

**Indiana Department of Transportation**

County Elkhart Route US 6 Des. No. 1006210 Project No. \_\_\_\_\_

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

Road No./County:	US 6 / Elkhart County
Designation Number:	1006210
Project Description/Termini:	New Bridge, Bridge for CR 29 over US 6, 1.0 mi. west of SR 13 W. Jct.

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):

	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).
X	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).
	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, 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 Jean A. Haines 11-19-13 [Signature] 20 Nov 13  
 ESM Signature Date ES Signature Date

\_\_\_\_\_  
 FHWA Signature Date

Release for Public Involvement JAK 7-10-13  
 ESM Initials Date

[Signature] 10/31/13  
 ES Initials Date

Certification of Public Involvement [Signature] 9-30-13  
 Manager, Public Hearings Signature Date

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

Reviewer Signature \_\_\_\_\_ Date \_\_\_\_\_

Name and organization of CE/EA Preparer: Karen M. Novak, INDOT Fort Wayne District

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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.**

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

Remarks:

Property owners adjacent to the proposed project were notified on October 15, 2012 via U.S. mail with letter of survey and/or investigation notices prior to any land surveying and field activities. A copy of the letter and a list of property owners and addresses sent this letter can be found in Appendix F.

To meet the public involvement requirements of Section 106, FHWA's finding of "No Historic Properties Affected" was advertised in the The Goshen News on March 7, 2013. The public comment period closed 30 days later on April 5, 2013. The text of the public notice and the affidavit of publication appear in Appendix D39. No comments were received from the public by the published deadline.

A public hearing is required because this project will consist of a permanent traffic pattern alteration and acquire more than a 0.50 acre of permanent right-of-way. A public hearing was held on Wednesday, August 28, 2013 at 6:00 pm at Wawasee High School Auditorium, located at 1 Warrior Path, Bldg 1, Syracuse, Indiana 46567. A legal notice of public hearing was published in The Goshen News, a daily newspaper on August 12 and 19, 2013 and in The Mail - Journal - 'the Paper' Milford on August 14 and 21, 2013. Please see Appendix F for the public involvement documents.

The INDOT Project Manager adequately responded to the comments from the public hearing, in that the vast majority of remarks brought during, and following, the public hearing were associated with alternatives to the proposed grade separation (bridge). While many of the alternative suggestions would enhance improvements already in place and/or would improve safety, other less expensive geometric solutions were analyzed for this project and were found to be not feasible at this time.

INDOT understands that the placement of a bridge at this location will increase traffic at adjacent State and County Road intersections. However, US 6 is the primary highway facility and sufficient capacity exists at adjacent State and County roads to accommodate the traveling public. INDOT will continue relations with our Elkhart County partners to monitor area intersections, roadway capacity, enforcement and safety related concerns. The full public hearing transcript and comments with INDOT's response can be found in Appendix F.

**Public Controversy on Environmental Grounds**

Will the project involve substantial controversy concerning community and/or natural resource impacts?

Yes  No

Remarks:

This project has received no public controversy regarding natural resource impacts. There has been substantial controversy regarding the future accessibility to US 6. INDOT has considered the comments, questions, and design alternatives that were discussed during and after the public hearing held on August 28, 2013 and has arrived at the decision to proceed with the plans for building a bridge to carry CR 29 traffic over US 6.

Opportunity for a Public Hearing Required

Yes  No

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

Sponsor of the Project: INDOT INDOT District: Fort Wayne  
 Local Name of the Facility: US Highway 6

Funding Source:  Federal  State  Local  Private

**PURPOSE AND NEED:**

*Describe the problem that the project will address.*  
 The purpose of the proposed project is to reduce the crash frequency and severity at the intersection of US 6 and CR 29.  
 The need for this project is evidenced by the intersection being a high crash location. INDOT's Office of Traffic Safety, dated 6/24/10, stated this intersection appears on the INDOT Five Percent Report of areas with higher than average crash rates. Analysis of the crash data indicates the crashes are related to failure to yield right-of-way at the intersection.

**PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):**

County: Elkhart  
 Municipality: Syracuse, Indiana  
 Limits of Proposed Work: Approximately 2100 ft. from south to north along CR 29; approximately 1050 ft. from west to east along US 6  
 Total Work Length / Area: 0.37 Mile(s) / Acre(s)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required? 

Yes <sup>1</sup>	No
	X
Date: _____	

  
 If yes, when did the FHWA grant a conditional approval for this project?

<sup>1</sup>If 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.

*In the Remarks box below, describe 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.*

**Alternative 1 (Preferred Alternative):** The proposed project is an intersection improvement with grade separation at US 6 and CR 29, in Elkhart County, Indiana. The option of raising US 6 over CR 29 was discussed at the Field Review on November 21, 2011. However, the existing profile of CR 29 appears to conform to the raising of the county road. Additionally, raising US 6 would add an area with steeper grades to the otherwise fairly level major route. The existing pavement conditions are good for US 6; and fair to poor for CR 29. The option of lowering one road to minimize the raising of the other was discussed as well. However, a preliminary review of the terrain seems to indicate that drainage would be a concern. Based on the above considerations, the preferred alternative is raising CR 29 over US 6. CR 29 will retain its existing horizontal alignment. The proposed profile of CR 29 will begin at the existing crest located south of US 6, rise to provide the required vertical clearance and structure depth over US 6, and descend to tie into the existing profile north of US 6. The required vertical clearance over US 6 is 16.5 ft. The proposed typical section for CR 29 is 2-11 ft. lanes with 4 ft. paved, 7 ft. usable, shoulders. The bridge has been estimated with a length equal to 95 ft. (using MSE Wall Abutments), and width equal to 36 ft. 5 inches.

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### OTHER ALTERNATIVES CONSIDERED:

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

**Alternative 2 (No Action):** Taking no action within the project area was considered. However, this would not address the purpose of this project regarding reduction of the crash frequency and severity. Therefore, no further consideration was given to this alternative.

**Alternative 3 (Re-alignment of CR 29 to provide an improved intersection angle):** The realignment would be designed to improve the intersection angle while minimizing the extent of the improvement and reduce impacts to the residential properties north and south of US 6. The proposed realignment was developed to provide an 80° intersection angle. Public Road Approaches, Type B are proposed at the US 6 approaches. Horizontal curve radii of 600 ft. were used, with adequate tangent distances for super elevation transitions. The design of the proposed side slopes and ditches at the north and south termini would be developed to minimize impacts to the residential properties. The benefit/cost ratio for Alternative 3 was estimated to be 0.95, whereas Alternative 1 was estimated to be 1.59. Because the benefit/cost ratio for this alternative is less than a value of 1, Alternative 3 was not given any further consideration.

**Alternative 4 (Re-alignment of CR 29 to provide 2 –offset “T” intersections):** The 2 – Offset “T” intersection alternative is not favored. County road traffic may have difficulties reaching adequate speeds along US 6 as they accelerate from one intersection and decelerate for the next. Because of this, no further consideration was given to this alternative.

**Alternative 5 (Construction of a roundabout):** INDOT stated that, due to higher traffic volumes on US 6, lower volumes on CR 29, and also based on driver expectancies; a roundabout is not considered a feasible alternative. Because of this, no further consideration was given to this alternative.

**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 - Minor Arterial

Current ADT: 4600 VPD 2016 Design Year ADT: 5056 VPD 2036

Current Year DHV 966 Trucks (%) 25 Design Year DHV 1062 Trucks (%) 25

Designed Speed (mph): 55 Legal Speed (mph): 55

#### Existing

#### Proposed

Number of Lanes:	<u>2</u>	<u>2</u>
Type of Lanes:	<u>Through</u>	<u>Through</u>
Pavement Width:	<u>12</u> ft.	<u>12</u> ft.
Shoulder Width:	<u>4</u> ft.	<u>11</u> ft.
Median Width:	<u>NA</u> ft.	<u>NA</u> ft.
Sidewalk Width:	<u>NA</u> ft.	<u>NA</u> ft.

Setting:  Urban  Suburban  Rural

Topography:  Level  Rolling  Hilly

If the proposed action has multiple roadways, this section should be filled out for each roadway.

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Functional Classification: CR 29 – Local Agency Collector  
 Current ADT: 2282 VPD 2016 \_\_\_\_\_ Design Year ADT: 2509 VPD 2036 \_\_\_\_\_  
 Current Year DHV 160 Trucks (%) 3 Design Year DHV 176 Trucks (%) 3  
 Designed Speed (mph): 45 Legal Speed (mph): 45

	Existing		Proposed
Number of Lanes:	<u>2</u>		<u>2</u>
Type of Lanes:	<u>through</u>		<u>through</u>
Pavement Width:	<u>11</u> ft.		<u>11</u> ft.
Shoulder Width:	<u>1</u> ft.		<u>6</u> ft.
Median Width:	<u>NA</u> ft.		<u>NA</u> ft.
Sidewalk Width:	<u>NA</u> ft.		<u>NA</u> ft.

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

*If the proposed action has multiple roadways, this section should be filled out for each roadway.*

### DESIGN CRITERIA FOR BRIDGES:

Structure Number(s): 006-20-09858 Sufficiency Rating: NA

	Existing		Proposed
Bridge Type:			<u>Composite Prestressed Concrete Bulb-Tee</u>
Number of Spans:			<u>1</u>
Weight Restrictions:		ton	<u>NA</u> ton
Height Restrictions:		ft.	<u>16.5</u> ft.
Curb to Curb Width:		ft.	<u>35.5</u> ft.
Outside to Outside Width:		ft.	<u>38.5</u> ft.
Shoulder Width:		ft.	<u>7</u> ft.
Length of Channel Work:		ft.	<u>NA</u> ft.

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

Remarks: This is a new bridge. The proposed profile of CR 29 will begin at the existing crest located south of US 6, rise to provide the required vertical clearance and structure depth over US 6, and descend to tie into the existing profile north of US 6. The required vertical clearance over US 6 is 16.5 ft. The proposed typical section for CR 29 is 2-11 ft. lanes with 7 ft. usable, shoulders. The bridge has been estimated with a length equal to 95 ft. (using MSE Wall Abutments), width equal to 36 ft 5 inches, and a skew of 26°34'55", Rt.

Will the structure be rehabilitated or replaced as part of the project?  Yes  No  N/A  
*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 type="checkbox"/>	<input checked="" 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"/>

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

**SECTION A – ECOLOGICAL RESOURCES**

	<u>Presence</u>		<u>Impacts</u>	
	<u>Yes</u>	<u>No</u>	<u>Yes</u>	<u>No</u>
<b>Streams, Rivers, Watercourses &amp; Jurisdictional Ditches</b>		X		
State Wild, Scenic or Recreational River		X		

Remarks: During site visits on October 23, 2012 and April 16, 2013 and a Red Flag Investigation Report completed on October 30, 2012, it was determined by INDOT staff that the proposed project will not impact any streams, rivers, watercourses & jurisdictional ditches.

	<u>Presence</u>		<u>Impacts</u>	
	<u>Yes</u>	<u>No</u>	<u>Yes</u>	<u>No</u>
<b>Other Surface Waters</b>				
Reservoirs		X		
Lakes		X		
Farm Ponds	X			X
Detention Basins		X		
Storm Water Management Facilities		X		
Other: _____				

Remarks: A small pond is located approximately 1,500' north of US 6, on the east side of CR 29. This pond is outside of the project limits and will not be impacted. No other water bodies or waterways are located in the immediate project area.

	<u>Presence</u>		<u>Impacts</u>	
	<u>Yes</u>	<u>No</u>	<u>Yes</u>	<u>No</u>
<b>Wetlands</b>		X		

Total wetland area: 0 acre(s) Total wetland area impacted: 0 acre(s)  
 (If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments

	<u>Documentation</u>		<u>ES Approval Dates</u>
	<u>Yes</u>	<u>No</u>	
<b>Wetlands</b>			
Wetland Determination		X	
Wetland Delineation Report		X	
USACE Isolated Waters Determination		X	
Mitigation Plan		X	

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### Individual Wetland Finding

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

Yes      No

- 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.


*Measures to avoid, minimize and mitigate wetland impacts need to be discussed in the remarks section*

Remarks: A Red Flag Investigation (RFI) and the National Wetland Inventory (NWI) map was reviewed for the presence of potential wetlands in the project area (Attachment B-4). The NWI map and Water Resources map in the RFI Report illustrates the presence of wetlands in the general area; however, no wetlands are shown to be present in the immediate vicinity of the intersection of US 6 and CR 29. The land in all four quadrants of the intersection is actively cultivated for agricultural purposes, and no evident wetland conditions were observed during the field visits by INDOT staff on October 23, 2012 and April 16, 2013.

In a letter dated January 28, 2013, the Michiana Area Council of Governments provided information on wetlands in the vicinity of the proposed project area (Appendix D 34). The letter indicated one water structure, "Frog Pond" is located in the northern boundary of the project area on CR 29 and it consists of wetland characteristics. This area that she is referencing is not within the project area or the project limits. Thus, there will be no impacts to the pond and wetland area.

### Terrestrial Habitat

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

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

Remarks: Terrestrial habitat in the area consists of approximately 10 acres of farm fields and 0.9 acre of residential mown lawn. The impacts will include raising CR 29 over US 6 and temporary impacts to driveways and farm entrances. CR 29 will retain its existing horizontal alignment. The proposed profile of CR 29 will begin at the existing crest located south of US 6, rise to provide the required vertical clearance and structure depth over US 6, and descend to tie into the existing profile north of US 6. The IDNR and USFWS response to ETR species can be observed below.

*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

	Yes	No
Is the proposed project located within or adjacent to the potential Karst Area of Indiana?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are karst features located within or adjacent to the footprint of the proposed project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If yes, will the project impact any of these karst features?	<input type="checkbox"/>	<input type="checkbox"/>

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

Remarks: The project is located outside of the designated Karst Region of the state as identified in the October 13, 1993 MOU. Field visits conducted by INDOT staff on October 23, 2012 and April 16, 2013 did not observe any Karst features within or adjacent to the proposed project area.

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	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
<b>Threatened or Endangered Species</b>				
Within the known range of any federal species?	X			X
Any critical habitat identified within project area?		X		
Federal species found in project area (based upon informal consultation)?		X		
State species found in project area (based upon consultation with IDNR)?		X		
Is Section 7 formal consultation required for this action?		X		

Remarks: Through early coordination with the Indiana Department of Natural Resources (DNR), in a letter dated October 29, 2012, they stated "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" (Appendix C 3-4).

The USFWS responded via email in a letter dated November 19, 2012, they stated "the proposed project is within range of the Federally endangered Indiana bat (*Myotis sodalis*) and the candidate eastern massasauga rattlesnake (*Sistrurus catenatus catenatus*). However, there is no habitat for either of these species within the proposed project area, so we agree that the proposed project is not likely to adversely affect these endangered and candidate species" (Appendix C 23-24). This precludes the need for further consultation on this project required under Section 7 of the Endangered Species Act of 1973, as amended.

### SECTION B – OTHER RESOURCES

	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
<b>Drinking Water Resources</b>				
Sole Source Aquifer (SSA)		X		
Is the Project in the St. Joseph Aquifer System?		X		
Is the FHWA/EPA SSA MOU Applicable?		X		
Initial Groundwater Assessment Required?		X		
Detailed Groundwater Assessment Required?		X		
Source Water Protection Area(s)		X		
Public Water System(s)		X		
Residential Well(s)		X		
Wellhead Protection Area	X			X

Remarks: The Indiana Department of Environmental Management (IDEM), Groundwater Section was contacted to determine if the project area was located within a wellhead protection area. The IDEM responded on January 6 & 9, 2012 that the project area is located within a wellhead protection area, but is not located within the limits of the Indiana Sole Source Aquifer (Appendix C 12-13).

INDOT contacted Elkhart County Soil & Water Conservation District via email on November 29, 2012 for further review & comments on the WHPA (Appendix C 14-15). As of the date of this CE, no comments have been received from Elkhart County Soil & Water Conservation District.

	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
<b>Flood Plains</b>				
Longitudinal Encroachment		X		

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Transverse Encroachment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is the project located in a FEMA designated floodplain?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Homes located in floodplain within 1000' up/downstream from project.	<input type="checkbox"/>	<input checked="" 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 the available FEMA flood plain website, <https://msc.fema.gov/>. Therefore, it does not fall within the guidelines for the implementation of 23 CFR 65, 23 CFR 771, and 44 CFR.

	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
<b>Farmland</b>				
Agricultural Lands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
NRCS Form AD-1006/CPA-106 scored $\geq$ 160?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		

Provide the NRCS Form AD-1006/CPA-106 score and state whether there is a significant loss of farmland as a result of the project in the remarks section. See CE Manual for guidance to determine which NRCS form is appropriate for your project.

Remarks: Through early coordination with Natural Resources Conservation Service (NRCS) on October 29, 2012, there were 9 acres of farmland within the project limits as defined by the Farmland Protection Policy Act. Of the 9.0 acres, 4.82 acres was determined prime and unique farmland by NRCS in a response letter dated November 8, 2012.

Due to the right of right of way amount changing from 9 acres to 10 acres in the Stage 2 plans, re-coordination was completed via email on June 14, 2013. As stated in the NRCS response dated June 21, 2013 the project will cause a conversion of prime farmland. There are 10.0 acres of farmland within the project limits as defined by the Farmland Protection Policy Act. Of the 10.0 acres, 5.87 acres is prime and unique farmland. Coordination with the NRCS resulted in a score of 147 on the NRCS-CPA-106 Form. NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Because this project score is less than the threshold, no significant loss of farmland will result from the project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland. All documentation can be found in Appendix C 17-22.

### SECTION C – CULTURAL RESOURCES

	<b>Category</b>	<b>Type</b>	<b>INDOT Approval Dates</b>
Minor Projects PA Clearance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b><u>Eligible and/or Listed Resource Present</u></b>			
<b>Results of Research</b>	<b>Yes</b>	<b>No</b>	
Archaeology	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
History/Architecture	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
NRHP Buildings/Site(s)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
NRHP District(s)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
NRHP Bridge(s)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>Project Effect</b>	<b>Yes</b>	<b>Not Applicable</b>	<b>SHPO/ES/FHWA Approval Dates</b>
No Historic Properties Affected	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>03-26-2013 (SHPO) / 03-01-2013 (ES)</b>
No Adverse Effect	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Adverse Effect	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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### Documentation Prepared

Documentation	Yes	Not Applicable	SHPO/ES/FHWA Approval Dates
Historic Properties Short Report		<b>X</b>	
Historic Property Report	<b>X</b>		<b>02-12-2013 (SHPO) / 12-21-2012 (ES)</b>
Archaeological Records Check/ Review	<b>X</b>		<b>02-12-2013 (SHPO) / 12-21-2012 (ES)</b>
Archaeological Phase Ia Survey Report	<b>X</b>		<b>02-12-2013 (SHPO) / 12-21-2012 (ES)</b>
Archaeological Phase Ic Survey Report		<b>X</b>	
Archaeological Phase II Investigation Report		<b>X</b>	
Archaeological Phase III Data Recovery		<b>X</b>	
APE, Eligibility and Effect Determination	<b>X</b>		<b>03-26-2013 (SHPO) / 03-01-2013(ES)</b>
800.11 Documentation	<b>X</b>		<b>03-26-2013 (SHPO) / 03-01-2013(ES)</b>
Memorandum of Agreement		<b>X</b>	

*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:

**Area of Potential Effect (APE):** The project APE has been determined to include existing and proposed and temporary right-of-way (ROW) and incidental construction, including immediately adjacent properties within the view shed of the proposed project. Please see proposed APE map in Appendix D9-D10.

**Coordination with Consulting Parties:** An Archaeological Records Check and Phase Ia Field reconnaissance report was prepared and forwarded to the Indiana SHPO for review and approval on January 7, 2013. An Early Coordination letter dated January 15, 2013, providing project details and the HPR, was sent to consulting parties on January 18, 2013. The Indiana State Historic Preservation Officer (SHPO), INDOT, and FHWA are automatic consulting parties. The remaining parties were invited to become consulting parties: Indiana Landmarks-Northern Regional Office, Elkhart County Historian, Elkhart County Historical Society and Museum, Michiana Area Council of Governments, and Elkhart County Commissioners.

In an electronic mail dated January 28, 2013, Todd Zeiger, Director of the Northern Regional Office of Indiana Landmarks indicated that he had reviewed the project information and concurred with the HPR (Kumar 1/9/13) that no historic properties would be impacted by this project. Therefore, he stated that Indiana Landmarks did not wish to participate as a consulting party for this project (*see Appendix F*).

In a letter dated February 12, 2013, the Indiana SHPO stated that they agreed with the conclusions of the HPR (Kumar, 1/9/2013). With regards to archaeology, they stated that there was insufficient information to determine whether the identified site 12E449 was eligible for inclusion in the NRHP. They, however, agreed with the archaeological report (Laswell, 12/21/2012) that the “portion of 12E449 that are within the proposed project area do not appear to contain significant archaeological deposits, and no further archaeological investigations are necessary in that portion of the site” (*see Appendix F*).

None of the other consulting parties responded to the early coordination letter sent by INDOT on January 18, 2013.

**Archaeology:** An Archaeological Records Check and Phase IA Reconnaissance Report (Laswell, 12/21/2012) was submitted to the SHPO on January 7, 2013. The archaeological reconnaissance identified the presence of one archaeological site that consisted of a mid- late nineteenth century historic scatter with some structural components (12E449). Based upon both the limited historic documentation and the nature of the archaeological deposits it seems that there is good evidence for site 12E449 to have been part of a mid-

## Indiana Department of Transportation

County Elkhart Route US 6 Des. No. 1006210 Project No. \_\_\_\_\_

late nineteenth domestic occupation that included the possible presence of one or more structures on the property. The site is relatively well defined both spatially and chronologically. However, much of the site is situated outside the proposed project limits, precluding the need for additional assessment at this time. The portion of the site within the project corridor seems to lack the potential for subsurface features or intact deposits. As a result, the portion of site 12E449 within the currently proposed project limits does not appear eligible for inclusion to the National Register of Historic Places (NRHP) or the Indiana Register of Historic Sites and Structures (IRHSS). No further archaeological assessment is recommended for site 12E449 at this time. In their February 12, 2013 letter, the SHPO did not object to the archaeological report findings. As long as the portion of archaeological site 12E449 outside of the current proposed project boundaries is avoided, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National register of Historic Places within the proposed project area.

