential Section 4(f) resources within the 0.5-mile search radius (E-2).
In October 2017, Metric reviewed the USFWS Refuge List by State and did not identify any no publicly refuges

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are within or adjacent to the project area (www.fws.gov/refuges/refugeLocatorMaps/Indiana.html).
 On October 3, 2017, Green 3 completed the HPR, in which they found two previously surveyed resources within the APE but recommended no resources as eligible for the NRHP (D-34 to D-35).

Section 6(f) Involvement	<u>Presence</u>	<u>Use</u>
	Yes	No
Section 6(f) Property	<input type="checkbox"/>	<input type="checkbox"/>

Discuss proposed alternatives that satisfy the requirements of Section 6(f). Discuss any Section 6(f) involvement.

Remarks: Section 6(f) of the Land and Water Conservation Act requires additional coordination for projects that convert of 6(f) properties (i.e., properties acquired utilizing the Land and Water Conservation Fund [LWCF]).
 On December 6, 2017, Metric reviewed the LWCF Detailed Listing of Grants, which did not list any Section 6(f) grants within the project area (I-12). Therefore, this project will not involve any Section 6(f) properties.

SECTION E – Air Quality

Conformity Status of the Project	Yes	No
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 the project is NOT exempt from conformity, 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"/>

Level of MSAT Analysis required?

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

Remarks: Elkhart County is in attainment for all criteria pollutants as reported by IDEM, viewed online on May 9, 2018 (http://www.in.gov/idem/airquality/files/nonattainment_county_list.pdf). This project is within the Metropolitan Planning Area of Michiana Area Council of Governments (MACOG) and was incorporated by reference into the 2018-2021 MACOG Transportation Improvement Program (TIP) through Resolution 28-17 on March 15, 2017 (H-1 to H-4). The project was included incorporated by reference into the 2018-2021 STIP in the initial version on July 3, 2017 (H-5 to H-6).
 This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(c), or exempt from Clean Air Act conformity under 40 CFR 93.126. Therefore, hot spot analysis and Mobile Source Air Toxics analysis are not required.

SECTION F – NOISE

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

	No	Yes / Date
ES Review of Noise Analysis	X	

Remarks: This is a Type III project. In accordance with 23 CFR 772 and the *INDOT Traffic Noise Analysis Procedure (2017)*, this action does not require a formal noise analysis.

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SECTION G – 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 remarks box)

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

Remarks:

This project may impact community events, such as festivals or fairs. The Indiana Association of Fairs website was reviewed by Metric on May 9, 2018 and no events were listed that would be impacted by this project (www.indianafairsandfestivals.org). The Syracuse Fall Harvest is usually held in October, which coincides with the letting date. INDOT will coordinate with the City of Syracuse to ensure no conflicts occur. If necessary, construction activities will be delayed or temporarily halted for the festival. This stipulation has been included as a firm commitment.

According to their website, Elkhart County has an Americans with Disabilities Act transition plan (<http://elkcohwj.dreamhosters.com/resources/ada/ada-transition-plan/>). No sidewalks or pedestrian walkways will be created or modified because of this project; therefore, this project complies with the transition plan.

No permanent or temporary impacts to community cohesion, local tax base, or property values were identified that will occur as a result of this project.

Indirect and Cumulative Impacts

Will the proposed action result in substantial indirect or cumulative impacts?

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

Remarks:

No significant effects were identified that may induce changes in patterns of land use, population density, or growth rate, or related effects air, water, ecosystems, or other natural systems. No significant impacts on the environment have been identified which will result from the incremental impact of the proposed action when added to other past, present, and reasonably foreseeable future actions.

All temporary community inconvenience associated with construction, such as construction noise and slightly increased travel time, will cease upon project completion.

Public Facilities & Services

Will the proposed action result in substantial impacts on health and educational facilities, public and private utilities, emergency services, religious institutions, airports, public transportation or pedestrian and bicycle facilities? *Discuss how the maintenance of traffic will affect public facilities and services.*

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

Remarks:

Maintenance of traffic will be conducted in phases, utilizing a temporary run-around, flaggers, detours, temporary pavement markings, and lane closures, as described in the Maintenance of Traffic subsection of this document. Maintenance of traffic may result in slightly increased travel costs and travel time, temporary noise, and temporary inconvenience.

In the RFI, dated May 3, 2018 and signed by INDOT on May 7, 2018, Metric identified three public facilities within the 0.5-mile search radius (E-2 and E-6). One religious facility, Zion Comunidad Cristiana, was approximately 0.22-mile northwest of the project area. Two pipelines were within the 0.5-mile search radius, and, of the two, one pipeline, owned by Tecumseh Pipeline Company, intersected the project area. Neither the religious facility nor INDOT Office of Utilities and Railroads responded to ECLs regarding the facilities. No impacts to the facilities are anticipated beyond temporary impacts associated with maintenance of traffic.