**Historic Properties:** In order to identify and evaluate historic properties in the APE, INDOT Cultural Resource staff, listed on the DHPA's Qualified Professionals Roster, prepared a short Historic Property Report (HPR) (Kumar, 1/9/2013). The project's APE does not include any property, which is currently listed in or eligible for the National Register of Historic Places (NRHP) and the Indiana Register of Historic Sites and Structures (IRHSS) or identified in the *Indiana Historic Sites and Structures Inventory* (IHSSI) survey of Elkhart County, which was published in the *Elkhart County Interim Report* (2005).

**Documentation, Findings:** The Indiana Department of Transportation (INDOT), acting on Federal Highway Administration's (FHWA) behalf, has determined a "No Historic Properties Affected" finding is appropriate for this undertaking. This document was signed by INDOT CRO-ES, on March 1, 2013 (Appendix D2). A letter notifying SHPO of the finding was sent on March 1, 2013 (Appendix D1). The SHPO replied with a letter dated March 26, 2013 concurring with the finding (Appendix D36-37).

**Public Involvement:** A notice informing the public of the finding and opportunity to comment on the finding was published in The Goshen News, newspaper, in the city of Goshen, Elkhart County, on March 7, 2013. The notice period ended on April 5, 2013. No comments were received from the public by the published deadline. The Section 106 process has been completed and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

**Section 4(f) Involvement**

	<u>Presence</u>		<u>Use</u>		<u>FHWA / ES</u> <u>Approval/dates</u>
	Yes	No	Yes	No	
<b>Parks &amp; Other Recreational Land</b>					
Publicly owned park	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Publicly owned recreation area	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other (school, state/national forest, bikeway, etc.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Programmatic Section 4(f)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			<input type="text"/>
Individual Section 4(f) Evaluation	<input type="checkbox"/>	<input checked="" type="checkbox"/>			<input type="text"/>
"De minimis" Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>			<input type="text"/>

	<u>Presence</u>		<u>Use</u>		<u>FHWA / ES</u> <u>Approval/dates</u>
	Yes	No	Yes	No	
<b>Wildlife &amp; Waterfowl Refuges</b>					
National Wildlife Refuge	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
State Fish & Wildlife Area – recreation or refuge areas only	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Programmatic Section 4(f)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			<input type="text"/>
Individual Section 4(f) Evaluation	<input type="checkbox"/>	<input checked="" type="checkbox"/>			<input type="text"/>
"De minimis" Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>			<input type="text"/>

## Indiana Department of Transportation

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	Yes	No	Yes	No	<u>FHWA / ES</u>
<b>Historic Properties</b>					
Sites eligible and/or listed on the NRHP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>approval/dates</u>
Programmatic Section 4(f)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Individual Section 4(f) Evaluation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
"De minimis" Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

*Discuss Programmatic Section 4 (f) and De minimis Section 4(f) impacts in the remarks section 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) documents please refer to the "Procedural Manual for the Preparation of Environmental Studies". Discuss proposed alternatives that satisfy the requirements of Section 4(f).*

Remarks: There are no Section 4(f) resources located in or near the project area; no impacts of this nature are expected.

**Section 6(f) Involvement**

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

**Section 6(f) Property**

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

Remarks: No Section 6(f) resources were identified by review of the National Park Service data (Appendix C26). The project will not involve any properties acquired by or improved with the Land and Water Conservation Fund. No impacts of this nature are expected.

**SECTION E – Air Quality**

**Air Quality**

**Conformity Status of the Project**

	Yes	No
Is the project in an air quality non-attainment or maintenance area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If YES, then:		
Is the project in the most current MPO TIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the project exempt from conformity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If the project is NOT exempt from conformity, then:		
Is the project in the Transportation Plan (TP)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is a hot spot analysis required (CO/PM)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is an MSAT level 1a Analysis required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is an MSAT level 1b Analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is an MSAT level 2 Analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is an MSAT level 3 Analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is an MSAT level 4 Analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is an MSAT level 5 Analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: This project is located in Elkhart County. This county is currently in attainment for O3 pollutants with a maintenance plan. The project's design concept and scope are accurately reflected in both the MACOG Transportation Plan (TP) and the Transportation Improvement Program (TIP) and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met. No hot spot analysis is required for this project because the county is in attainment for CO and PM. The project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117 (d), 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.

## Indiana Department of Transportation

County Elkhart Route US 6 Des. No. 1006210 Project No. \_\_\_\_\_

### SECTION F - NOISE

**Noise**

Is a noise analysis required in accordance with FHWA regulations and INDOT's noise policy?

Yes

No

**No      Yes/ Date**

<b>ES Approval of Noise Analysis</b>		
--------------------------------------	--	--

Remarks:

This project is a Type III project. In accordance with 23 CFR 772 and the INDOT Traffic Noise Policy (FHWA concurrence, effective July 13, 2011), this action does not require formal noise analysis.

### SECTION G – COMMUNITY IMPACTS

**Regional, Community & Neighborhood Factors**

Will the proposed action comply with the local/regional development patterns for the area?

Yes

No

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.)?



Remarks:

This project is not expected to have any substantial community cohesion impacts. No community events should be substantially impacted by this project.

**Indirect and Cumulative Impacts**

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

Yes

No

Remarks:

The proposed action will not result in substantial indirect or cumulative impacts. This project will not add capacity to the roadway, nor will it change the surrounding properties.

**Public Facilities & Services**

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

Yes

No

Remarks:

As previously discussed in the MOT, closure of CR 29 during construction will detour local northbound traffic 5.65 miles; however the additional length of travel is only .68 miles and will detour local southbound traffic 4.6 miles with an additional length of travel of 2.34 miles. As a result of the closure of CR 29, response times for buses, fire, police, and emergency services will have a minimal delay. US 6 traffic will have minimal delays during beam placement, but this will not be substantial and will be outside of peak hours.

The MOT and proposed accessibility to US 6 were presented at the public hearing held on August 28, 2013. Several parties voiced their concerns about the planned improvement. After due consideration of questions and concerns, INDOT has decided to proceed with the project as presented. Throughout construction and once the project is complete, emergency and other public services will experience a minimal increase in response times. Subsequently, authorities must reconsider their travel routes accordingly.

**Environmental Justice (EJ)** (Presidential EO 12898)

During the development of the project were EJ issues identified?

Yes

No

This is page 14 of 18 Project name:

Intersection improvement on US 6 at CR 29

Date:

November 1, 2013

## Indiana Department of Transportation

County Elkhart Route US 6 Des. No. 1006210 Project No. \_\_\_\_\_

Are any EJ populations located within the project area?


X
X

Will the project result in adversely high or disproportionate impacts to the EJ population?

Remarks:

Title IV of the Civil Rights Act of 1964 and the subsequent legislation require Federal agencies to ensure that none of their programs discriminates on the basis of race, color, national origin, age, gender, handicap/disability, or religion. The President's Executive Order 12898 on February 11, 1994 and the President's Memorandum of Environmental Justice in Minority Populations and Low Income Populations has the intent to ensure that the Federal departments and agencies identify and address any disproportionately high adverse human health or environmental effects resulting from the policies, programs, and activities on minority populations and low-income populations. Based on the analysis below, the proposed project will not have disproportionately high or adverse human health or environmental affects upon any known minority or low-income populations.

Since the project will require greater than 0.5 ac. of new permanent right-of-way, a comparative analysis was completed utilizing the 2010 U.S. Census Bureau data set for Elkhart County as the Community of Comparison (COC) and Census Tract 10 as the Affected Community (AC) within Elkhart County that overlaps the project area (See Appendix G1-7). Refer to the table below.

	COC – Elkhart County, IN	AC – Census Tract 10, Elkhart County, IN
Percent Low Income	14%	7.13%
125 Percent of COC	17.50%	AC < 125% COC
Potential Low Income EJ Impacts		<b>NO</b>
Percent Non-white/Minority	22.14%	2.70%
125 Percent of COC	27.68%	AC < 125% COC
Potential Minority EJ Impact		<b>NO</b>

The Census Tract 10 was analyzed to determine if it contained a 25% higher demographic of minority or low income persons when compared to the community of comparison, Elkhart County or if the affected community has more than 50% minority or low income populations, which would qualify as an EJ population. In this case, a high concentration of low-income population and minority populations were not present, as determined by the review of the 2010 US Census data. After comparing the data from the Census Tract to that of Elkhart County, the low income populations fell below the 125% threshold for consideration as an EJ population. Additionally, the minority populations' percentage fell below the 125% threshold for consideration as an EJ population. This project is not purchasing any residential homes or businesses in the area that will require relocation. Right-of-way purchase for the project will be completed on both sides of the intersecting roads and thus will not impact any group or homeowner disproportionately. Considering the design conditions for right-of-way, the project will not have disproportionately high adverse environmental or human health impacts to low-income or minority populations of EJ concern.

**Relocation of People, Businesses or Farms:**

Will the proposed action result in the relocation people, businesses or farms?

**Yes**

**No**


X
X
X

Is a Business Information Survey (BIS) required?

Is a Conceptual Stage Relocation Study (CSRS) required?

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

*If a BIS or CSRS is required, discuss the results in the Remarks section.*

Remarks: The proposed project will require no relocation of people, businesses, or farms.

## Indiana Department of Transportation

County Elkhart Route US 6 Des. No. 1006210 Project No. \_\_\_\_\_

### SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

	Documentation	
	Yes	No
Red Flag Investigation	X	
Hazardous Materials Site Assessment Form	X	
Phase I Initial Site Assessment (ISA)		X
Phase II Preliminary Site Investigation (PSI)		X
Design/Specifications for Remediation required?		X

	No	Yes/ Date
<b>ES Review of Investigations</b>		11/13/2012

Include a summary of findings for each investigation.

Remarks: A Red Flag Investigation of the area and a Hazardous Materials Site Assessment Form was completed on October 30, 2012 by Fort Wayne INDOT (Appendix E). There are no Hazardous Materials concerns in regard to the project. Further investigation for hazardous materials is not required at this time.

### SECTION I – PERMITS CHECKLIST

	Required	Not Required
<b>Army Corps of Engineers (404/Section 10 Permit)</b>		
Individual Permit (IP)		X
Nationwide Permit (NWP)		X
Regional General Permit (RGP)		X
Pre-Construction Notification (PCN)		X
Other		X
Wetland Mitigation required		X
<b>IDEM</b>		
Section 401 WQC		X
Isolated Wetlands determination		X
Rule 5	X	
Other		X
Wetland Mitigation required		X
Stream Mitigation required		X
<b>IDNR</b>		
Construction in a Floodway		X
Navigable Waterway Permit		X
Lake Preservation Permit		X
Other		X
Mitigation Required		X
<b>US Coast Guard Section 9 Bridge Permit</b>		X
<b>Others (Please discuss in the Remarks section below)</b>		X

Remarks: An IDEM Rule 5 permit must be obtained since more than an acre of soil will be disturbed. Temporary erosion and siltation control devices, such as rip rap check dams in drainage ways and ditches, installation of silt fence, covering exposed areas with erosion control matting or straw, and grading slopes to retain runoff in basins will be required.

Currently there are no pipe replacements within jurisdictional waters involved in this project. If there are any jurisdictional pipe replacements or liners added to the contract at a later date proper permits must be obtained prior to any work being performed.

It is the responsibility of the designer to submit plans and consult with Environmental Services to determine the proper permits for the project.

**Indiana Department of Transportation**

County Elkhart Route US 6 Des. No. 1006210 Project No. \_\_\_\_\_

**SECTION J- ENVIRONMENTAL COMMITMENTS**

Information below must be included on Commitments Summary Form. List all commitments, indicating which are firm and which are optional.

Remarks:

1. If the scope of work or right-of-way amounts change, INDOT-Fort Wayne District Environmental Staff will be contacted immediately (INDOT) (FIRM)
2. It is the responsibility of the designer to consult with the Fort Wayne district permit coordinator to determine the required permits for the project. (INDOT) (FIRM)
3. Coordination with public facilities and services will occur during the public hearing. (INDOT) (For Further Consideration)
4. 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 must be reported to the Department of Natural Resources 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. (IDNR) (Firm)
5. 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) (For Further Consideration)
6. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush. (IDNR) (For Further Consideration)
7. Do not work in the waterway from April 1 through June 30 without prior written approval of the Division of Fish and Wildlife. (IDNR) (For Further Consideration)
8. Do not cut any trees suitable for Indiana bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark) from April 1 through September 30. (IDNR) (For Further Consideration)
9. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR) (For Further Consideration)
10. Do not construct any temporary runarounds or causeways. (IDNR) (For Further Consideration)
11. Do not use broken concrete as riprap. (IDNR) (For Further Consideration)
12. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized. (IDNR) (For Further Consideration)
13. Seed and protect all disturbed streambanks and slopes that are 3:1 or steeper with erosion control blankets (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas. (IDNR) (For Further Consideration)
14. Inspect structural erosion and sediment control practices daily and repair as necessary until all construction is complete and disturbed areas are permanently stabilized. (IDNR) (For Further Consideration)
15. Plant five trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height. (IDNR) (For Further Consideration)
16. 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. (IDEM) (For Further Consideration)
17. 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) (For Further Consideration)
18. 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) (For Further Consideration)
19. Sediment laden water which otherwise would flow from the project site shall be treated by erosion and sediment control measures appropriate to minimize sedimentation. (IDEM) (For Further Consideration)
20. Public and private roadways shall be kept cleared of accumulated sediment that is a result of run-

**Indiana Department of Transportation**

County Elkhart Route US 6 Des. No. 1006210 Project No. \_\_\_\_\_

off or tracking. (IDEM) (For Further Consideration)  
 21. Coordination with public facilities and services will occur during the public hearing. (INDOT)  
 (Fort Further Consideration)

**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.*

Resource Agencies and Local Officials were provided with an Early Coordination packet on or after October 29, 2012. The table below provides the date(s) the Early Coordination packet was sent out and when responses were received. Federal Highway Administration and INDOT are automatic consulting parties, thus they were sent an Early Coordination packet on October 29, 2012.

Remarks:

<u>Agency</u>	<u>Sent</u>	<u>Received</u>
U.S. Fish and Wildlife Service (Bloomington Office)	October 29, 2012	November 19, 2012
U.S. Fish and Wildlife Service – Northern Field Office	October 29, 2012	No Response
IDNR, Division of Fish and Wildlife	October 29, 2012	November 26, 2012
IDEM, Electronic Coordination	October 29, 2012	October 29, 2012
IDEM, Groundwater Section	October 29, 2012	January 9, 2012
USDA, Natural Resources Conservation Service	October 29, 2012 (Re-coordination June 14, 2013)	November 8, 2012 (July 1, 2013)
IN Geological Survey	October 29, 2012	November 26, 2012
INDOT Division of Aeronautics	October 29, 2012	October 29, 2012
INDOT Hearing Section	October 29, 2012	No Response
Elkhart County Surveyor	October 29, 2012	No Response
Elkhart County Highway	October 29, 2012	No Response
Elkhart County Commissioners	October 29, 2012	No Response
Elkhart County Soil & Water Conservation (electronic coordination)	November 29, 2012	No Response

## Table of Contents

- A. INDOT Supporting Documentation
- B. Graphics
- C. Early Coordination
- D. Section 106 of the NHPA
- E. Hazardous Materials
- F. Public Involvement
- G. Environmental Justice

## A. INDOT Supporting Documentation

1 Threshold Chart

STIP and TIP documents

## Categorical Exclusion Level Thresholds

	Level 1	Level 2	Level 3	Level 4
<b>Relocations</b>	None	≤ 2	> 2	> 10
<b>Right-of-Way<sup>1</sup></b>	< 0.5 acre	< 10 acres	≥ 10 acres	≥ 10 acres
<b>Length of Added Through Lane</b>	None	None	Any	Any
<b>Permanent Traffic Pattern Alteration</b>	None	None	Yes	Yes
<b>New Alignment</b>	None	None	< 1 mile	≥ 1 mile <sup>2</sup>
<b>Wetlands</b>	< 0.1 acre	< 1 acre	< 1 acre	≥ 1 acre
<b>Stream Impacts*</b>	≤ 300 linear feet of stream impacts, no work beyond 75 feet from pavement	> 300 linear feet impacts, or work beyond 75 feet from pavement	N/A	N/A
<b>Section 4(f)</b>	None	None	None	Any impacts
<b>Section 6(f)</b>	None	None	Any impacts	Any impacts
<b>Section 106*</b>	"No Historic Properties Affected" or falls within guidelines of Minor Projects PA	"No Adverse Effect" or "Adverse Effect"	N/A	If ACHP involved Or Historic Bridge Involvement <sup>7</sup>
<b>Noise Analysis Required</b>	No	No	Yes <sup>3</sup>	Yes <sup>3</sup>
<b>Threatened/Endangered Species</b>	"Not likely to Adversely Affect", or Falls within Guidelines of USFWS 9/8/93 Programmatic Response	N/A	N/A	"Likely to Adversely Affect" <sup>4</sup>
<b>Sole Source Aquifer Groundwater Assessment</b>	Detailed Assessment Not Required	Detailed Assessment Not Required	Detailed Assessment Not Required	Detailed Assessment Required
<b>Approval Level</b> • ESM <sup>5</sup> • ES <sup>6</sup> • FHWA	Yes	Yes	Yes Yes	Yes Yes Yes

\*These thresholds have changed from the March 2011 Manual.

<sup>1</sup>Permanent and/or temporary right-of-way.

<sup>2</sup>If the length of the new alignment is equal to or greater than one mile, contact the FHWA's Air Quality/Environmental Specialist.

<sup>3</sup>In accordance with INDOT's Noise Policy.

<sup>4</sup>If the project is considered Likely to Adversely Affect Threatened and/or Endangered Species, INDOT and the FHWA should be consulted to determine whether a higher class of document is warranted.

<sup>5</sup>Environmental Scoping Manager

<sup>6</sup>Environmental Services Division

<sup>7</sup>Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Indiana Division**

August 12, 2013

575 N. Pennsylvania St, Room 254  
Indianapolis, IN 46204  
317-226-7475  
317-226-7341

In Reply Refer To:  
HDA-IN

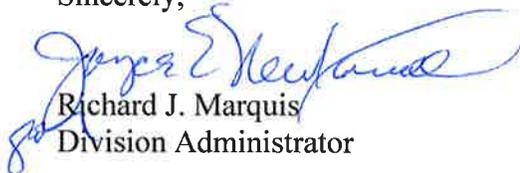
Mr. Troy Woodruff  
Deputy Commissioner  
Planning and Project Management  
100 North Senate Avenue  
Indianapolis, IN 46204

Dear Mr. Woodruff:

We have completed our review of Amendment #14-01 to the FY 2014-2017 Indiana Statewide Transportation Improvement Program (STIP) as transmitted by INDOT in a letter dated via e-mail August 5, 2013 and revised August 12, 2013. FHWA approves it for inclusion into the STIP.

Should you have any questions regarding this approval please contact Joyce Newland, Planning Program Manager, at (317) 226-5353 or e-mail at [joyce.newland@dot.gov](mailto:joyce.newland@dot.gov).

Sincerely,



Richard J. Marquis  
Division Administrator

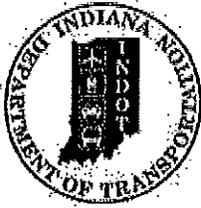
Attachment  
cc: transmitted by e-mail  
Jeanette Wilson, INDOT

Sponsor	DES	Route	Work Type	Location	County	District	Miles	Federal Category	Asset Program - (State Projects Only)	Phase	Federal	Match	2014	2015	2016	2017	Estimated Cost Left to Complete Project	Remarks	MPO
INDOT	1173441	Various routes	Raised Pavement Markings, Refurbished	Various locations on I-65, I-74, I-265, I-64 and possibly SR-37	Floyd	Seymour		HSIP	Safety	CN	\$200,000		\$200,000					Add CN Phase to 14-17 STIP-admin mod to KIPDA TIP	KIPDA
INDOT	1382750	I-64	Repairs To Approach Slab	0.73 mile E of US 150 over Quarry Road	Floyd	Seymour		IM	Bridge	CN	\$108,000	\$12,000	\$120,000					Add CN Phase to 14-17 STIP- admin mod to KIPDA TIP	KIPDA
Goshen	1005797	NA	Traffic Signals	Various Signal Upgrades in Goshen	Elkhart	Ft Wayne		HSIP		CN	\$66,330	\$7,370	\$73,700				\$0	Change in SFY to 2014. MACOG Resolution 21-13	MACOG
INDOT	1006210	US 6	New Bridge, Other	Bridge for CR 29 over US 6, 1.0 mi. west of SR 13 W. Jct.	Elkhart	Ft Wayne	0	STP	Bridge	PE	\$33,600	\$8,400	\$42,000					FY 2014 PE FUNDS NOT REQUIRED... ELIMINATE FROM STIP DOCUMENT.illn MACOG TIP pg 36	MACOG
Winona Lake	1173725	NA	Bike/Pedestrian Facilities	Winona Lake SRTS Non-Infrastructure	Kosciusko	Fort Wayne		SRTS		PE	\$54,130	\$0	\$54,130				\$0	Change in SFY to 2014. MACOG Resolution 21-13	MACOG
Warsaw	1297651	NA	Road Rehabilitation (3R/4R Standards)	Husky Trail from Mariner Dr to Warsaw City Limits (0.2mi S of CR 200N)	Kosciusko	Fort Wayne		STP		CN	\$1,883,080	\$483,000		\$2,366,080			\$0	Change in SFY to 2016. MACOG Resolution 21-13	MACOG
Marshall County	1382094	NA	Bridge Inspections	Countywide Bridge Inspections in Marshall County	Marshall	LaPorte		STP		PE	\$152,000	\$38,000		\$190,000			\$0	Add Project to FY2014-2017 STIP. MACOG Resolution 22-13	MACOG
INDOT	1382206	SR 28	Surface Treatment, PM	SR 28 from 0.4 mi E of SR 9 to I-69	Madison	Greenfield	5.99	STP	Roadway	CN	\$497,600	\$124,400		\$622,000				CN in MCCOG TIP via Reso 6-2013 6.6.13	MCCOG
INDOT	1382206	SR 28	Surface Treatment, PM	SR 28 from 0.4 mi E of SR 9 to I-69	Madison	Greenfield	5.99	STP	Roadway	CN	\$1,600	\$400		\$2,000				CN in MCCOG TIP via Reso 6-2013 6.6.13	MCCOG
INDOT	0101512	US 27	Small Structure Replacement	Small Structure Over Habegger Ditch, from 1.2 miles N of SR 218	Adams	Ft Wayne	0	NHS	Bridge	RW	\$24,000	\$6,000	\$15,000	\$15,000				ADD RW Phase to 14-17 STIP	
INDOT	0101513	US 27	Small Structure Replacement	Small Structure Over Wittmer #1 Ditch, 1.0 mile N of SR 218.	Adams	Ft Wayne	0	NHS	Bridge	RW	\$24,000	\$6,000	\$15,000	\$15,000				ADD RW Phase to 14-17 STIP	
Adams Co	0810406	Bike	Bike/Pedestrian Facilities	Adams Co BP, Geneva to Berne, Priority 1	Adams	Ft Wayne	1.2	TE		RW		\$36,000	\$36,000					ADD RW Phase to 14-17 STIP	
Adams Co	0901261	Winchester	Bridge Deck Overlay	Winchester Rd Brg #41 over Holthouse Ditch	Adams	Ft Wayne	0.1	BR		CN	\$543,120	\$135,780	\$678,900					Add CN Phase to 14-17 STIP	

Indiana Department of Transportation (INDOT)  
 State Preservation and Local Initiated Projects FY 2014 - 2017

SPONSOR	DES	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	PROGRAM	PHASE	FEDERAL	MATCH	Estimated Cost left to Complete Project*	2014	2015	2016	2017
Elkhart County	0800725	IR 1001	Replace Superstructure	CR 40: Brg #189 over Stoney Creek	Fort Wayne	.05	Off Federal Aid	100% Local Funds	CN	\$0.00	\$117,220.00			\$117,220.00		
								Local Bridge Program	CN	\$468,880.00	\$0.00			\$468,880.00		
Indiana Department of Transportation	1006180	US 20	Bridge Deck Overlay	Bridge at CR 18 Over US 20 Bypass, 2.06 Miles East of US 33.	Fort Wayne	.08	NHS	Bridge Consulting	PE	\$76,000.00	\$19,000.00		\$95,000.00			
								Bridge Construction	CN	\$926,400.00	\$231,600.00				\$1,158,000.00	
Indiana Department of Transportation	1006210	US 6	New Bridge, Other	Bridge for CR 29 over US 6, 1.0 mi. west of SR 13 W. Jct.	Fort Wayne	0	Safety	Safety Consulting	PE	\$33,600.00	\$8,400.00		\$42,000.00			
								Safety Construction	PE	\$16,000.00	\$4,000.00			\$20,000.00		
								Safety Construction	CN	\$0.00	\$0.00			\$0.00	\$0.00	\$0.00
								Safety ROW	RW	\$120,000.00	\$30,000.00		\$30,000.00	\$120,000.00		
Indiana Department of Transportation	1296107	SR 119	Small Structure Pipe Lining	Pipeliners for Yellow Creek, 3.43 Miles East of SR 19.	Fort Wayne	0	BR	Bridge ROW	RW	\$1,600.00	\$400.00				\$2,000.00	
								Bridge Construction	CN	\$48,800.00	\$12,200.00					\$61,000.00
Indiana Department of Transportation	1006199	US 33	Pavement Replacement	Frm 0.07 M. W. of N. Jct. of SR 15(2nd St.) to 0.31 M. W N Jct of SR 15-ELk Rvr	Fort Wayne	.243	NHS	Road ROW	RW	\$160,000.00	\$40,000.00			\$200,000.00	\$0.00	
								Road Construction	CN	\$1,440,000.00	\$360,000.00			\$150,000.00	\$1,650,000.00	
								Road Consulting	PE	\$24,000.00	\$6,000.00		\$30,000.00			
Elkhart County	1005994	IR 1001	Other Intersection Improvement	CR 3 @ CR 32	Fort Wayne	.25	STP	100% Local Funds	CN	\$0.00	\$222,150.00			\$222,150.00		
								Group IV Program	PE	\$88,000.00	\$0.00			\$88,000.00		
								Group IV Program	CN	\$888,600.00	\$0.00			\$888,600.00		
								100% Local Funds	PE	\$0.00	\$22,000.00			\$22,000.00		
Indiana Department of Transportation	1173862	US 33	HMA Overlay, Preventive Maintenance	From 0.27 Miles N of SR 15 (N Jct) to 4.57 Miles N of SR 15 (N Jct) (CR15)	Fort Wayne	4.384	NHS	Road Construction	CN	\$2,315,200.00	\$578,800.00			\$2,894,000.00		

\*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.



**INDIANA DEPARTMENT OF TRANSPORTATION**  
*Driving Indiana's Economic Growth*

100 North Senate Avenue  
Room N955  
Indianapolis, Indiana 46204

PHONE: (317) 232-5485  
FAX: (317) 232-1499

**Michael R. Pence, Governor**  
**Michael B. Cline, Commissioner**

May 30, 2013

Michiana Area Council of Governments  
Sandra M. Seanor, Executive Director  
227 W. Jefferson Blvd., Room 1120  
South Bend, IN 46601

Dear Ms. Seanor:

The Indiana Department of Transportation (INDOT) has completed its review of the FY 2014-2017 Transportation Improvement Program for The Michiana Area Council of Governments (MACOG MPO). State and locally initiated transportation projects were reviewed for accuracy and compliance under the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21)

It is my pleasure to inform you that on behalf of Governor Michael R. Pence, I approve your FY 2014-2017 Transportation Improvement Program. This document will serve as support for the local and INDOT projects in your area that fall within the FY 2014-2017 timeline and will be included by reference in the FY 2014-2017 Indiana Statewide Improvement Program (STIP). However, projects not shown by reference will be amended into the STIP upon request.

If you should have any questions, please feel free to contact Roy Nunnally at 317-234-1692.

Sincerely,

Michael B. Cline  
Commissioner  
Indiana Department of Transportation

MBC/JAH/jh

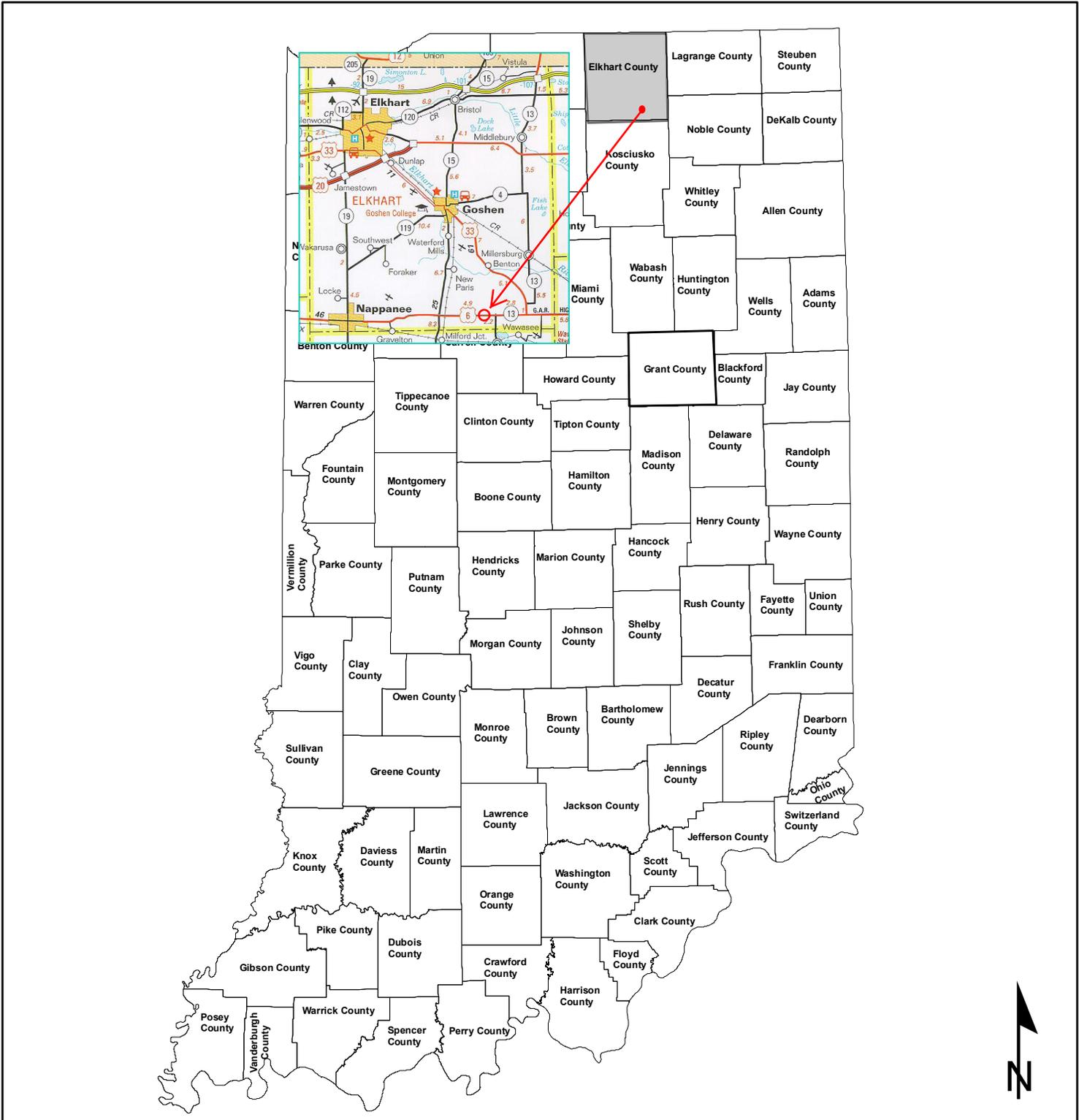
cc: Jay Wasson  
Roy Nunnally  
Jay Dumontelle  
Joyce Newland  
Jeanette Wilson  
Robert Alderman  
Todd Johnson

Des# / Grant #	Sponsor	Amendment	Road	Project Description / Location	Project Category	MACOG Letting Date	SFY	LRP Open to Traffic	Phase	Type I	Federal I	Type II	Federal II	State	Local	Total
0600463	Elkhart	April -13 & April -13		Prairie St and NS RR Grade Separation	Grade Separation	Dec-13	2014	2020	CN	IN224, FRA	\$ 2,899,259	GrpII STP	\$ 9,853,300		\$ 2,756,640	\$ 15,509,199
0800725	Elkhart Co.	April -13 & April -13		Bridge #189 - 0.5 miles E of CR43 on CR40 crossing Stony C	Bridge Rehabilitation	Sep-14	2015		CN	Bridge	\$ 468,880				\$ 189,050	\$ 657,930
1005796	Elkhart Co.	April -13 & April -13		CR 20 at CR 111	Signal Installation - LSP	Sep-15	2016		CN	HSIP	\$ 81,000	GrpII STP	\$ 1,487,000		\$ 380,750	\$ 1,948,750
1005941	Elkhart Co.	April -13 & April -13		CR 8/CR10 Bike/Ped Trail frm CR 17 to Pheasant Ridge Dr	Bike/Pedestrian Facilities	May-15	2015		CN	MACOG TE	\$ 566,836				\$ 141,709	\$ 708,545
1005994	Elkhart Co.	April -13 & April -13		CR 3 @ CR 32	Intersection Improvement	Jul-14	2015		CN	Grp IV STP	\$ 944,632				\$ 236,158	\$ 1,180,790
1173077	Elkhart Co.	April -13 & April -13		Bridge 127 on CR 4 over Christiana Creek	Bridge Rehabilitation	Mar-14	2014		CN	GrpII STP	\$ 1,049,152				\$ 262,288	\$ 1,311,440
1173655	Elkhart Co.	April -13 & April -13		CR 38 @ CR 19	Intersection Improvement	May-15	2015		CN	CMAQ	\$ 1,352,000				\$ 338,000	\$ 1,690,000
0902279	Goshen	April -13 & April -13		Monroe St from US 33 to east entrance of Fairgrounds	Bike/Pedestrian Facilities	Aug-13	2014		CN	MACOG TE	\$ 1,093,767				\$ 273,442	\$ 1,367,209
1005734	Goshen	April -13 & April -13		South Link Road (Waterford Mills Pkwy) from SR15/Waterfor	New Road Construction	May-15	2015	2015	CN	GrpII STP	\$ 4,200,577				\$ 1,050,144	\$ 5,250,721
1005797	Goshen	April -13 & April -13		Various Signal Upgrades in Goshen	Signal Upgrades - LSP	Sep-13	2014		CN	HSIP	\$ 66,330				\$ 7,370	\$ 73,700
TBD	Goshen	April -13 & April -13		Northwest Bike and Pedestrian Walkway	Bike/Pedestrian Facilities		2016		CN	CMAQ	\$ 1,400,000				\$ 350,000	\$ 1,750,000
N/A	MACOG	April -13 & April -13		Travel Demand Model - LRP Update - Assest Management	Other Type Project		2014		PL	GrII STP	\$ 115,000				\$ 28,750	\$ 143,750
N/A	MACOG	April -13 & April -13		Clean Air Activities 2014	Other Type Project		2014		PL	CMAQ	\$ 50,000				\$ 12,500	\$ 62,500
N/A	MACOG	April -13 & April -13		Clean Air Activities 2015	Other Type Project		2015		PL	CMAQ	\$ 50,000				\$ 12,500	\$ 62,500
N/A	MACOG	April -13 & April -13		Safety Awareness Campaign (2014 & 2015)	Safety Education		2014		PL	HSIP	\$ 80,000				\$ 8,889	\$ 88,889
TBD	MACOG	April -13 & April -13		Regional Traffic Signage Replacement	Sign Installation - LSP		2014		CN	HSIP	\$ 800,000				\$ -	\$ 800,000
0101501	INDOT		SR 19	Small Structure Over Christophel Ditch, 0.1 mile S of SR 119	Small Structure Replacement	January-15	2015		CN	Bridge Construction	\$ 189,600			\$ 47,400		\$ 237,000
0101525	INDOT		US 33	Bridge over Elkhart River, 4.44 miles N of SR 13	Bridge Deck Replacement & Widening	November-14	2014		RW	Bridge ROW	\$ 96,000			\$ 24,000		\$ 120,000
0101525	INDOT		US 33	Bridge over Elkhart River, 4.44 miles N of SR 13	Bridge Deck Replacement & Widening	November-14	2015		CN	Bridge Construction	\$ 900,800			\$ 225,200		\$ 1,126,000
0600630	INDOT		SR 19	At the intersection with CR 38	Intersect. Improv. W/ Added Turn Lanes	October-14	2014		RW	Safety ROW	\$ 64,000			\$ 16,000		\$ 80,000
0600630	INDOT		SR 19	At the intersection with CR 38	Intersect. Improv. W/ Added Turn Lanes	October-14	2014		CN	Safety Construction	\$ 24,000			\$ 6,000		\$ 30,000
0600630	INDOT		SR 19	At the intersection with CR 38	Intersect. Improv. W/ Added Turn Lanes	October-14	2015		CN	Safety Construction	\$ 1,321,600			\$ 330,400		\$ 1,652,000
0600705	INDOT		SR 19	At CR 52(E Woodview Dr), 1.07 miles N of US 6	Intersect. Improv. W/ Added Turn Lanes	October-14	2014		RW	Safety ROW	\$ 32,000			\$ 8,000		\$ 40,000
0600705	INDOT		SR 19	At CR 52(E Woodview Dr), 1.07 miles N of US 6	Intersect. Improv. W/ Added Turn Lanes	October-14	2014		CN	Safety Construction	\$ 40,000			\$ 10,000		\$ 50,000
0600705	INDOT		SR 19	At CR 52(E Woodview Dr), 1.07 miles N of US 6	Intersect. Improv. W/ Added Turn Lanes	October-14	2015		CN	Safety Construction	\$ 918,400			\$ 229,600		\$ 1,148,000
0710318	INDOT		US 33	From CR 40 to SR 15 (Main St)	Added Travel Lanes	September-15	2016		CN	Major New - Constr	\$ -			\$ -		\$ -
0810098	INDOT		SR 15	From US 33 North Jct. to 0.34 miles S of US 20.	HMA Overlay, Functional	October-14	2015		CN	Road Construction	\$ 1,416,800			\$ 354,200		\$ 1,771,000
0810110	INDOT	Sept 41-12 p1112		Traffic Signal Modernizations at various locations within the F	Traffic Signal Modernization		2014		CN	ST STP	\$ 30,000					\$ 30,000
0810111	INDOT	March 06-13 pXX		Various Bridges within the Fort Wayne District	Bridge Painting		2014		CN	ST STP	\$ 329,600			\$ 82,400		\$ 412,000
1005821	INDOT	April -13 & April -13		Statewide-Existing passive rail highway crossings on NS RR	Railroad Protection	2014	2014		CN	ST STP	\$ 390,000			\$ -		\$ 390,000
1006180	INDOT		US 20	Bridge at CR 18 Over US 20 Bypass, 2.06 Miles East of US 3	Bridge Deck Overlay	July-15	2014		PE	Bridge Consulting	\$ 76,000			\$ 19,000		\$ 95,000
1006180	INDOT		US 20	Bridge at CR 18 Over US 20 Bypass, 2.06 Miles East of US 3	Bridge Deck Overlay	July-15	2016		CN	Bridge Construction	\$ 926,400			\$ 231,600		\$ 1,158,000
1006199	INDOT		US 33	Frm 0.07 M. W. of N. Jct. of SR 15(2nd St.) to 0.31 M. W N J	Pavement Replacement	January-16	2014		PE	Road Consulting	\$ 24,000			\$ 6,000		\$ 30,000
1006199	INDOT		US 33	Frm 0.07 M. W. of N. Jct. of SR 15(2nd St.) to 0.31 M. W N J	Pavement Replacement	January-16	2015		RW	Road ROW	\$ 800,000			\$ 200,000		\$ 1,000,000
1006199	INDOT		US 33	Frm 0.07 M. W. of N. Jct. of SR 15(2nd St.) to 0.31 M. W N J	Pavement Replacement	January-16	2015		CN	Road Construction	\$ 120,000			\$ 30,000		\$ 150,000
1006199	INDOT		US 33	Frm 0.07 M. W. of N. Jct. of SR 15(2nd St.) to 0.31 M. W N J	Pavement Replacement	January-16	2016		CN	Road Construction	\$ 857,600			\$ 214,400		\$ 1,072,000
1006210	INDOT		US 6	Bridge for CR 29 over US 6, 1.0 mi. west of SR 13 W. Jct.	New Bridge, Other	October-15	2014		RW	Safety ROW	\$ 24,000			\$ 6,000		\$ 30,000
1006210	INDOT		US 6	Bridge for CR 29 over US 6, 1.0 mi. west of SR 13 W. Jct.	New Bridge, Other	October-15	2015		RW	Safety ROW	\$ 96,000			\$ 24,000		\$ 120,000
1006210	INDOT		US 6	Bridge for CR 29 over US 6, 1.0 mi. west of SR 13 W. Jct.	New Bridge, Other	October-15	2014		PE	Safety Consulting	\$ 33,600			\$ 8,400		\$ 42,000
1006210	INDOT		US 6	Bridge for CR 29 over US 6, 1.0 mi. west of SR 13 W. Jct.	New Bridge, Other	October-15	2015		PE	Safety Construction	\$ 16,000			\$ 4,000		\$ 20,000
1006210	INDOT		US 6	Bridge for CR 29 over US 6, 1.0 mi. west of SR 13 W. Jct.	New Bridge, Other	October-15	2015		CN	Safety Construction	\$ 80,000			\$ 20,000		\$ 100,000
1006210	INDOT		US 6	Bridge for CR 29 over US 6, 1.0 mi. west of SR 13 W. Jct.	New Bridge, Other	October-15	2016		CN	Safety Construction	\$ 2,476,800			\$ 619,200		\$ 3,096,000
1172001	INDOT		US 131	From I-80/I-90(Toll Rd) to 0.67 N of I-80/I-90(Toll Rd) at Mich	HMA Overlay, Preventive Maintenance	October-15	2016		CN	Road Construction	\$ 199,200			\$ 49,800		\$ 249,000
1173862	INDOT		US 33	From 0.27 Miles N of SR 15 (N Jct) to 4.57 Miles N of SR 15	HMA Functional Overlay on PCCP	July-14	2015		CN	Road Construction	\$ 2,315,200			\$ 578,800		\$ 2,894,000
1296107	INDOT		SR 119	Pipeliner for Yellow Creek, 3.43 Miles East of SR 19.	Small Structure Pipe Lining	December-16	2016		RW	Bridge ROW	\$ 1,600			\$ 400		\$ 2,000
1296107	INDOT		SR 119	Pipeliner for Yellow Creek, 3.43 Miles East of SR 19.	Small Structure Pipe Lining	December-16	2017		CN	Bridge Construction	\$ 48,800			\$ 12,200		\$ 61,000
1296192	INDOT		US 6	Small Structure Over Darkwood Ditch, 5.46 Miles West of SR	Small Structure Replacement	November-16	2014		PE	Bridge Consulting	\$ 76,800			\$ 19,200		\$ 96,000
1296192	INDOT		US 6	Small Structure Over Darkwood Ditch, 5.46 Miles West of SR	Small Structure Replacement	November-16	2015		PE	Bridge Consulting	\$ 16,000			\$ 4,000		\$ 20,000
1296192	INDOT		US 6	Small Structure Over Darkwood Ditch, 5.46 Miles West of SR	Small Structure Replacement	November-16	2015		RW	Bridge ROW	\$ 5,600			\$ 1,400		\$ 7,000
1296192	INDOT		US 6	Small Structure Over Darkwood Ditch, 5.46 Miles West of SR	Small Structure Replacement	November-16	2016		RW	Bridge ROW	\$ 10,400			\$ 2,600		\$ 13,000
1296192	INDOT		US 6	Small Structure Over Darkwood Ditch, 5.46 Miles West of SR	Small Structure Replacement	November-16	2017		CN	Bridge Construction	\$ 748,000			\$ 187,000		\$ 935,000
1296363	INDOT		US 6	Bridge Over Berlin Court Ditch, 1.73 Miles East of SR 19.	Bridge Replacement, Concrete	November-16	2014		PE	Bridge Consulting	\$ 41,600			\$ 10,400		\$ 52,000
1296363	INDOT		US 6	Bridge Over Berlin Court Ditch, 1.73 Miles East of SR 19.	Bridge Replacement, Concrete	November-16	2015		PE	Bridge Consulting	\$ 16,000			\$ 4,000		\$ 20,000
1296363	INDOT		US 6	Bridge Over Berlin Court Ditch, 1.73 Miles East of SR 19.	Bridge Replacement, Concrete	November-16	2016		RW	Bridge ROW	\$ 16,000			\$ 4,000		\$ 20,000