In their ECL response, dated November 14, 2017, INDOT Office of Aviation stated that an Indiana Tall Structure permit would not be required unless the contractor utilizes a temporary or permanent structure that exceeds 200 feet above ground level (C-16). No structures of this type will be utilized or constructed.

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Overhead electric, buried gas, buried fiber optic cable, overhead and underground telephone lines, sanitary and storm sewer lines and are within or adjacent to the project limits. The designer is coordinating with the utility companies. No disruption of utility service is anticipated.

The project will have no substantial impacts on health or educational facilities, public or private utilities, emergency services, religious institutions, airports, public transportation or pedestrian or bicycle facilities. Schools and emergency services in the area will be contacted and access will be provided to adjacent residences and businesses.

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Does the project require an EJ analysis?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If YES, then:		
Are any EJ populations located within the project area?	<input type="checkbox"/>	<input type="checkbox"/>
Will the project result in adversely high or disproportionate impacts to EJ populations?	<input type="checkbox"/>	<input type="checkbox"/>

Remarks: This project will not require 0.5 acre of new permanent right-of-way or any relocations; therefore, environmental justice analysis is not required.

Relocation of People, Businesses, or Farms

Will the proposed action result in the relocation of people, businesses, or farms?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Is a Business Information Survey (BIS) required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a Conceptual Stage Relocation Study (CSRS) required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Has utility relocation coordination been initiated for this project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

If a BIS or CSRS is required, discuss the results in the remarks box.

Remarks: No relocations of people, businesses, or farms will be required; therefore, Business Information Survey and Conceptual Stage Relocation Study are not required. Utility relocation may be required. Coordination with the applicable utility companies has been undertaken by the designer and will continue until project completion.

SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Documentation

Hazardous Materials & Regulated Substances (Mark all that apply)

Red Flag Investigation	<input checked="" type="checkbox"/>
Phase I Environmental Site Assessment (Phase I ESA)	<input type="checkbox"/>
Phase II Environmental Site Assessment (Phase II ESA)	<input type="checkbox"/>
Design/Specifications for Remediation required?	<input type="checkbox"/>

	No	Yes/ Date
ES Review of Investigations	<input type="checkbox"/>	Yes / May 7, 2018

Include a summary of findings for each investigation.

Remarks: In the RFI, dated May 3, 2018 and signed by INDOT on May 7, 2018, one confined feeding operation and one National Pollutant Discharge Elimination System facility are located within the 0.5-mile search radius (E-3 and E-8). Due to their distances from the project area, no impact from the sites is expected. INDOT did not recommend any additional hazardous materials investigations.

On August 15, 2017 and April 11, 2018, Metric visually inspected the project area and did not observe any potential hazardous materials.

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SECTION I – PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section 10 Permit)

Individual Permit (IP)	
Nationwide Permit (NWP)	
Regional General Permit (RGP)	X
Pre-Construction Notification (PCN)	
Other	
Wetland Mitigation required	
Stream Mitigation required	

IDEM

Section 401 WQC	X
Isolated Wetlands determination	
Rule 5	X
Other	
Wetland Mitigation required	
Stream Mitigation required	

IDNR

Construction in a Floodway	
Navigable Waterway Permit	
Lake Preservation Permit	
Other	
Mitigation Required	

US Coast Guard Section 9 Bridge Permit

Others (Please discuss in the remarks box below)

Remarks:

Since approximately 0.037 acre of permanent wetland impact and 0.14 acre of temporary wetland impact are anticipated, this project will likely require CWA Sections 401 and 404 RGPs.

More than 1 acre of land will be newly disturbed; therefore, a Rule 5 Notice of Intent (NOI) will be required.

On May 17, 2018, INDOT concurred that Sections 401 and 404 RGPs and a Rule 5 NOI are anticipated (F-32).

In their ECL responses, dated November 21, 2017 and April 12, 2018, IDNR, DFW stated, "Formal approval of the Department of Natural Resources under regulatory programs administered by the Division of Water is not required for this project," (C-17 and C-35 to C-36).

SECTION J – ENVIRONMENTAL COMMITMENTS

The following information should be provided below: List all commitments, name of agency/organization requesting the commitment(s) and indicating which are firm and which are for further consideration. The commitments should be numbered.