## B. Graphics

- 1 County Highway Map
- 2 Aerial
- 3 Milford U.S.G.S. Quadrangle
- 4 NWI Map
- 5-10 Project Photos
- 11-18 Stage 2 Plans

Des No. 1006210, Intersection Improvement  
US 6 @ CR 29  
RP 98+0.25  
Elkhart County, Indiana



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

**Sources:** Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library  
Orthophotography - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

**B1** Map Projection: UTM Zone 16 N Map Datum: NAD83

Des. No. 1006210  
US 6 at CR 29, New Bridge, Bridge for CR 29 over US 6  
Elkhart County, Indiana



Aerial Photograph 2005  
Town 35 N, Range 6 E, Sections 25, 36

**Sources:**

**Non Orthophotography**

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

**Orthophotography** - Obtained from Indiana Map Framework Data

([www.indianamap.org](http://www.indianamap.org))

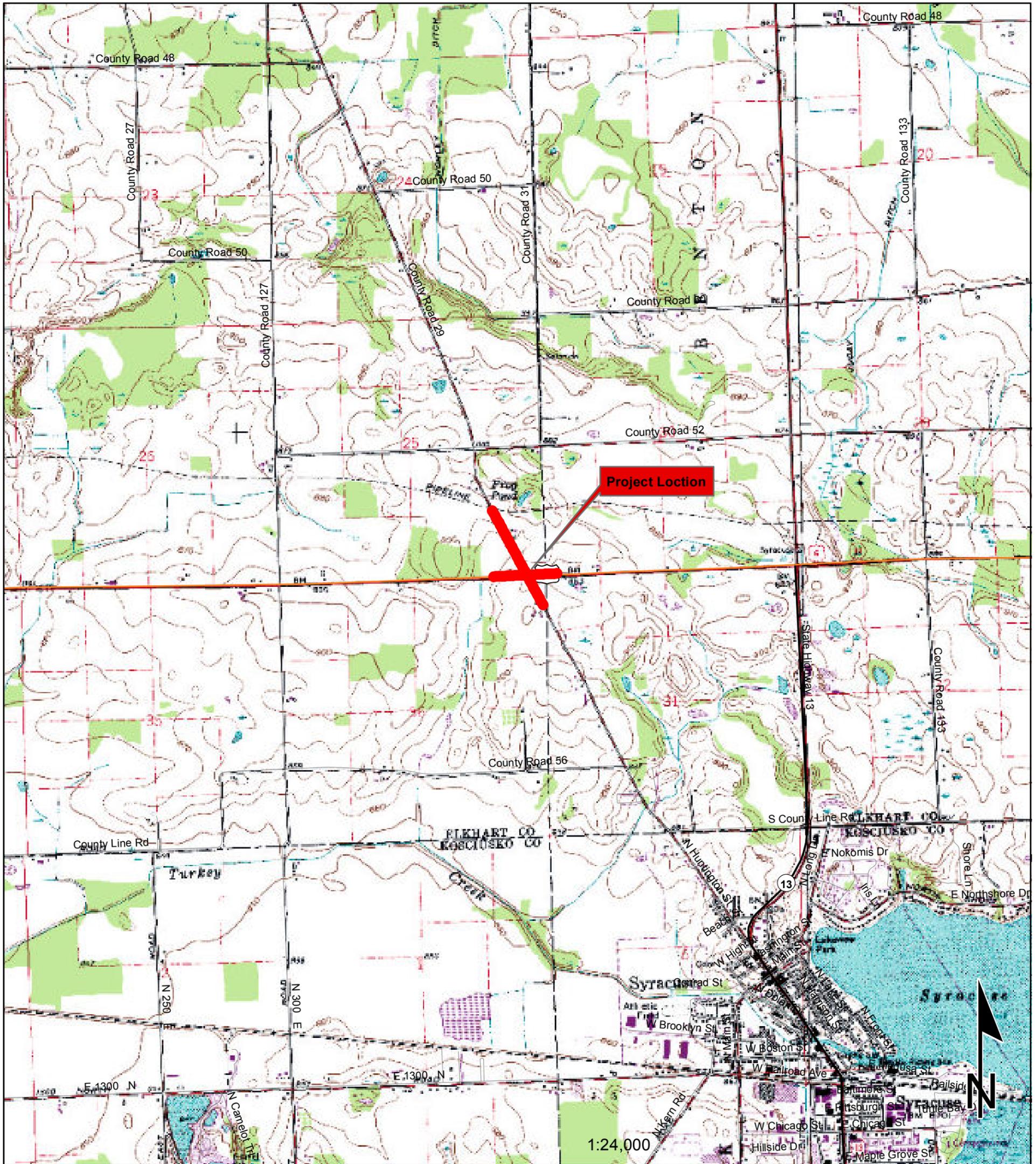
**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83

0.1 0.05 0 0.1  
Miles

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



Des. No. 1006210  
 US 6 at CR 29, New Bridge, Bridge for CR 29 over US 6  
 Elkhart County, Indiana



Sources: 0.5 0.25 0 0.5 Miles  
**Non Orthophotography**  
 Data - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
 Map Projection: UTM Zone 16 N Map Datum: NAD83  
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MILFORD QUADRANGLE  
 INDIANA  
 7.5 MINUTE SERIES  
 (TOPOGRAPHIC)





# U.S. Fish and Wildlife Service National Wetlands Inventory

Des. No. 1006210

May 20, 2013



## Wetlands

- Freshwater Emergent
- Freshwater Forested/Shrub
- Estuarine and Marine Deepwater
- Estuarine and Marine
- Freshwater Pond
- Lake
- Riverine
- Other

## Riparian

- Herbaceous
- Forested/Shrub

## Riparian Status

- Digital Data

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

### User Remarks:

US 6 at CR 29



1. Looking W along intersection of US 6 and CR 29



4. Looking N along CR 29 N



2. Looking E along US 6



5. Looking further N on CR 29 N



3. Looking S at corner of US 6 and CR 29 S



6. Looking N on W side of CR 29 N



7. Looking NW at corner of US 6 and CR 29 N



10. View of Agriculture field and residence on southwest side of CR 29



8. Looking S at SE corner property on US 6 and CR 29 S



11. Looking E from the W at US 6 & CR 29 intersection



9. Looking at southwestern property at corner of US 6 and CR 29 S



12. Looking at field entrance on the east side of CR 29 N



13. Looking E at pipe located on CR 29 N (just N of US 6 intersection)



16. Greenwood Cemetery on corner of CR 29 N and CR 52



14. Looking W at pipe located on CR 29 N (just N of US 6 intersection)



17. Looking S along the west side of CR 29 N



15. Looking S from CR 29 N



18. Looking W at property on CR 29 N



19. Looking N along CR 29 N (end of construction)



22. Pipe No. 2 on the eastern side of CR 29 N



20. Looking N on CR 29 N from end of project construction



23. Looking E at property on CR 29 N



21. Pipe no. 2 on the western side of CR 29 N



24. Looking SE at property on CR 29 N



25. Looking further SE at property on CR 29 N



28. Closer view of previous picture



26. Looking S along CR 29 N



29. Looking northeast at house & farmstead on CR 29 N



27. Looking SE on CR 29 N at house & farmstead



30. Field entrance on CR 29 S



31. Looking south along CR 29 S

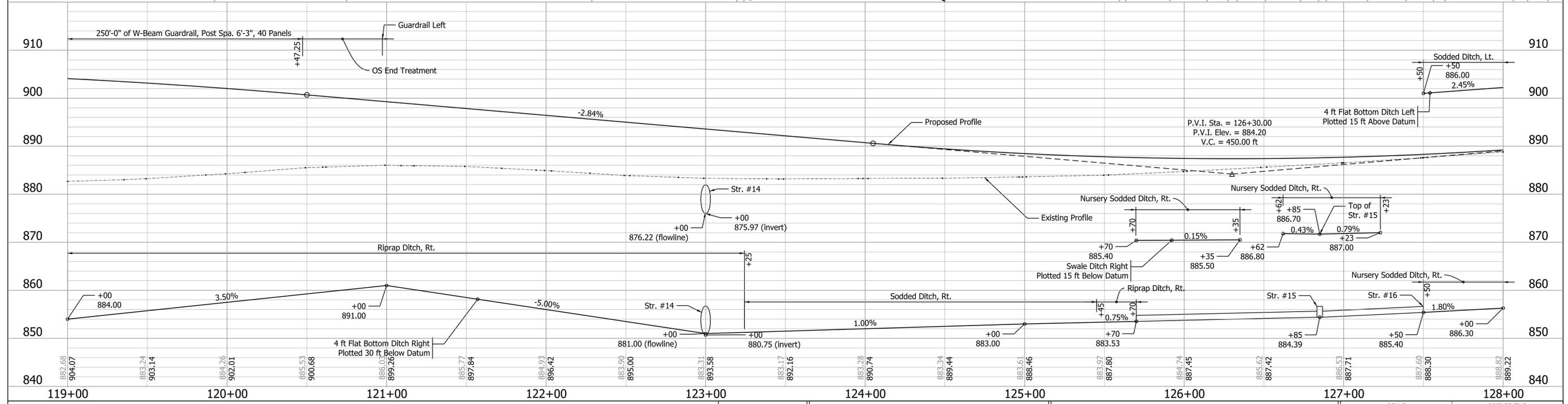
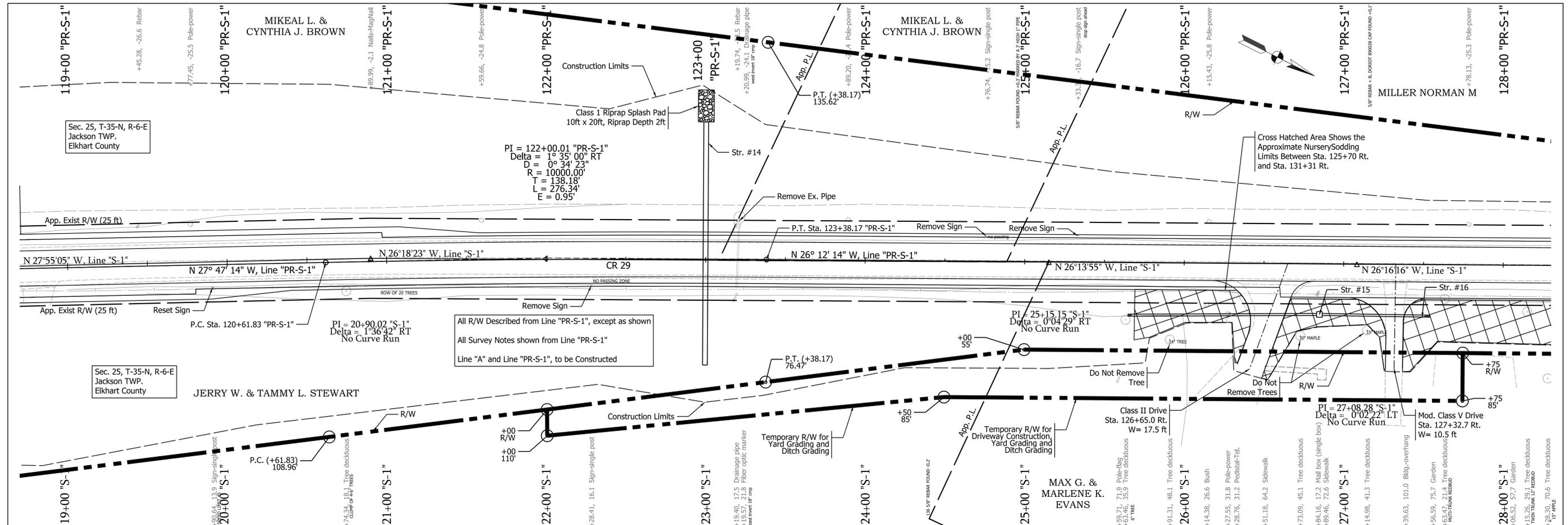


32. Looking S along CR 29 S at house on west side of road

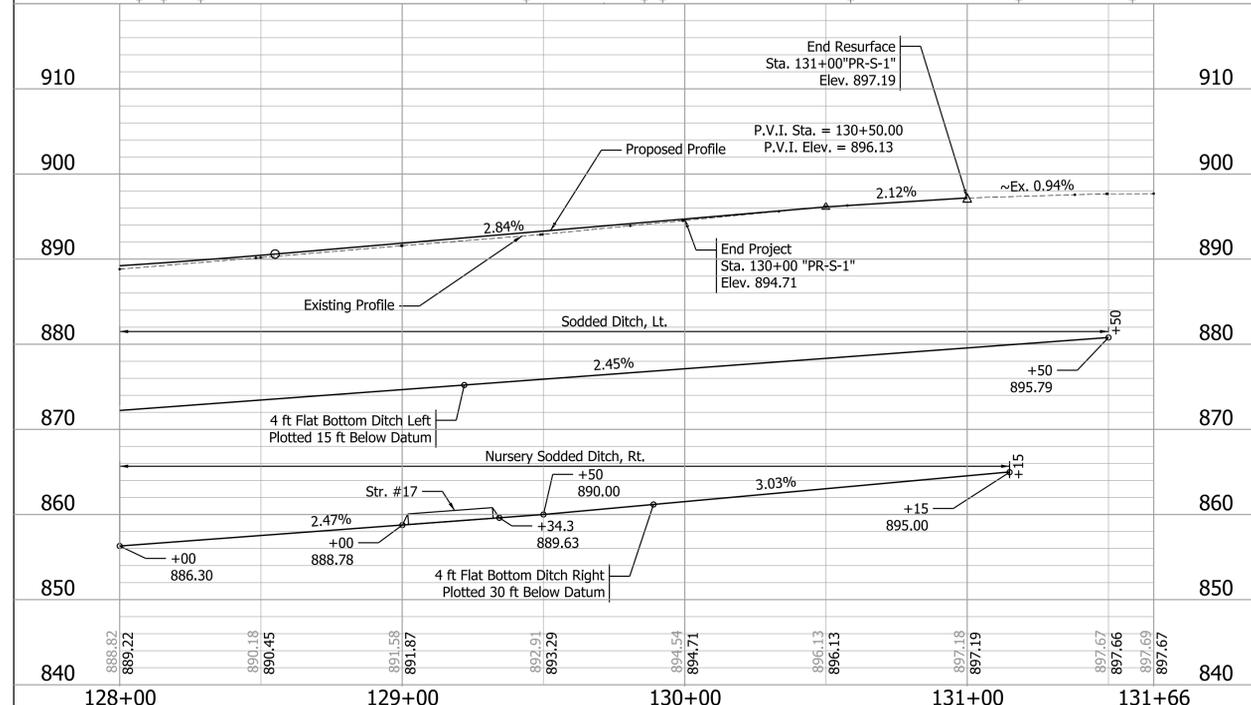
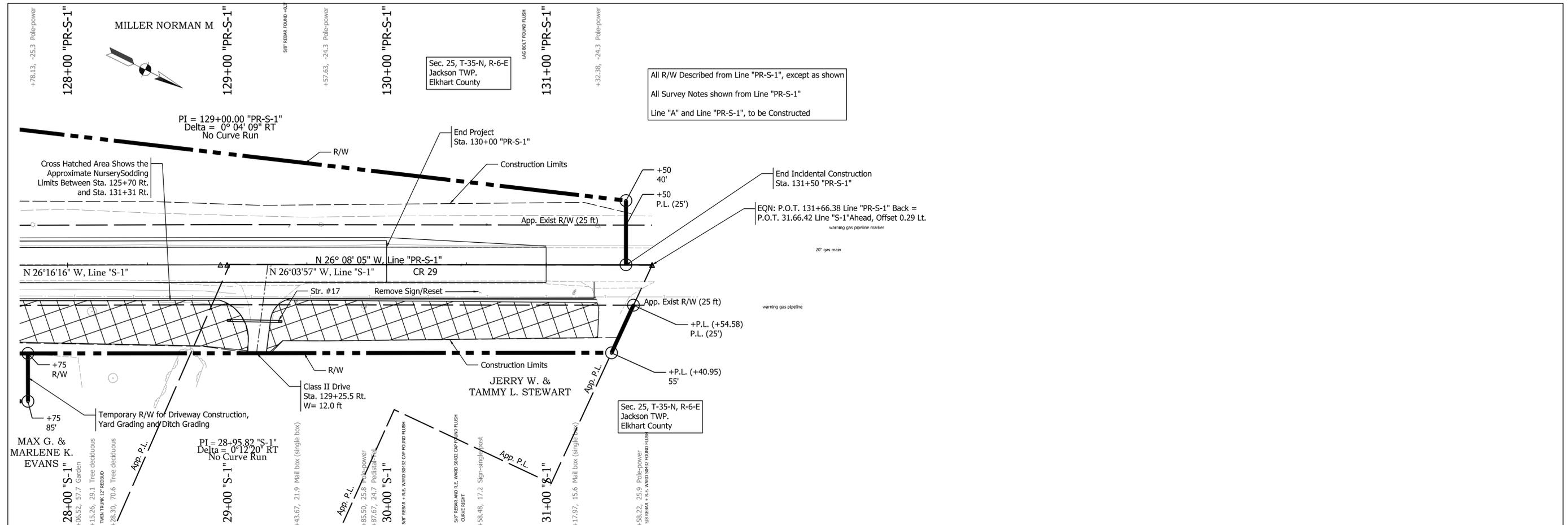


33. Entrance to house & farmstead on west side CR 29 S





RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE	INDIANA DEPARTMENT OF TRANSPORTATION		SCALE		BRIDGE FILE	
							Horz. 1" = 30', Vert. 1" = 10'		006-20-09858	
DESIGNED: KFS		DRAWN: KFS		March 2013			DESIGNATION		1006210	
CHECKED: SL		CHECKED: SL		March 2013	SURVEY BOOK		ELECTRONIC		SHEETS	
					B-34315		9		of 48	
PLAN AND PROFILE SHEET CR 29 Line "PR-S-1"					CONTRACT		PROJECT		1006210	

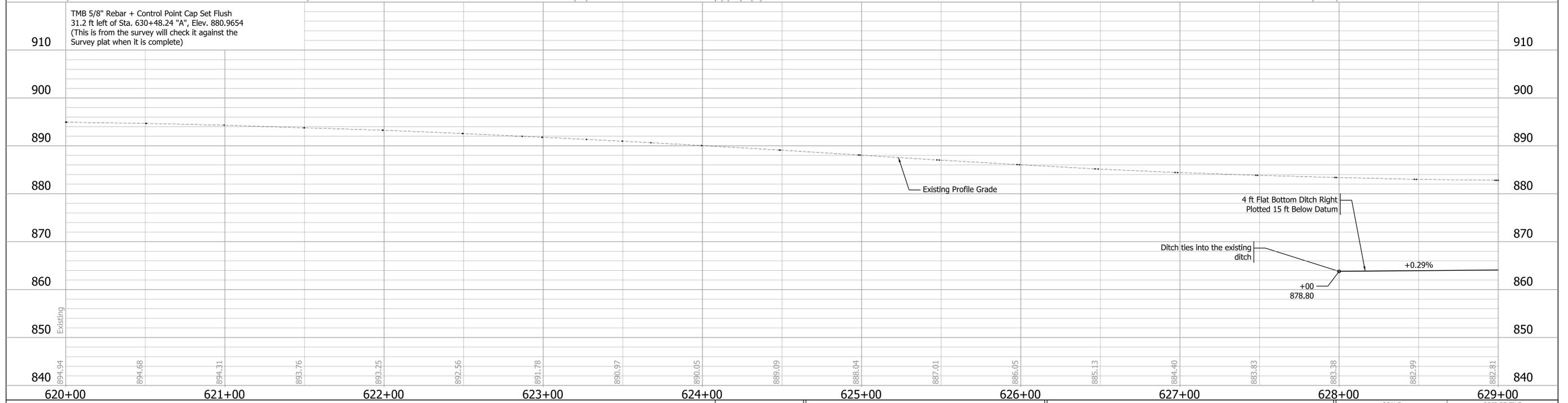
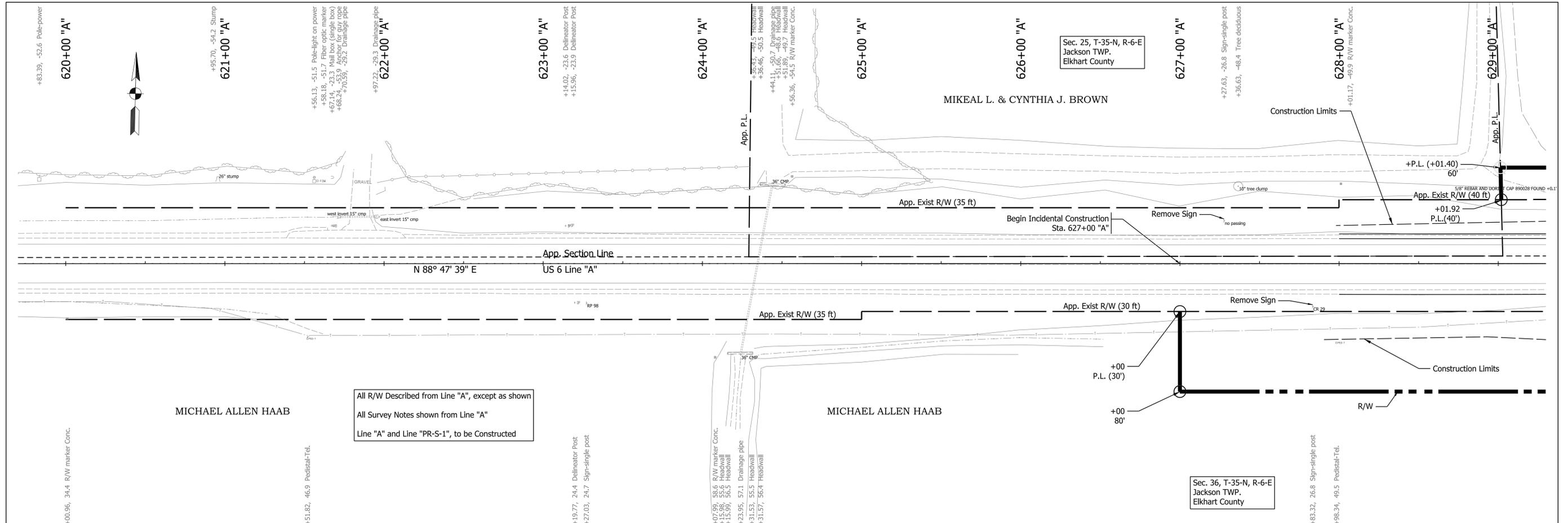


RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: KFS	March 2013	DRAWN: KFS
CHECKED: SL	March 2013	CHECKED: SL
	March 2013	March 2013

INDIANA  
DEPARTMENT OF TRANSPORTATION

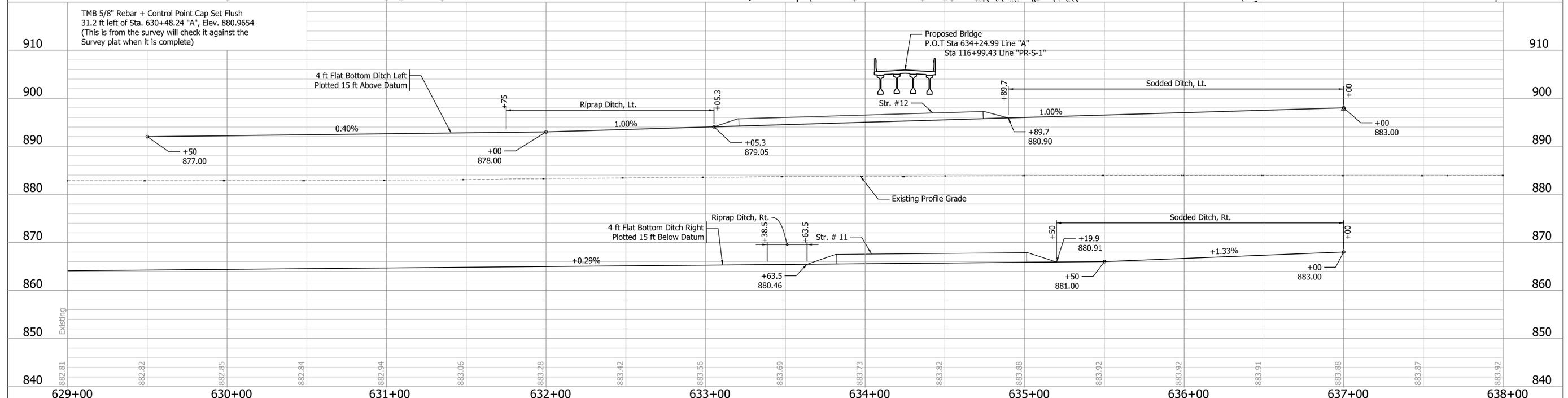
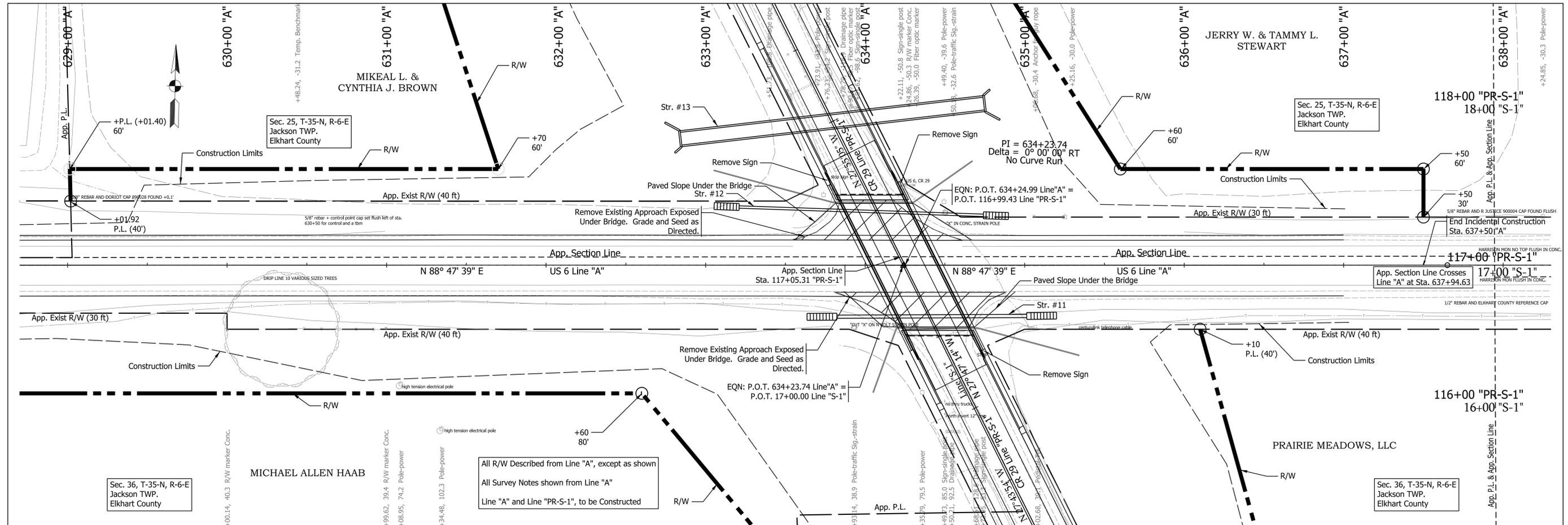
PLAN AND PROFILE SHEET  
CR 29 Line "PR-S-1"

SCALE	BRIDGE FILE
Horz. 1" = 30', Vert. 1" = 10'	006-20-09858
	DESIGNATION
	1006210
SURVEY BOOK	SHEETS
Electronic	10 of 48
CONTRACT	PROJECT
B-34315	1006210

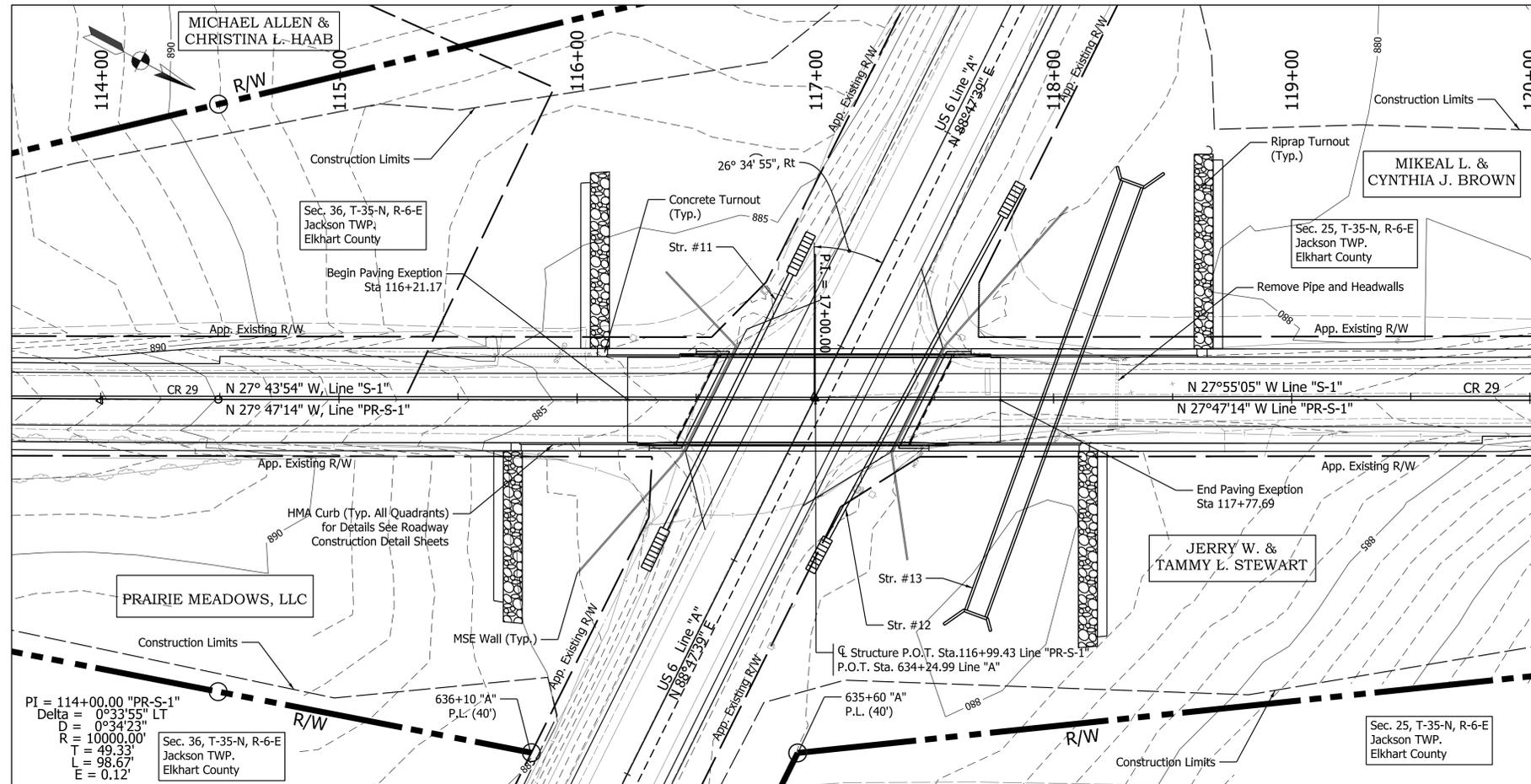


				RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION  <b>PLAN AND PROFILE SHEET</b> <b>US 6 Line "A"</b>		SCALE Horz. 1" = 30', Vert. 1" = 10'		BRIDGE FILE 006-20-09858 DESIGNATION 1006210	
DESIGNED: KFS	March 2013	DRAWN: KFS	March 2013	SURVEY BOOK Electronic				SHEETS 11 of 48			
CHECKED: SL	March 2013	CHECKED: SL	March 2013	CONTRACT B-34315				PROJECT 1006210			

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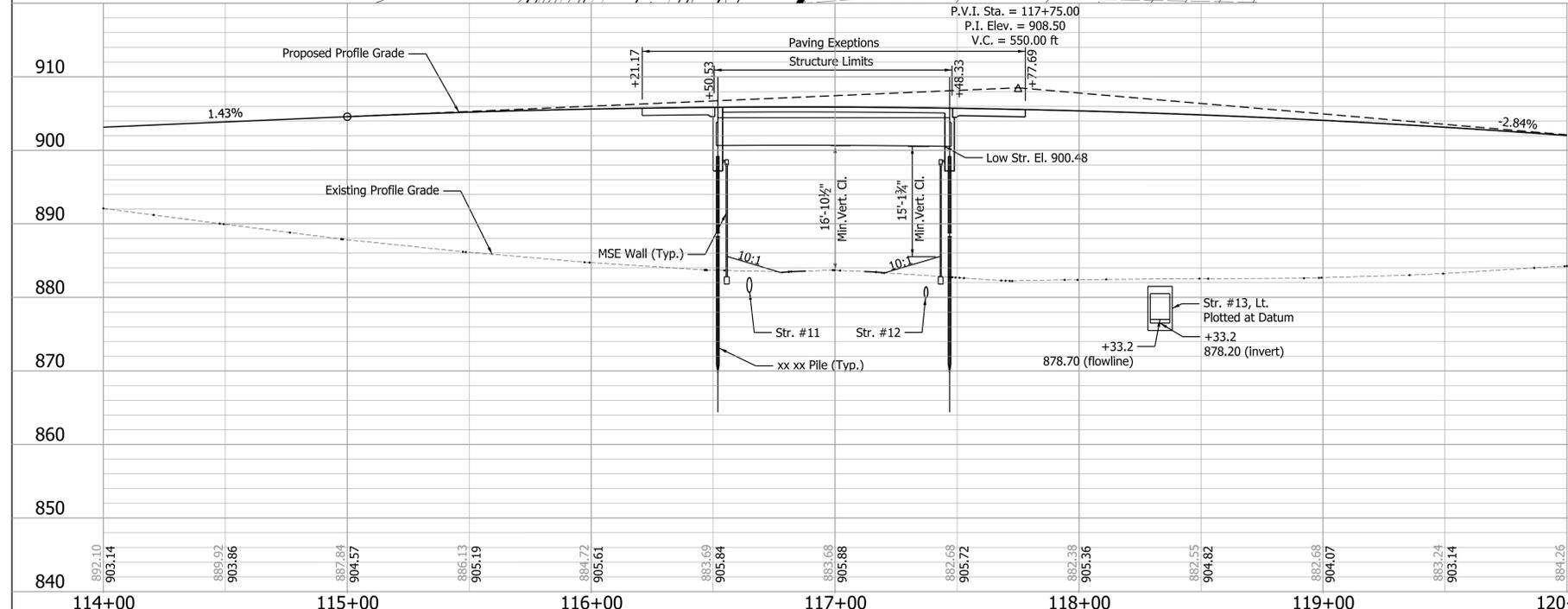
	RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____ DATE _____		INDIANA DEPARTMENT OF TRANSPORTATION  <b>PLAN AND PROFILE SHEET</b> US 6 Line "A"	SCALE Horz. 1" = 30', Vert. 1" = 10'		BRIDGE FILE 006-20-09858	
	DESIGNED: KFS	March 2013	DRAWN: KFS	March 2013		SURVEY BOOK Electronic		SHEETS 12 of 48	
	CHECKED: SL	March 2013	CHECKED: SL	March 2013		CONTRACT B-34315		PROJECT 1006210	



**PRESENT STRUCTURE**  
None

**UTILITIES**  
See Index sheet for Utilities Information

See Plan and Profiles Sheets for R/W Callouts, Benchmarks, and Tie-Up Diagram.  
Line "A" and Line "PR-S-1", to be Constructed



**\* EARTHWORK TABULATION**

Fill + 20%	? Cys.
Common Excavation	? Cys.
Usable Waterway Excavation (70%)	? Cys.
Surplus Foundation Excavation	? Cys.
Waste (Borrow)	? Cys.
Total Waterway Excavation	? Cys.
À Benching (Estimated)	? Cys.

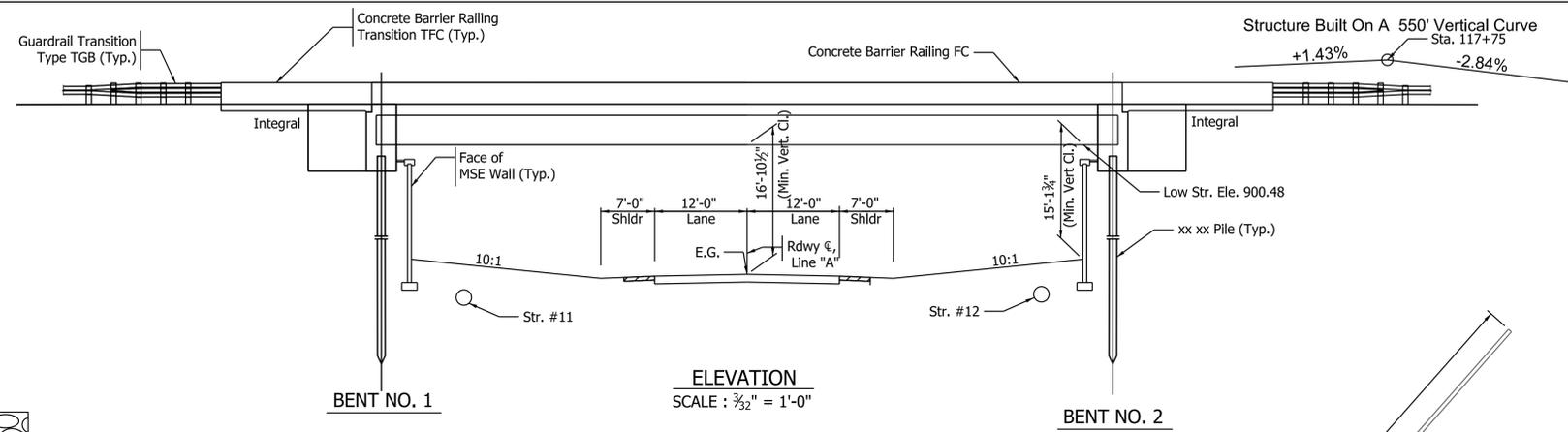
À No direct payment. Benching will not be paid for as Common Excavation.

\* Earthwork Tabulation Quantities will be Provided at Stage 3.

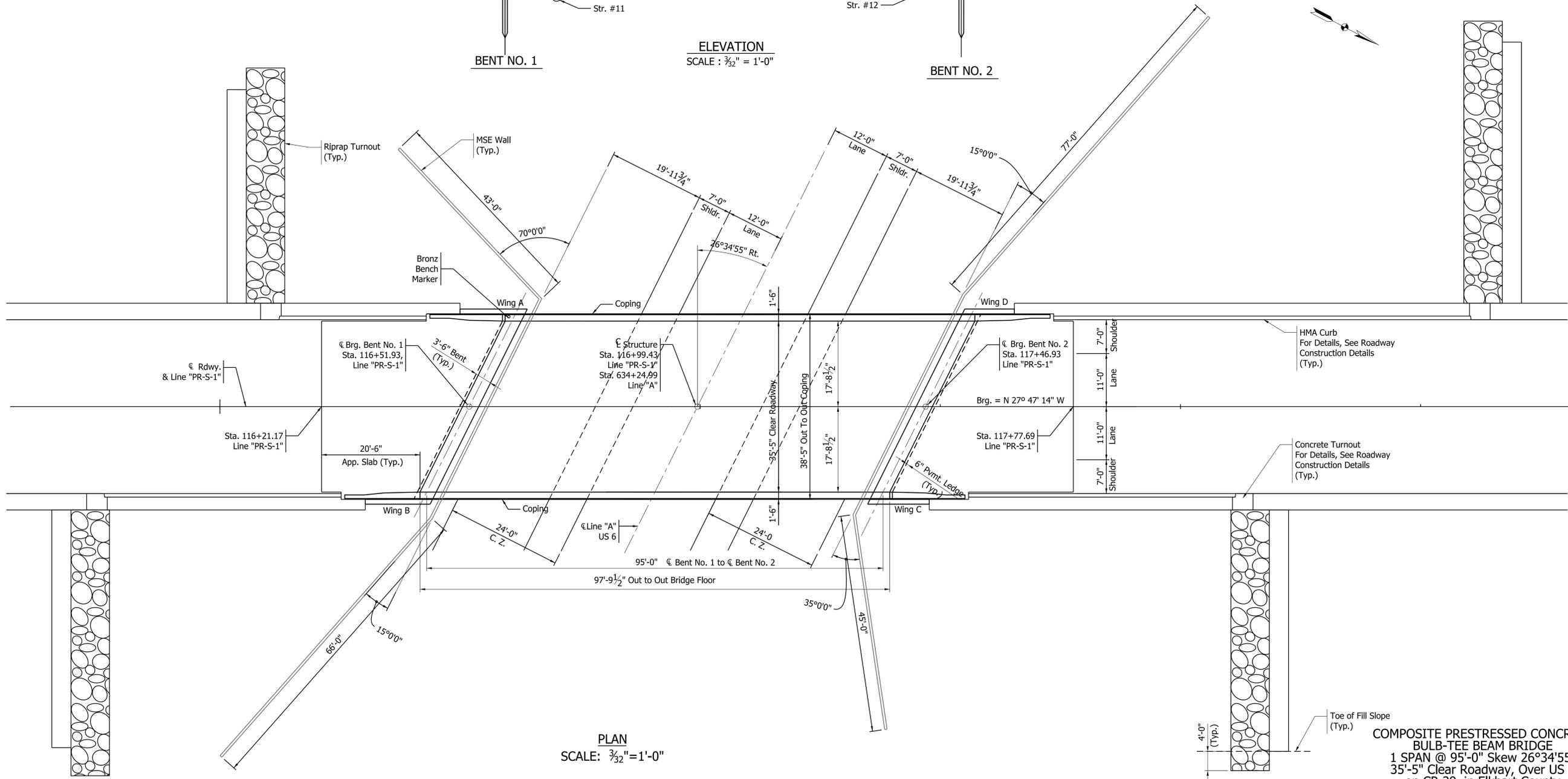
**COMPOSITE PRESTRESSED CONCRETE BULB-TEE BEAM BRIDGE**  
1 SPAN @ 95'-0" Skew 26°34'55", Rt.  
35'-5" Clear Roadway, Over US 6 on CR 29, in Elkhart County

RECOMMENDED FOR APPROVAL MAHMOUD HAILAT DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION	SCALE 1" = 30' Horiz. 1" = 10' Vert.	BRIDGE FILE 006-20-09858
DESIGNED: MH	DRAWN: IO		DESIGNATION 1006210	SHEETS 17 of 48
CHECKED: TN	CHECKED: MH		BRIDGE LAYOUT SHEET LINE "PR-S-1"	PROJECT 1006210

**Note to reviewer**  
 Riprap Turnout Has Been Moved Away from MSE Walls. HMA Curb and Concrete Turnout Have Been Added For More Details See Roadway Construction Details



**ELEVATION**  
 SCALE: 3/32" = 1'-0"



**PLAN**  
 SCALE: 3/32" = 1'-0"

**COMPOSITE PRESTRESSED CONCRETE BULB-TEE BEAM BRIDGE**  
 1 SPAN @ 95'-0" Skew 26°34'55"  
 35'-5" Clear Roadway, Over US 6 on CR 29, in Elkhart County

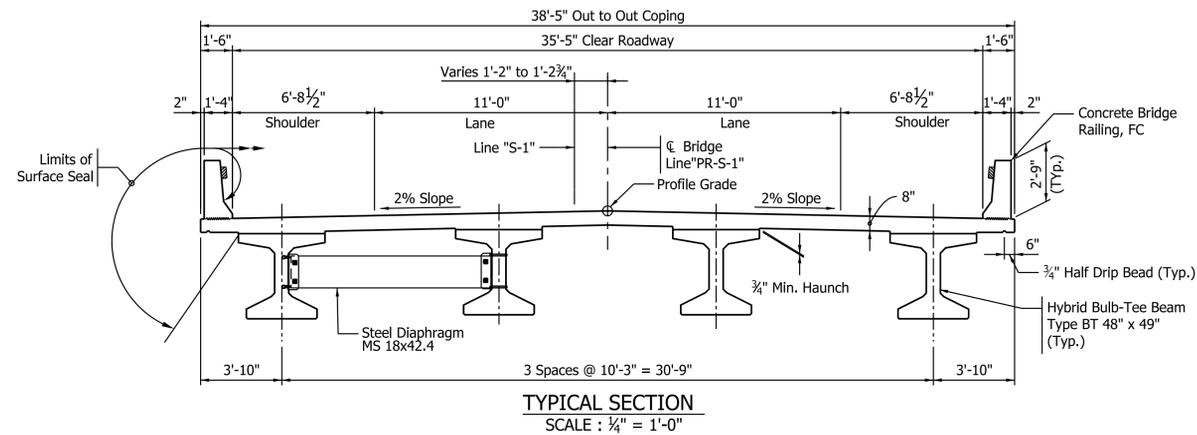
DATE	REVISION

RECOMMENDED FOR APPROVAL	MAHMOUD HAILAT	DESIGN ENGINEER	DATE		
DESIGNED:	MH	9/2012	DRAWN:	JSR	9/2012
CHECKED:	TN	CHECKED:	MH		

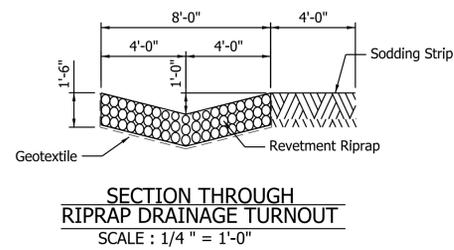
INDIANA DEPARTMENT OF TRANSPORTATION  
**GENERAL PLAN OF BRIDGE SHEET 1**

SCALE	AS NOTED	BRIDGE FILE	006-20-09858
DESIGNATION	1006210	SHEETS	18 of 48
SURVEY BOOK	Electronic	PROJECT	1006210
CONTRACT	B-34315		

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**NOTE:**  
For Steel Diaphragm Details  
See Standard Drawing E 707-SDPC-03 & 04



**GENERAL NOTES**

- Reinforcing steel covering to be 2 1/2" in top and 1 inch min. in bottom of floor slabs and 2" in all other parts, unless noted.
- The following surfaces shall be Surface Sealed:  
Top of Bridge Deck, Copping, including underside of Bridge Deck from Copping to bottom Flange of Exterior Beams, all exposed Surfaces of Concrete Bridge Railing, and Concrete Bridge Railing Transition.