Remarks:

Firm:

1. If permanent or temporary right-of-way amounts change, the INDOT Environmental Services will be contacted immediately. (INDOT)
2. If any scope change takes place, INDOT Fort Wayne District Design and INDOT Environmental Office shall be consulted. A scope change could cause this environmental document to no longer be valid. (INDOT)
3. An Indiana Tall Structure permit will be required if the project involves the construction of a temporary (e.g., crane) or permanent structure that exceeds 200 feet above ground level. (INDOT Office of Aviation)

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4. If a spill occurs or contaminated soils or water are encountered during construction, appropriate personal protective equipment should be utilized. Contaminated materials must be properly characterized, handled, and disposed in accordance with current regulations. IDEM must be notified through the spill line at (888) 233-7745 within 24 hours of discovering of contamination. (INDOT)
5. INDOT will coordinate with the City of Syracuse to ensure no conflicts occur with the Syracuse Fall Harvest Festival. If necessary, construction activities will be delayed or temporarily halted for the festival. (INDOT)
6. Any fuel or oil spills during construction must be cleaned up promptly, and all soil that comes into contact oil, fuel, or other hazardous material must be removed from the site. (Director of Public Works, Town of Syracuse)
7. The project is located within an urbanized area boundary (UAB). Stormwater best management practices should be considered. (INDOT)
8. Pursuant to IC-14-21-1, if any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery be reported to the Department of Natural Resources within two (2) business days. In that event, call (317) 232-1646, and specify also that Miami Tribe of Oklahoma and Forest County Potawatomi Community shall be contacted by INDOT CRO. (IDNR DHPA, Miami Tribe, and Forest County Potawatomi Community)
9. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months of April through October. (IDEM)
10. 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)
11. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
12. Lighting AMM 2: When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS)
13. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
14. 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. (USFWS)
15. 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)
16. 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. (USFWS)
17. Install silt fence or other erosion control measures around the perimeter of any wetlands and/or other waterbodies to remain undisturbed at the project site. (IDEM)
18. As work progresses, all areas void of protective cover shall be re-vegetated or stabilized, as [will be] described in the plan. Areas that are to be re-vegetated must utilize mulch that is anchored or, under more severe conditions, erosion control blankets. (IDEM)

For Consideration:

19. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue), legumes, and native shrub and hardwood tree species as soon as possible upon completion. (IDNR DFW)
20. Minimize and contain within the project limits all tree and brush clearing. (IDNR, DFW, USFWS, and IDEM)
21. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized. (IDNR, DFW, USFWS, and IDEM)
22. Do not cut any trees suitable for Indiana bat or Northern long-eared bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1

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through September 30. (IDNR, DFW and USFWS)
 23. Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. Dirt tracked onto paved roads from unpaved areas should be minimized. (IDEM)

SECTION K – EARLY COORDINATION

Please list the date coordination was sent and all 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. INDOT and FHWA are automatically considered early coordination participants and should only be listed if a response is received.