**DESIGN DATA**

**Design Strength:**  
 Class "A" Concrete  $f_c = 3,500$  psi  
 Class "B" Concrete  $f_c = 3,000$  psi  
 Class "C" Concrete  $f_c = 4,000$  psi  
 Reinforcing Steel (Grade 60)  $f_y = 60,000$  psi  
 Structural Steel ASTM A 709 (Grade 50)  $f_y = 50,000$  psi

**Live Load:**  
 Superstructure and Substructure Designed for HL-93 Loading in Accordance with 2012 AASHTO LRFD Bridge Design Specifications and its Subsequent Interim Revisions.

**Dead Load:**  
 Actual Weight Plus 35 PSF (Composite) for Future Wearing Surface and 15 PSF for Permanent Metal Stay Forms.  
 Slab Designed with a Structural Depth of 7 1/2" and 1/2" Integral Wearing Surface.

**SEISMIC DESIGN DATA**  
 Seismic Performance Zone = TBD  
 Acceleration Coefficient = TBD  
 Seismic Site Class = TBD

**CONSTRUCTION LOADING**

The Exterior Girder has been checked for strength, deflection, and overturning using the construction loads shown below. Cantilever overhang brackets were assumed for support of the deck overhang past the edge of the Exterior Girder. The Finishing Machine was assumed to be supported 6 in. outside the vertical coping form. The top overhang brackets were assumed 6 in. past the edge of the vertical Coping form. The bottom overhang brackets were assumed to be braced against the intersection of the Girder Bottom Flange and Web.

**Deck Falsework Loads:** Designed for 15lb/Sft. for Permanent Metal Stay-in-Place Deck Forms, Removable Deck Forms, and 2 Ft. Exterior Walkway.

**Construction Live Load:** Designed for 20lb/Sft. for Extending 2 Ft. Past the Edge of Coping and 75 lb/Ft Vertical Force Applied at a Distance of 6 In. Outside the Face of Coping over a 30 Ft. Length of the Deck Centered with the Finishing Machine.

**Finishing Machine Load:** 4500 lb/Sft. Distributed over 10 Ft Along the Coping.

**Wind Load:** Designed for 70 MPH Horizontal Wind Loading in Accordance with LRFD 3.8.1

**COMPOSITE PRESTRESSED CONCRETE  
BULB-TEE BEAM BRIDGE**  
 1 SPAN @ 95'-0" Skew 26°34'55"  
 35'-5" Clear Roadway, Over US 6  
 on CR 29, in Elkhart County

DATE	REVISION							SCALE	BRIDGE FILE
								AS NOTED	006-20-09858
									DESIGNATION
									1006210
									SHEETS
									19 of 48
									PROJECT
									1006210

## C. Early Coordination

1-2	Example Early Coordination Letter
3-4	IDNR Response
5-11	IDEM Electronic Coordination Response
12-13	IDEM Groundwater Section Response
14-15	Email to Elkhart County Soil & Water Conservation
16	Indiana Geological Survey
17-22	NRCS Response & CPA 106 Form
23-24	U.S. Fish and Wildlife Service
25	INDOT Department of Aviation
26	Section 6f printout from National Park Service



# INDIANA DEPARTMENT OF TRANSPORTATION

*Driving Indiana's Economic Growth*

Fort Wayne District  
5333 Hatfield Rd  
Fort Wayne, IN 46808

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

**Mitchell E. Daniels, Jr., Governor**  
**Michael B. Cline, Commissioner**

October 29, 2012

**EXAMPLE**

Board of Commissioners  
117 North Second Street  
Goshen, IN 46526

Re: Des. No. 1006210  
US 6 Intersection Improvement at CR 29  
Milford, Indiana Quadrangle T-35 N, R-6 E, Sections 25 & 36  
Elkhart County, Indiana

Dear Board of Commissioners,

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

The primary purpose of this project is to determine alternatives that may reduce the crash frequency and severity of the intersection at US 6 and CR 29. The primary need of this project is to improve the performance of the intersection at US 6 and CR 29 from being a high crash location.

The existing intersection is two-way stop controlled with stop signs on CR 29, and is free flowing on US 6. US 6 roadway travel widths are two lanes with each lane measuring 12 feet. There are 6 ft. usable shoulders along US 6 with 4 ft. paved shoulders. The existing pavement is in good condition. Drainage is conveyed by open side ditches with an approximate 3:1 foreslope. CR 29 travel widths are two lanes with each lane measuring 11 ft. with 2 ft. usable shoulders and 1 ft. aggregate shoulders. A 12 in. culvert crosses under the north leg of CR 29, which appears to be restricted. The existing land use in all quadrants is agricultural. Residential properties exist on CR 29 approximately 900 ft north and 700 ft south of the intersection.

The horizontal alignment of US 6 is a tangent through the project study area, and the profile grade is fairly level. CR 29 crosses US 6 with an intersection angle of 63 degrees. The intersection is stop controlled with stop signs on the minor approach (CR 29). The stop signs have an additional warning sign stating that "Traffic from the left and right does not stop". The intersection has a flashing beacon installed which flashes red on CR 29 and yellow on US 6. There is a small rise located on the SW quadrant that could restrict intersection sight distance. For vehicles traveling eastbound on the west approach, the flashing yellow lights help to define the location for eastbound motorists since the crest of a hill is located to the west of the intersection.

The intersection improvement project will include a bridge on CR 29 with the required clearance of 16.5 ft. over US 6. The bridge will be approximately 92 ft. length by 36 ft. 4 in. width. The proposed typical section for CR 29 is 2-11 ft. lanes with 4 ft. paved, 6 ft. usable shoulders. The project length will run west to east on US 6

approximately 1050 ft. and south to north on CR 29 approximately 2150 ft. New right-of-way will be required for these improvements. Approximately 9.5 acres of additional Right-of-Way, from 10 parcels, is estimated for construction of the proposed grade separation.

Maintenance of traffic will be maintained as follows: Traffic on US 6 will be maintained through the project area during construction. Shoulder restrictions are anticipated during construction of the proposed bridge abutments. Short term closures are anticipated during beam placement operations for the bridge construction. Closure of CR 29 is anticipated during construction of the grade separation bridge structure, embankment, and pavement. Local traffic can be detoured using SR 13 (CR 33) and CR 46 to the east; or E CR 1300N and CR 27 to the west.

Elkhart County is home in places for federally endangered species. No evidence of these were found in the project limits during the field check. No listed natural areas or nature preserves exist in the project area and the project is not located within the potential karst feature area of the state. There was no evidence of the disposal, generation, or storage of hazardous waste or material observed in the project area. However, if any potentially hazardous materials are discovered INDOT's division of Hazardous Materials will be contacted.

Please respond with your comments on any environmental impacts associated with this project. If we do not receive a response **within thirty days**, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. Should you find that an extension to the response time is necessary; a reasonable amount will be granted upon request. If you have any questions regarding this matter, please feel free to contact me at (260) 969-8302 or [knovak@indot.in.gov](mailto:knovak@indot.in.gov)

Thank you in advance for your input.

Sincerely,



Karen M. Novak, Environmental Scientist  
Technical Services  
INDOT- Fort Wayne District

KMN

Attachments: Aerial & Quad Maps, Preliminary Right-Of-Way Plan & Profile Sheets, Photographs

Cc: Ms. Jane Hardesty, NRCS  
Federal Highway Administration  
Elkhart County Surveyor  
Elkhart County Commissioners

Email Cc: [environmentalreview@dnr.in.gov](mailto:environmentalreview@dnr.in.gov), IDNR  
Ms. Elizabeth McCloskey, USFWS  
Mr. James Kinder, INDOT Aeronautics  
[igsenvir@indiana.edu](mailto:igsenvir@indiana.edu), IGS  
Rickie Clark, INDOT Hearings Section  
IDEM Electronic Project Submission  
Mr. Jeff Taylor, Elkhart Highway Department

[www.in.gov/dot/](http://www.in.gov/dot/)

**An Equal Opportunity Employer**

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

DNR #: ER-16643

Request Received: October 29, 2012

**Requestor:** Indiana Department of Transportation, Fort  
Wayne District  
Karen M Novak  
5333 Hatfield Road  
Fort Wayne, IN 46808-1042

**Project:** US 6 intersection improvement at CR 29, including a bridge on CR 29 over US 6,  
Milford; Des #1006210

**County/Site info:** Elkhart

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:** Formal approval by the Department of Natural Resources under the regulatory programs administered by the Division of Water is not required for this project.

**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) Bank Stabilization:

Establishing vegetation along the banks is critical for stabilization and erosion control. In addition to vegetation, some other form of bank stabilization may be needed. While hard armoring alone (e.g. riprap or glacial stone) may be needed in certain instances, soft armoring and bioengineering techniques should be considered first. In many instances, one or more methods are necessary to increase the likelihood of vegetation establishment. Combining vegetation with most bank stabilization methods can provide additional bank protection while not compromising the benefits to fish and wildlife. Information about bioengineering techniques can be found at <http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf>. Also, the following is a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: <http://directives.sc.egov.usda.gov/17553.wba> (Choose Handbooks; Title 210 Engineering; National Engineering Handbook; Part 650 Engineering Field Handbook. Choose Chapter 16 from next window).

2) Exposed Soil:

All exposed soil areas should be stabilized with temporary or permanent vegetation by November 1. Between November 1 and April 1, all exposed soils idle for longer than 7 days should be stabilized with erosion control blankets or with a bonded fiber matrix hydro-mulch. Sites should be protected from seasonal flooding by keeping traffic areas covered with stone and soil stockpiles seeded, stable and contained with silt fencing.

**THIS IS NOT A PERMIT**

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

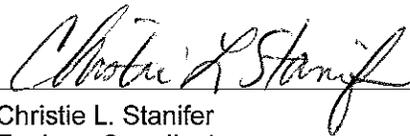
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The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue), legumes, and native shrub and hardwood tree species as soon as possible upon completion.
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark) from April 1 through September 30.
5. Do not construct any temporary runarounds, causeways, or cofferdams.
6. Do not use broken concrete as riprap.
7. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
8. Seed and protect all disturbed slopes that are 3:1 or steeper with erosion control blankets (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.
9. Inspect structural erosion and sediment control practices daily and repair as necessary until all construction is complete and disturbed areas are permanently stabilized.
10. Plant five trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height.

**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:** November 26, 2012

# **IDEM** Indiana Department of Environmental Management



*We make Indiana a cleaner, healthier place to live.*

---

Mitchell E. Daniels, Jr.  
Governor

100 North Senate Avenue  
Indianapolis , Indiana 46206

Thomas W. Easterly  
Commissioner

(317) 232-8603  
800) 451-6027  
[www.IN.gov/idem](http://www.IN.gov/idem)

INDOT-Fort Wayne District  
Jason Kaiser  
5333 Hatfield Rd.  
Fort Wayne, IN 46808

Monday, October 29, 2012

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The primary purpose of this project is to determine alternatives that may reduce the crash frequency and severity of the intersection at US 6 and CR 29. The primary need of this project is to improve the performance of the intersection at US 6 and CR 29 from being a high crash location. The intersection improvement project will include a bridge on CR 29 with the required clearance of 16.5 ft. over US 6. The bridge will be approximately 92 ft. length by 36 ft. 4 in. width. The proposed typical section for CR 29 is 2-11 ft. lanes with 4 ft. paved, 6 ft. usable shoulders. The project length will run west to east on US 6 approximately 1050 ft. and south to north on CR 29 approximately 2150 ft. New right-of-way will be required for these improvements. Approximately 9.5 acres of additional Right-of-Way, from 10 parcels, is estimated for construction of the proposed grade separation.

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>.

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>. 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>.
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> for the appropriate staff contact to further discuss your project.
5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the follow statutes:
  - IC 14-26-2 Lakes Preservation Act 312 IAC 11
  - IC 14-26-5 Lowering of Ten Acre Lakes Act No related code

- IC 14-28-1 Flood Control Act 310 IAC 6-1
- IC 14-29-1 Navigable Waterways Act 312 IAC 6
- IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
- IC 14-29-4 Construction of Channels Act No related code

For information on these Indiana (statutory) Code and Indiana Administrative Code citations, see the DNR Web site at: <http://www.in.gov/dnr/water/9451.htm> . 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>

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>), and as described in 327 IAC 15-5-6.5 (<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>).

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>.

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>) 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>.)

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/idem/4145.htm>, or <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>.

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>.

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>.
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>).
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>, 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>.
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>.

## FINAL REMARKS

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

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

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

Sincerely,



Thomas W. Easterly  
Commissioner

---

## 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

The primary purpose of this project is to determine alternatives that may reduce the crash frequency and severity of the intersection at US 6 and CR 29. The primary need of this project is to improve the performance of the intersection at US 6 and CR 29 from being a high crash location. The intersection improvement project will include a bridge on CR 29 with the required clearance of 16.5 ft. over US 6. The bridge will be approximately 92 ft. length by 36 ft. 4 in. width. The proposed typical section for CR 29 is 2-11 ft. lanes with 4 ft. paved, 6 ft. usable shoulders. The project length will run west to east on US 6 approximately 1050 ft. and south to north on CR 29 approximately 2150 ft. New right-of-way will be required for these improvements. Approximately 9.5 acres of additional Right-of-Way, from 10 parcels, is estimated for construction of the proposed grade separation.

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: 10-30-12

Signature of the INDOT  
Project Engineer or Other Responsible Agent Jason A Kaiser  
Jason Kaiser

**From:** [LEMASTERS, GREGG](#)  
**To:** [Elayna Stoner-Phillips](#)  
**Cc:** [SULLIVAN, JAMES](#)  
**Subject:** wellhead proximity  
**Date:** Friday, January 06, 2012 1:11:16 PM

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The US 33 project in Goshen is not located within a wellhead protection area, but is within a sole source aquifer.

The project at US 6 and CR 29 is within a wellhead protection area, but NOT located within the sole source aquifer . I will get you some letters on Monday.



**INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT**

*We Protect Hoosiers and Our Environment.*

*Mitchell E. Daniels Jr.*  
Governor

*Thomas W. Easterly*  
Commissioner

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

January 9, 2012

66-33

Ms. Elayna Stoner- Phillips  
Beam Longest & Neff, LLC  
8126 Castleton Road  
Indianapolis, Indiana 46250

Dear Ms. Phillips:

RE: Wellhead Protection Area Proximity  
Determination  
US 6 & County Road 29, Elkhart County

Upon review of the above referenced site, it has been determined that the site is **located** within a Wellhead Protection Area.

This information is accurate to the best of our knowledge. However, there are in some cases, a few factors that could impact the accuracy of this determination. For example, some Wellhead Protection Area Delineations have not been submitted or many not have been approved by this office. In these cases, we use a 3,000 foot fixed radius buffer to make the proximity determination. To find the status of a Public Water Supply System's Wellhead Protection Area Delineation, please visit our tracking database at <http://www.in.gov/idem/4289.htm>.

If you have any additional questions, please feel free to contact me at the address above or at (317) 234-7476.

Sincerely,

James Sullivan, Chief  
Ground Water Section  
Drinking Water Branch  
Office of Water Quality

JS:gml

**From:** [Novak, Karen](#)  
**To:** [lora.curry@in.nacdn.net](mailto:lora.curry@in.nacdn.net)  
**Cc:** [Novak, Karen](#)  
**Subject:** Project site located in a WHPA  
**Date:** Thursday, November 29, 2012 9:26:04 AM

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To Whom this May Concern,

In reference to the Early Coordination with IDEM GW Section, it has been determined that the site (US 6 & CR 29, Elkhart County) is located within a Wellhead Protection Area. The proposed project will raise CR 29 over US 6. CR 29 will retain its existing horizontal alignment. The proposed profile of CR 29 will begin at the existing crest located south of US 6, rise to provide the required vertical clearance and structure depth over US 6, and descend to tie into the existing profile north of US 6. The required vertical clearance over US 6 is 16.5 ft. The proposed typical section for CR 29 is 2-11 ft. lanes with 4 ft. paved, 6 ft. usable, shoulders. The bridge has been estimated with a length equal to 92 ft. (using MSE Wall Abutments), and width equal to 36 ft 4 inches.

In regard to the WHPA, do you have any concerns?

Please let me know if you need any further information to help determine your response to this matter.

Sincerely,

*Karen M. Novak*

Environmental Scientist III  
INDOT Fort Wayne District  
5333 Hatfield Rd  
Fort Wayne, IN 46808  
(260)969-8302

**Read Receipt**

**From:** [Curry, Lora - NRCS-CD, Goshen, IN](#)  
**To:** [Novak, Karen](#)  
**Subject:** Read: Project site located in a WHPA  
**Date:** Thursday, November 29, 2012 9:29:49 AM  
**Attachments:** [Read Project site located in a WHPA.msg](#)

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This electronic message contains information generated by the USDA solely for the intended recipients. Any unauthorized interception of this message or the use or disclosure of the information it contains may violate the law and subject the violator to civil or criminal penalties. If you believe you have received this message in error, please notify the sender and delete the email immediately.

Project No. Des 1006210

Project: US 6 Intersection Improvement at CR 29 Elkhart County

Name of Organization requesting early coordination:

INDOT-Fort Wayne

**QUESTIONNAIRE FOR THE INDIANA GEOLOGICAL SURVEY**

1) Do unusual and/or problem ( ) geographic, ( ) geological, ( ) geophysical, or ( ) topographic features exist within the project limits? Describe:

None

2) Have existing or potential mineral resources been identified in this area? Describe:

None

3) Are there any active or abandoned mineral resources extraction sites located nearby?

Describe: None

This information was furnished by:

Name: Michael Prentice Title: Geologist

Address: 611 North Walnut Grove, Bloomington, IN 47405

Phone: 812-856-3117 Date: Nov 26, 2012



# INDIANA DEPARTMENT OF TRANSPORTATION

*Driving Indiana's Economic Growth*

Fort Wayne District  
5333 Hatfield Rd  
Fort Wayne, IN 46808

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

**Mitchell E. Daniels, Jr., Governor**  
**Michael B. Cline, Commissioner**

November 21, 2012

Ms. Jane Hardisty  
Natural Resources Conservation Service  
State Conservationist  
6013 Lakeside Boulevard  
Indianapolis, IN 46278

Re: Des. No. 1006210  
Intersection improvement at US 6 & CR 29  
Milford, Indiana Quadrangle T-35 N, R-6 E, Sections 25 & 36  
Elkhart County, Indiana

Dear Ms. Hardisty,

Enclosed please find the completed NRCS-CPA-106 form for your records. The total points received for the project were less than 160. The site will not be given further consideration for protection and no additional sites need to be evaluated. If you have any questions please feel free to contact me.

Sincerely,

Karen M. Novak, Environmental Scientist III  
Technical Services  
INDOT- Fort Wayne District

Attachment: NRCS-CPA-106 Form  
KMN

United States Department of Agriculture



Natural Resources Conservation Service  
6013 Lakeside Blvd.  
Indianapolis, IN 46278

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November 8, 2012

Karen Novak  
Environmental Scientist  
Indiana Dept. of Transportation  
5333 Hatfield Road  
Fort Wayne, IN 46808

Dear Ms. Novak:

The proposed project to make intersection improvements on US 6 at CR 29 in Elkhart County, Indiana, as stated in your letter received November 1, 2012, will cause a conversion of prime farmland.

The attached packet of information is for your use in completing Parts VI and VII of the AD-1006. After completion the federal funding agency needs to forward one copy to NRCS for our records.

If you need additional information, please contact Lisa Bolton at 317-295-5842.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kimberly Neumann".

KIMBERLY NEUMANN  
Acting State Conservationist

Enclosures

### FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

<b>PART I</b> (To be completed by Federal Agency)		3. Date Of Land Evaluation Request: 10/29/2012	4. Sheet 1 of 1		
1. Name of Project: Des. No.1006210, Intersection Improvement at US 6 & CR 29		5. Federal Agency Involved: FHWA			
2. Proposed Land Use: Intersection Improvement		6. County and State: Elkhart County, Indiana			
<b>PART II</b> (To be completed by NRCS)		1. Date Request Received By NRCS: 11-1-12	2. Person Completing Form: Lisa Do Ann		
3. Does the corridor contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	4. Acres Irrigated	Average Farm Size: 128	
5. Major Crop(s): CORN	6. Farmable Land In Government Jurisdiction Acres: 257,229 % 86	7. Amount of Farmland As Defined in FPPA Acres: 165,998 53			
8. Name of Land Evaluation System Used: LESA	9. Name of State or Local Site Assessment System	10. Date Land Evaluation Returned by NRCS: 11-8-12			
<b>PART III</b> (To be completed by Federal Agency)		Alternative Corridor For Segment:			
A. Total Acres To Be Converted Directly		Corridor A: ~ 9.0	Corridor B:	Corridor C:	Corridor d:
B. Total Acres To Be Converted Indirectly		0			
C. Total Acres In Site		~ 9.0			
<b>PART IV</b> (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		4.82			
B. Total Acres Statewide Important or Local Important Farmland		.52			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		0.002			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		.77			
<b>PART V</b> (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		82			
<b>PART VI</b> (To be completed by Federal Agency) Corridor Assessment Criteria (Criteria are explained in 7 CFR 658.5 b & c. For Non-Corridor project use form AD-1006)		Maximum Points	Corridor A	Corridor B	Corridor C
1. Area In Non-urban Use		(15)	15		
2. Perimeter In Non-urban Use		(10)	19		
3. Percent Of Corridor Being Farmed		(20)	19		
4. Protection Provided By State and Local Government		(20)	0		
5. Size Of Present Farm Unit Compared To Average		(10)	9		
6. Creation Of Non-farmable Farmland		(25)	0		
7. Availability Of Farm Support Services		(5)	3		
8. On-Farm Investments		(20)	10		
9. Effects Of Conversion On Farm Support Services		(25)	0		
10. Compatibility With Existing Agricultural Use		(10)	0		
TOTAL CORRIDOR ASSESSMENT POINTS		160	75		
<b>PART VII</b> (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	82		
Total Corridor Assessment (From Part VI above or local site assessment)		160	75		
<b>TOTAL POINTS (Total of above 2 lines)</b>		260	157		
1. Corridor Selected: A	2. Total Acres of Farmlands to be Converted by Project: 9.0	3. Date Of Selection: 10/29/12	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>		
5. Reason For Selection: Because this site received a total score of less than 160 points, it will be given a minimal level of consideration for protection and no additional sites will be evaluated.					
Name of Federal agency representative completing this form: Karen M. Novak- INDOT					Date: 10/29/2012

(See Instructions on reverse side)



# INDIANA DEPARTMENT OF TRANSPORTATION

*Driving Indiana's Economic Growth*

Fort Wayne District  
5333 Hatfield Rd  
Fort Wayne, IN 46808

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

**Michael R. Pence, Governor**  
**Brandye Hendrickson, Interim**  
**Commissioner**

July 1, 2013

Ms. Jane Hardisty  
Natural Resources Conservation Service  
State Conservationist  
6013 Lakeside Boulevard  
Indianapolis, IN 46278

Re: Des. No. 1006210  
New Bridge, Bridge for CR 29 over US 6  
Milford, Indiana Quadrangle T-35 N, R-6 E, Sections 25 & 36  
Elkhart County, Indiana

Dear Ms. Hardisty,

Enclosed please find the completed NRCS-CPA-106 form for your records. The total points received for the project were less than 160. The site will not be given further consideration for protection and no additional sites need to be evaluated. If you have any questions please feel free to contact me.

Sincerely,

Karen M. Novak, Environmental Manager II  
Technical Services  
INDOT- Fort Wayne District

Attachment: NRCS-CPA-106 Form  
KMN

United States Department of Agriculture



Natural Resources Conservation Service  
6013 Lakeside Blvd.  
Indianapolis, IN 46278

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June 21, 2013

Karen Novak  
Environmental Scientist  
Indiana Dept. of Transportation  
5333 Hatfield Road  
Fort Wayne, IN 46808

Dear Ms. Novak:

The revised proposed project to make intersection improvements on US 6 at CR 29 in Elkhart County, Indiana, as stated in your letter received June 14, 2013, will cause a conversion of prime farmland.

The attached packet of information is for your use in completing Parts VI and VII of the AD-1006. After completion the federal funding agency needs to forward one copy to NRCS for our records.

If you need additional information, please contact Lisa Bolton at 317-295-5842.

Sincerely,

A handwritten signature in blue ink that reads "Jane E. Hardisty".

JANE E. HARDISTY  
State Conservationist

Enclosures

## FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

<b>PART I</b> (To be completed by Federal Agency)	3. Date Of Land Evaluation Request: 06/14/2013	4. Sheet 1 of 1
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1. Name of Project: Des. No.1006210, Intersection Improvement at US 6 & CR 29	5. Federal Agency Involved: FHWA
2. Proposed Land Use: New Bridge, Bridge for CR 29 over US 6	6. County and State: Elkhart County, Indiana

<b>PART II</b> (To be completed by NRCS)		1. Date Request Received By NRCS: 6-14-13	2. Person Completing Form: Lisa Bolton
3. Does the corridor contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	4. Acres Irrigated: Average Farm Size: 128
5. Major Crop(s): Corn	6. Farmable Land In Government Jurisdiction Acres: 257229 % 86	7. Amount of Farmland As Defined in FPPA Acres: 165598 % 55	
8. Name of Land Evaluation System Used: LESA	9. Name of State or Local Site Assessment System	10. Date Land Evaluation Returned by NRCS: 6-21-13	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment:			
	Corridor A	Corridor B	Corridor C	Corridor d
A. Total Acres To Be Converted Directly	~ 10.0			
B. Total Acres To Be Converted Indirectly	0			
C. Total Acres In Site	~ 10.0			

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	5.87			
B. Total Acres Statewide Important or Local Important Farmland	1.08			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.003			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	42			

PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)				
	82			

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (Criteria are explained in 7 CFR 658.5 b & c. For Non-Corridor project use form AD-1006)					
	Maximum Points	Corridor A	Corridor B	Corridor C	Corridor D
1. Area In Non-urban Use (15)		15			
2. Perimeter In Non-urban Use (10)		9			
3. Percent Of Corridor Being Farmed (20)		19			
4. Protection Provided By State and Local Government (20)		0			
5. Size Of Present Farm Unit Compared To Average (10)		9			
6. Creation Of Non-farmable Farmland (25)		0			
7. Availability Of Farm Support Services (5)		3			
8. On-Farm Investments (20)		10			
9. Effects Of Conversion On Farm Support Services (25)		0			
10. Compatibility With Existing Agricultural Use (10)		0			
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	160	65			

PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)	100	82		
Total Corridor Assessment (From Part VI above or local site assessment)	160	65		
<b>TOTAL POINTS (Total of above 2 lines)</b>	260	147		

1. Corridor Selected: A	2. Total Acres of Farmlands to be Converted by Project: 5.87	3. Date Of Selection: 7/1/13	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
-------------------------	--	------------------------------	--

5. Reason For Selection:  
Because this site received a total score of less than 160 points, it will be given a minimal level of consideration for protection and no additional sites will be evaluated.

Name of Federal agency representative completing this form: Karen M. Novak- INDOT	Date: 06/14/2013 7/1/13
---	-------------------------



# United States Department of the Interior Fish and Wildlife Service



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

November 19, 2012

Ms. Karen M. Novak  
INDOT – Fort Wayne District  
5333 Hatfield Road  
Fort Wayne, Indiana 46808

Project No.: Des. 1006210  
Project: US 6 at CR 29 Intersection Improvements  
Location: Elkhart County

Dear Ms. Novak:

This responds to your emailed letter dated October 29, 2012, 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 construction of a bridge on CR 29 over US 6 to replace the current at-grade intersection, which is controlled by stop signs on CR 29 only. Because CR 29 intersects with US 6 on an angle, sight distances from CR 29 east and west along US 6 are impaired and there are numerous accidents at the site. No interchange will be provided at the site, so drivers utilizing CR 29 will no longer be able to access US 6; however, SR 15 and US 6 meet at a signalized intersection about a mile to the east, so traffic wishing to access US 6 will be directed to SR 15, or to CR 127 about a mile to the west, where an at-grade 2-way stop intersection will remain.

Land use within the project area is entirely cropland, of which approximately 9.5 acres will be converted to permanent right-of-way. No wetlands or woodlands would be affected by the project and environmental impacts are expected to be minor.

## ENDANGERED SPECIES

The proposed project is within the range of the Federally endangered Indiana bat (*Myotis sodalis*) and the candidate eastern massasauga rattlesnake (*Sistrurus catenatus catenatus*). However, there is no habitat for either of these species within the proposed project area, so we agree that the proposed project is not likely to adversely affect these endangered and candidate species.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act of 1973, as amended. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinitiate consultation.

We appreciate the opportunity to comment at this early stage of project planning. If project plans change such that fish and wildlife habitat may be affected, please re-coordinate with our office as soon as possible. If you have any questions, please contact Elizabeth McCloskey at (219) 983-9753 or [elizabeth\\_mccloskey@fws.gov](mailto:elizabeth_mccloskey@fws.gov).

Sincerely yours,



for Scott E. Pruitt  
Supervisor

cc: Christie Stanifer, Environmental Coordinator, Division of Water, Indianapolis, IN  
Federal Highway Administration, Indianapolis, IN

**From:** [Kinder, James](#)  
**To:** [Novak, Karen](#)  
**Subject:** Des. # 1006210  
**Date:** Monday, October 29, 2012 1:37:03 PM

---

Karen,

I have reviewed this project and I have determined that there is No Impact with the airspace.

Thank You,

James W. Kinder

Chief Airport Inspector  
Department of Aviation INDOT  
Room Number 955 IGCN  
100 N. Senate Ave.  
Indianapolis, IN 46204  
[jkinder2@indot.in.gov](mailto:jkinder2@indot.in.gov)  
317-232-1485

United States Department of the Interior  
 National Park Service  
 Land & Water Conservation Fund  
 ---  
 Detailed Listing of Grants Grouped by County  
 ---

Today's Date: 6/14/2013

INDIANA - 18

Page: 8

Grant ID & Element	Type	Grant Element Title	Grant Sponsor	Amount	Status	Date Approved	Exp. Date	Cong. District
<b>ELKHART</b>								
54 - XXX	D	ELKHART COUNTY PARK	ELKHART COUNTY PARK BOARD	\$177,997.76	C	6/30/1969	6/30/1974	2
64 - XXX	A	JOHN DERKSEN PARK	NAPPANEE PARK BOARD	\$5,000.00	C	1/30/1970	12/1/1970	3
74 - XXX	A	OX BOW PARK ACQUISITION	ELKHART COUNTY PARK BOARD	\$23,625.00	C	1/12/1971	12/31/1974	2
99 - XXX	C	JOHN DERKSEN PARK	NAPPANEE PARK BOARD	\$33,708.65	C	12/22/1971	6/30/1974	3
257 - A	C	MASTER-ELKHART PARK IMPROVEMENTS	ELKHART COUNTY PARK BOARD	\$89,048.76	C	6/10/1976	12/31/1979	3
257 - C	D	MASTER-ELKHART PARK IMPROVEMENTS	ELKHART COUNTY PARK BOARD	\$31,591.00	C	6/10/1976	12/31/1979	3
283 - XXX	D	HIGH DIVE PK IMP	ELKHART COUNTY PARK BOARD	\$70,225.00	C	1/13/1977	6/30/1980	3
310 - XXX	D	MCNAUGHTON PARK IMPROVEMENTS	ELKHART COUNTY PARK BOARD	\$92,246.99	C	1/30/1978	12/31/1981	3
337 - XXX	C	NAPPANEE GOLF COURSE AND PARK	NAPPANEE PARK BOARD	\$197,371.00	C	4/16/1979	12/31/1984	3
339 - XXX	C	D/PARSONS - SHOUP WOODS	GOSHEN PARK BOARD	\$29,977.85	C	2/9/1979	12/31/1983	3
340 - XXX	C	D/RIETH PARK	GOSHEN PARK BOARD	\$22,700.00	C	1/26/1979	12/31/1983	3
354 - XXX	D	PIERRE MORAN PARK RENOVATION	ELKHART COUNTY PARK BOARD	\$115,000.00	C	2/9/1979	12/31/1983	3
441 - XXX	D	HIGH DIVE IMPROVEMENTS '85	ELKHART COUNTY PARK BOARD	\$100,000.00	C	3/27/1985	6/30/1989	3
450 - XXX	C	D/DERKSEN FARM ACQUISITION	NAPPANEE PARK BOARD	\$100,000.00	C	4/21/1986	6/30/1992	3
470 - XXX	D	STUDEBAKER/BAKER RENAISSANCE	ELKHART COUNTY PARK BOARD	\$100,000.00	C	2/22/1990	12/31/1994	3
554 - XXX	C	CORBUS CREEK COUNTY PARK	ELKHART COUNTY PARK BOARD	\$200,000.00	C	9/9/2005	12/31/2009	2

## D. Section 106 of the NHPA

1	Effect Finding Letter
2	APE/Eligibility/Effect Finding
3-5	Documentation of Section 106
6-36	Appendix
6-7	Appendix A – List of Consulting Parties
8-10	Appendix B – Maps
11-20	Appendix C – Photographs
21-23	Appendix D – Preliminary Plans
24-31	Appendix E – Relevant Pages of Historic Property Report & Archaeological Report
32-38	Appendix F – Correspondence from Consulting Parties
39	Public Notice Affidavit



# INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 232-5348  
FAX: (317) 232-4929

**Michael R. Pence, Governor**  
**Michael B. Cline, Commissioner**

March 1, 2013

Mr. Chad Slider  
Assistant Director, Environmental Review  
Indiana Department of Natural Resources  
Division of Historic Preservation and Archaeology  
Indiana Government Center South, Rm. W274

Indianapolis, IN 46204

RE:      Route No.:                   CR 29 over US 6  
          Des. No.:                     1006210  
          Federal No.:  
          Description:                 Intersection Improvement through the Construction of a New Bridge for CR 29 over US 6  
          County/Township:         Elkhart County, Jackson and Benton Townships  
          DHPA #:                     14386

Dear Mr. Slider:

Per 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* (also known as the "Minor Projects PA"), the FHWA has delegated to INDOT the authority to approve the Area of Potential Effect (APE), eligibility determinations, and effect findings for undertakings with determinations of "no historic properties affected" or "no adverse effect." On March 1, 2013, INDOT signed a final determination of "No Historic Properties Affected" for this undertaking. In accordance with 36 CFR 800.4(d), INDOT, on behalf of the FHWA, is providing the Indiana State Historic Preservation Officer (SHPO) and consulting parties that responded to our Early Coordination Letter dated 01/15/13 with the documentation for this finding, as specified in 36 CFR 800.11(d). As specified in 36 CFR 800.4(d), consulting parties have 30 days from receipt of this revised documentation to review and comment on the finding. Failure to respond within 30 days from receipt of the finding shall be considered agreement with the finding. If you have any questions regarding this matter, please feel free to contact Ms. Anuradha Kumar of this section at (317) 234-5168. Thank you in advance for your input.

Sincerely,

Patrick A. Carpenter, Manager  
Cultural Resources Office  
Environmental Services

PAC/AVK/avk  
Enclosures

cc. OES Project File

emc:      Jason Kaiser, INDOT Fort Wayne District Scoping Manager  
          Karen Novak, INDOT Fort Wayne District Environmental Manager  
          Doug Burgess, INDOT Project Manager, Fort Wayne District Office

**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**

**Intersection Improvement through Construction of a New Bridge for CR 29 over US 6  
Jackson and Benton Townships, Elkhart County, Indiana  
DES. No.: 1006210  
FEDERAL PROJECT No.:**

**AREA OF POTENTIAL EFFECT**

**(Pursuant to 36 CFR Section 800.4(a)(1))**

The proposed intersection improvement project is located at the junction of US 6 and CR 29, within Jackson Township of Elkhart County, Indiana. The land use in the area is primarily agricultural and rural residential

For Section 106 purposes, the APE has been determined as areas of existing and proposed and temporary right-of-way (R/W) and incidental construction, including immediately adjacent properties within the view shed of the proposed project (see proposed APE map in Appendix B).

**ELIGIBILITY DETERMINATIONS**

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

The APE does not contain any buildings, structures, sites, objects, districts or archaeological resources included in or eligible for inclusion in the National Register of Historic Places.

**EFFECT FINDING**

**(Pursuant to 36 CFR 800.4(d)(1))**

INDOT, acting on FHWA's behalf, has determined a "No Historic Properties Affected" finding is appropriate for this undertaking because no properties listed in or eligible for listing in the National Register of Historic Places are present within the area of potential effects.

**SECTION 4(f) COMPLIANCE REQUIREMENTS (for historic properties)**

This undertaking will not convert property from any 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 Historic Properties Affected;" therefore, no Section 4(f) evaluation is required. INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with INDOT's Section 106 determination of "No Historic Properties Affected."

Consulting parties will be provided a copy of the findings and determinations in accordance with INDOT and FHWA's Section 106 procedures. Comments will be accepted for 30 days upon receipt of the findings.



Patrick A. Carpenter  
Manager  
INDOT Cultural Resources Office  
Environmental Services

3-1-2013

Approved Date

**FEDERAL HIGHWAY ADMINISTRATION  
DOCUMENTATION OF SECTION 106 FINDING OF  
NO HISTORIC PROPERTIES AFFECTED  
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER  
PURSUANT TO 36 CFR 800.4(d)(1)**

**Intersection Improvement through Construction of a New Bridge for CR 29 over US 6  
Jackson and Benton Townships, Elkhart County, Indiana  
DES. No.: 1006210  
FEDERAL PROJECT No.:**

**1. DESCRIPTION OF UNDERTAKING**

The Indiana Department of Transportation (INDOT), acting on behalf of the Federal Highway Administration (FHWA), the lead Federal agency for this Section 106 undertaking, is proposing an intersection improvement project through the construction of a new bridge on CR 29 over US 6, is located approximately 1 mile west of SR 13 and US 6 junction, and 1.5 miles northwest of Syracuse within Jackson Township of Elkhart County, Indiana. The land use in the area is primarily agricultural and rural residential (*see maps in Appendix B*).

The need for this project is evidenced by the intersection being a high crash location. According to INDOT's Office of Traffic Safety, this intersection appears on the INDOT Five Percent Report of areas with higher than average crash rates. The primary purpose of this project is to improve the performance and safety of the intersection of US 6 and CR 29 by creating a grade separation between the two roadways in the project area.

The typical cross section of US 6 in the project area and its immediate vicinity consists of one 12' wide travel lanes and 6' wide useable shoulders for each direction of traffic. The typical cross section of CR 29 comprises of one 11' wide travel lane with 1 ft aggregate shoulder for each direction of traffic. The north and south approaches of CR 29, however, consist of a 2-lane section. The horizontal alignment of US 6 is a tangent through the project study area, and the profile grade is fairly level. Shallow open side ditches convey drainage to the west along both sides of US 6. A 12 inch culvert crosses under the north leg of CR 29. The culvert appears to be restricted.

The existing intersection is stop controlled with stop signs on CR 29, and is free flowing on US 6. The stop signs have an additional warning sign that states "TRAFFIC FROM THE LEFT AND RIGHT DOES NOT STOP". The intersection has a flashing light installed that flashes red for CR 29 and yellow for US 6. Intersection Warning Signs are located on US 6 for both eastbound and westbound legs approaching CR 29. However, despite the additional signage, crash rates at the intersection are high and are related to failure to yield right-of-way at the intersection. Drivers of vehicles on CR 29 stop, fail to see approaching traffic on US 6, and proceed into the intersection.

A power transmission tower line on steel H-Frame structures, with three lines, crosses over both US 6 and CR 29 in the area of the intersection. The line has been identified by NIPSCO as a 345 kV line; with minimum existing clearances of 56' over CR 29 and 73' over US 6.

As there is little turning traffic at the intersection, and most is thru traffic on US 6 or CR 29, it is the preliminary recommendation that an overpass be constructed to significantly reduce the crash risk. The slight rise to the south of the intersection would make grading on CR 29 optimal for CR 29 to pass over US 6. While still early in the design stage, it is proposed that the new bridge will begin at the existing crest located south of US 6, then rise to provide the required vertical clearance and structure depth over US 6, before descending to tie into the existing profile north of US 6. The required vertical clearance over US 6 is 16.5 ft. The CR 29 overpass will be designed to low speed, local road standards to reduce cost. The proposed typical section for CR 29 is one 11' wide travel lane with 4 ft paved, 6 ft usable shoulder for each direction of traffic. It is estimated that the newly constructed bridge carrying CR 29 over US 6 will have a length equal to 92' (using MSE Wall Abutments) and width equal to 36'-4" (*see Appendix C for the conceptual drawing of the proposed intersection improvement*).

It is anticipated that approximately 5.7 acres of new, temporary and existing right-of-way (R/W) will be required from 10 parcels to construct the proposed grade separation and new bridge for this project (*see Appendix D*). No relocations of residences or businesses are expected.