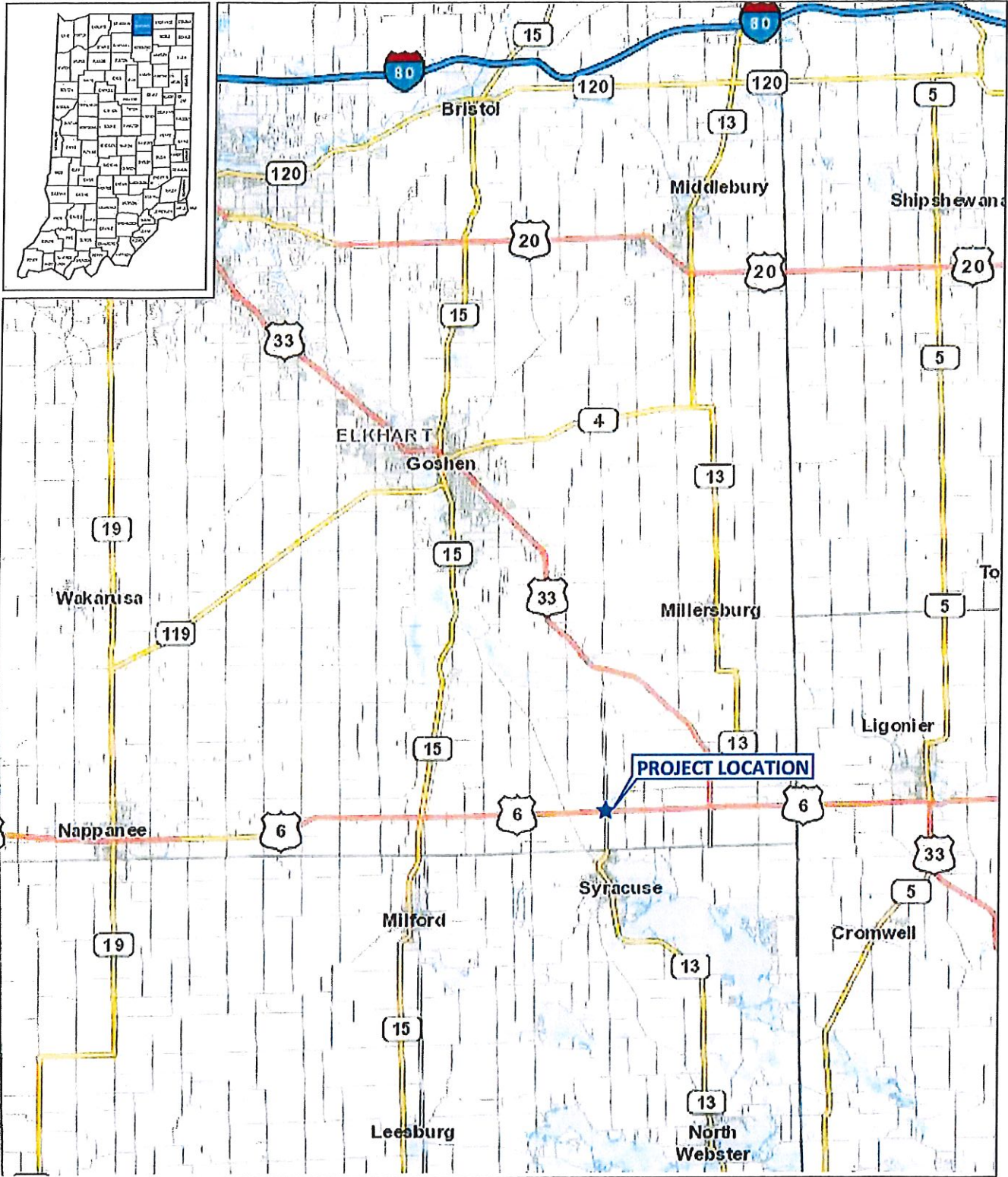
Remarks:

Agency Contacted	Date(s) Sent	Response Date(s)
City of Elkhart EMS	March 15, 2018	No Response
City of Elkhart Fire Department	March 15, 2018	No Response
City of Elkhart Police Department	March 15, 2018	No Response
Elkhart County Board of Commissioners	October 26, 2017, March 15, 2018	No Response
Elkhart County Emergency Management	March 15, 2018	No Response
Elkhart County Highway Department	October 26, 2017, March 15, 2018	No Response
Elkhart County Sheriff	March 15, 2018	No Response
Elkhart County Surveyor	October 26, 2017, March 15, 2018	No Response
EPA, Region V Source Water Assessment and Protection Program	October 26, 2017, March 15, 2018	October 30, 2017
Fairfield School District	March 15, 2018	No Response
IDEM Environmental Review Letter	October 26, 2017, March 15, 2018	October 26, 2017, March 15, 2018
IDEM Wellhead Proximity Determinator	October 26, 2017	October 26, 2017
IDNR DFW	October 26, 2017, March 15, 2018	November 21, 2017 April 12, 2018
Indiana Geological Survey	October 26, 2017, March 15, 2018	October 30, 2017
INDOT, Office of Public Involvement	October 26, 2017, March 15, 2018	No Response
INDOT, Office of Utilities and Railroads	March 15, 2018	No Response
INDOT, Office of Aviation	October 26, 2017, March 15, 2018	November 14, 2018
Mayor of Goshen	October 26, 2017, March 15, 2018	No Response

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Michiana Area Council of Governments	October 26, 2017, March 15, 2018	No Response
National Parks Service, Midwest Regional Office	October 26, 2017, March 15, 2018	No Response
Natural Resources Conservation Service	October 26, 2017, March 15, 2018	October 26, 2017 March 22, 2018
Syracuse Fire Dept/EMS	March 15, 2018	No Response
Syracuse Police	March 15, 2018	No Response
Town of Syracuse, Street Department	March 15, 2018	No Response
US Department of Housing and Urban Development	October 26, 2017, March 15, 2018	No Response
USACE, Detroit District	October 26, 2017, March 15, 2018	April 10, 2018
USFWS	May 4, 2018	May 8, 2018
Wellhead Protection Coordinator	May 9, 2018	May 14, 2018
Zion Comunidad Cristiana, Inc.	March 15, 2018	No Response



Source: <http://maps.indiana.edu/>

Location Map
 U.S. 6 and S.R. 13 W
 Intersection Improvements
 Elkhart County, Indiana
 Des. No. 1383238
 Project #16-0108 - T2

All locations approximate