Coordination will be required with NIPSCO regarding clearances below the existing 345kV power lines crossing CR 29. Based on preliminary information from NIPSCO, the existing clearance over CR 29 is 56'. The desirable minimum clearance to be maintained is 30' over the proposed roadway surface. Coordination with the utility will also be necessary regarding clearances during bridge construction activities including pile driving and beam placement.

Traffic on US 6 will be maintained through the project area during construction. Shoulder restrictions are anticipated during construction of the proposed bridge abutments. Short term closures are anticipated during beam placement operations for the bridge construction. Closure of CR 29 is anticipated during construction of the grade separation bridge structure, embankment, and pavement. Local traffic can be detoured using SR 13 (CR 33) and CR 46 to the east; or E CR 1300N and CR 27 to the west.

A professional historian with INDOT's Cultural Resources Office (INDOT-CRO), meeting the Secretary of the Interior's Professional Qualifications in Architectural History was engaged to identify and evaluate all above-ground resources within the Area of Potential Effects (APE) of the proposed project that were of a minimum age, i.e., at least 50 years and retained sufficient integrity to warrant at least a "Contributing" rating in the Indiana Historic Sites and Structures Inventory (IHSSI) system. The APE is defined as 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 area of potential effects is influenced by the scale and nature of an undertaking..." (36 CFR 800.9 (a)).

For Section 106 purposes, the APE for this project have been determined as areas of existing and proposed right-of-way (R/W) and incidental construction, including immediately adjacent properties (*see Appendix C*). A rather large APE was drawn in order to accommodate any future changes in the proposed project.

## **2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES**

An Archaeological Records Check and Phase Ia Field Reconnaissance Report (Laswell, December 21, 2012) was prepared for this project and forwarded to the Indiana SHPO for review and approval on January 7, 2013. Although proposed project includes approximately 5.7 ac (2.3 ha) of new, temporary and existing R/W, the total area surveyed during the Phase Ia of the archaeological field reconnaissance was conducted on approximately 9.4 acres in order to accommodate any potential changes to the project due to design development. The archaeological reconnaissance identified the presence of one archaeological site consisting of a mid- late 19<sup>th</sup> century historic scatter (12E449). However, the report concluded that the portion of site within the currently proposed project limits did not appear eligible for inclusion in the NRHP or the IRHSS. Therefore, no further archaeological assessment was recommended at the present time (*sees Appendix E*).

A short Historic Property Report (HPR) (Kumar 1/9/13) documenting the methodology and findings of eligibility for above-ground properties located within the APE of this project was undertaken as part of the Section 106 process. The conclusions of this report are included in *Appendix E*.

The National Register of Historic Places (NRHP) and Indiana Register of Historic Sites and Structures (IRHSS) were checked. At present, within the project's APE there are no individual historic buildings, structures, districts, objects or archaeological resources listed in either the NRHP or the IRHSS. The properties in Elkhart County were also surveyed by the staff of the Historic Landmarks Foundation of Indiana (HLFI) (now known as Indiana Landmarks) for the *Indiana Historic Sites and Structures Inventory* (IHSSI). The results of the survey and inventory were published in the *Elkhart County Interim Report* (2005), which did not include any of the properties located within the proposed APE for the project.

The project historian also conducted a records check at the Division of Historic Preservation and Archaeology (DHPA) in Indianapolis to identify above-ground resources located within the APE of the proposed project, which were previously surveyed for the IHSSI. Sources consulted included the following resources: Historic Structures layer in the State Historical Architectural and Archaeological Research Database (SHAARD) GIS: <https://gis.in.gov/apps/dnr/SHAARDGIS>; records of properties surveyed by HLFI in Jackson and Benton Townships of Elkhart County and; the USGS 7.5' topographical maps (Milford Quadrangle #411), showing the locations of previously surveyed properties. The review of the above mentioned materials indicated that the APE for the proposed project did not contain any previously surveyed properties within the project's APE (*see Appendix B for the APE map and Appendix E for conclusions of the HPR*).

A Farm on CR 52 (IHSSI #039-411-80041) and the Greenwood Cemetery at the intersection of CR 29 and CR 52 (IHSSI #039-411-80042) were the nearest the project area, which were previously surveyed for the IHSSI. They were, however, located outside of the project's APE and were not in the view shed of the proposed project.

Fieldwork undertaken for the HPR (Kumar 1/9/13) revealed that within the project's APE included only three farm properties within the project's APE containing above ground structures that meet the requisite age of 50 years or older to be considered eligible for inclusion in the NRHP. However, none of these properties warranted a rating of "Contributing" or higher in the IHSSI system in their current condition because they have all undergone significant alterations, which have impacted their integrity. Besides they lack any architectural or historical significance. They were, therefore, considered ineligible for the NRHP and not evaluated further in the HPR (*see APE map in Appendix B and photographs in Appendix D*).

The HPR, therefore, concluded that there are no above-ground NRHP listed or eligible properties present within the APE of the proposed project (*sees Appendix E*).

An early coordination letter dated January 15, 2013, was sent out on January 18, 2013, to the following parties along with the HPR (Kumar 1/9/13), wherein they were invited to be Section 106 consulting parties: the Indiana State Historic Preservation Officer (SHPO); Indiana Landmarks—Northern Regional Office; Elkhart County Historian; Elkhart County Historical Society and Museum; Michiana Area Council of Governments; Elkhart County Commissioners (*see Appendix A*).

In an electronic mail dated January 28, 2013, Todd Zeiger, Director of the Northern Regional Office of Indiana Landmarks indicated that he had reviewed the project information and concurred with the HPR (Kumar 1/9/13) that no historic properties would be impacted by this project. Therefore, he stated that Indiana Landmarks did not wish to participate as a consulting party for this project (*see Appendix F*).

Also, in a letter dated January 28, 2013, Sandra M. Seanor of the Michiana Area Council of Governments, provided information on wetlands in the vicinity of the proposed project area. However, the letter did not express any Section 106 related concerns (*see Appendix F*). INDOT's Cultural Resources Office has forwarded the letter to the Fort Wayne District Project Management and Environmental staff for their consideration.

In a letter dated February 12, 2013, the Indiana SHPO stated that they agreed with the conclusions of the HPR (Kumar, 1/9/2013). With regards to archaeology, they stated that there was insufficient information to determine whether the identified site 12E449 was eligible for inclusion in the NRHP. They, however, agreed with the archaeological report (Laswell, 12/21/2012) that the "portion of 12E449 that are within the proposed project area do not appear to contain significant archaeological deposits, and no further archaeological investigations are necessary in that portion of the site" (*see Appendix F*).

None of the other consulting parties responded to the early coordination letter sent by INDOT on January 18, 2013.

### **3. BASIS FOR FINDING**

"No historic properties affected" is appropriate because no historic properties listed in or eligible for listing in the National Register of Historic Places are present within the area of potential effects.

A public notice regarding INDOT's APE and "No Historic Properties Affected" finding will be issued for this project in a local newspaper in March 2013. A 30-day comment period will be given. This document will be revised, if necessary, after the public notice to reflect any comments received.

## **APPENDICES**

- A. List of Consulting Parties**
- B. Maps**
- C. Preliminary Plans**
- D. Photographs**
- E. Historic Property Report and the Archeological Reports - Relevant Pages**
- F. Correspondence from Consulting Parties**

# **APPENDIX A**

## **LIST OF CONSULTING PARTIES**

**Consulting Parties for Des. No. 1006210  
 US 6 and CR 29 Intersection Improvement  
 Jackson and Benton Townships, Elkhart County, Indiana**

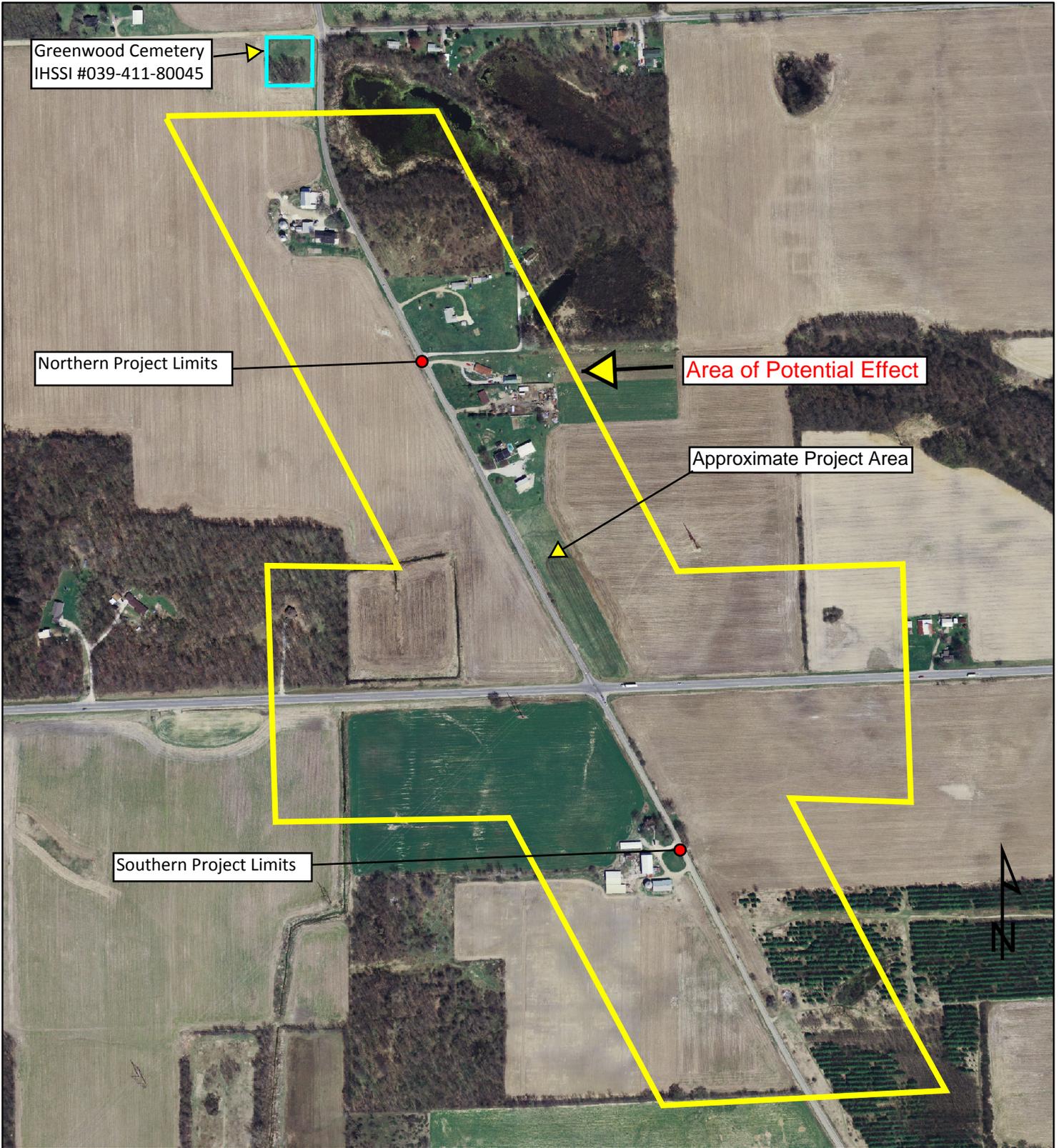
Title_1	First_Name	Last Name	Title	Company_Name	Address_Line_1	Address_Line_2	Address_Line_3	City	State	ZIP_Code
Mr.	Chad	Slider	Assistant Director, Environmental Review	Indiana Department of Natural Resources	Division of Historic Preservation and Archaeology	Indiana Government Center South, Rm. W274		Indianapolis	IN	46204
Mr.	Todd	Zeiger	Field Representative	Northern Regional Office	Indiana Landmarks	Remedy Building	402 W. Washington St.	South Bend	IN	46601
Ms.	Marcia	Brenneman	Elkhart County Historian		64951 Orchard Drive			Goshen	IN	46526- 9117
Mr.	Ervin	Beck	President	Elkhart County Historical Society & Museum	P. O. Box 434			Bristol	IN	46507
Ms.	Sandra M.	Seanor	Executive Director	Michiana Area Council of Governments	227 W. Jefferson Blvd.			South Bend	IN	46601
			Elkhart County Commissioners		117 N. Second Street			Goshen	IN	46526

# **APPENDIX B**

## **MAPS**

Des. No. 1006210

Intersection Improvement at the Junction of US 6 & CR 29  
Jackson and Benton Townships, Elkhart County, Indiana  
Aerial Map showing Area of Potential Effect



Aerial Photograph 2005  
Town 35N, Range 6E, Sections 25, 36  
Town 35N, Range 7E, Sections 30, 31  
Source: 2005 Indiana Orthophotography  
(IndianaMap Framework Data [www.indianamap.org](http://www.indianamap.org))

Scale 1:6,487

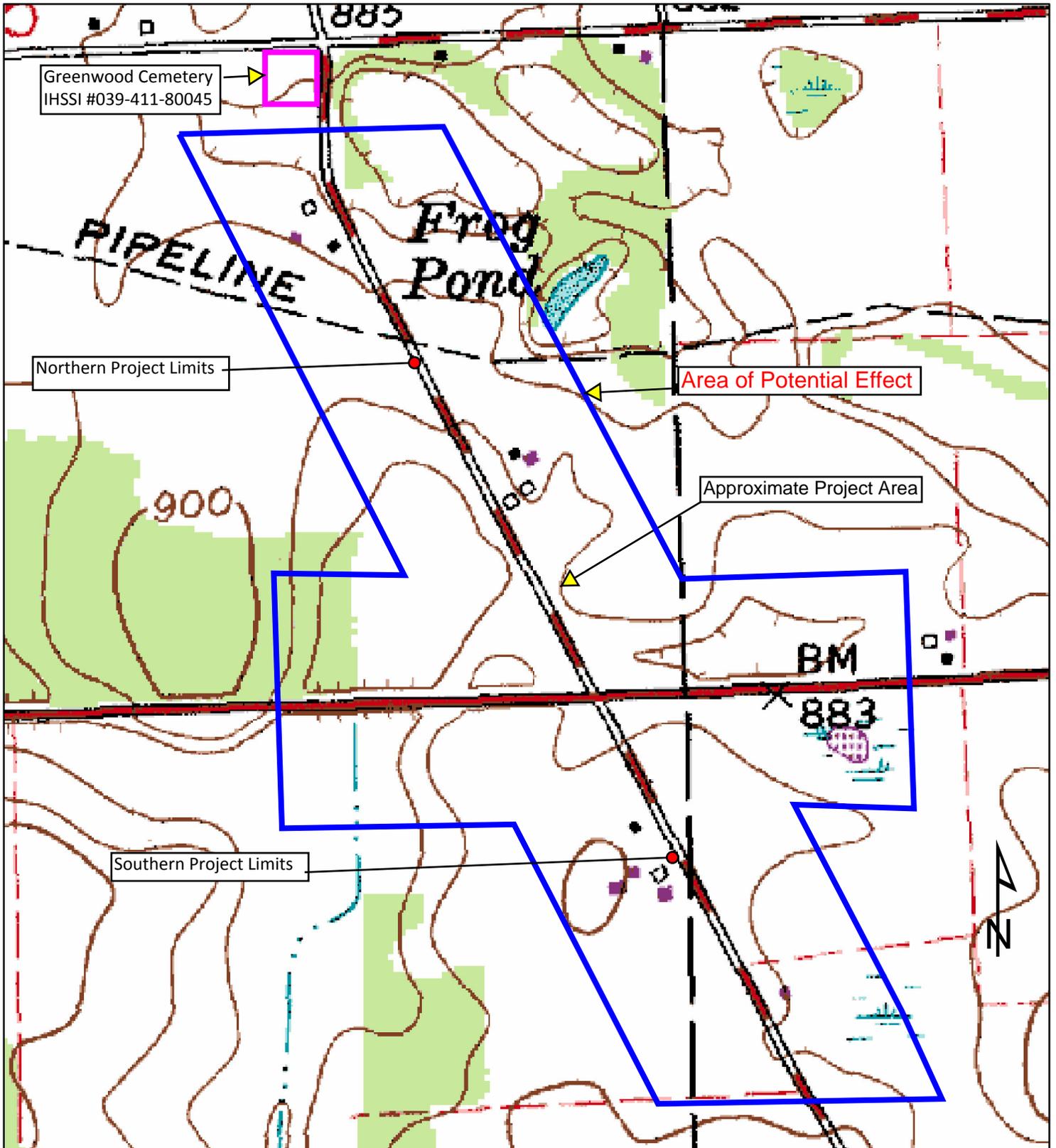


D9  
B-1

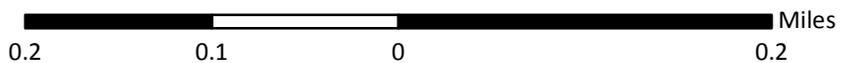
This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Des. No. 1006210

Intersection Improvement at the Junction of US 6 & CR 29  
Jackson and Benton Townships, Elkhart County, Indiana  
Topographic Map showing Area of Potential Effect



Scale 1:6,487



Milford, Indiana Quadrangle [1962, Photorevised 1981]  
Town 35N, Range 6E, Sections 25, 26  
Town 35N, Range 7E, Sections 30, 31

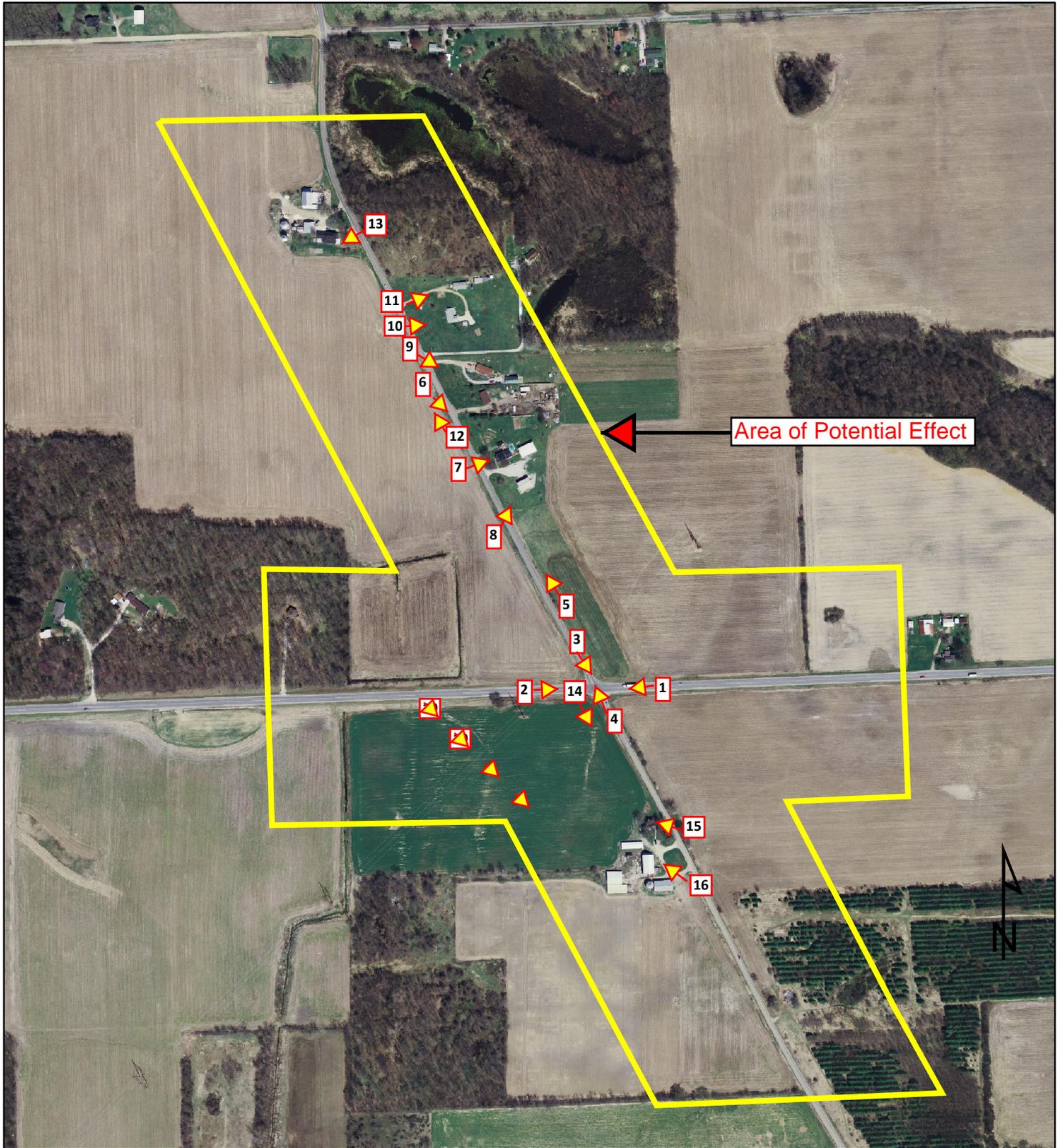
D10  
B-2

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

# **APPENDIX #**

## **PHOTOGRAPHS**

**Des. No. 1006210**  
**Intersection Improvement at the Junction of US 6 & CR 29**  
**Jackson and Benton Townships, Elkhart County, Indiana**  
**Aerial Map with Photo Key**



Aerial Photograph 2005  
 Town 35N, Range 6E, Sections 25, 36  
 Town 35N, Range 7E, Sections 30, 31  
 Source: 2005 Indiana Orthophotography  
 (IndianaMap Framework Data [www.indianamap.org](http://www.indianamap.org))

Scale 1:6,487



**D12**

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

**C-1**

**Des. No. 1006210  
Photographs**



1. Looking west along US 6 at the CR 29 intersection.



2. Looking east along US 6 at the CR 29 intersection.

**Des. No. 1006210  
Photographs**



3. Looking south along CR 29 at the US 6 intersection.



4. Looking north along CR 29 from the US 6 intersection.

**Des. No. 1006210  
Photographs**



5. Looking north along CR 29 from north of the US 6 intersection.



6. Looking southeast along CR 29, from the approximate northern limits of the project area, at a "Non Contributing" farm with a c. 1910 American Foursquare and several outbuildings.

**Des. No. 1006210  
Photographs**



7. "Non Contributing" farm with a c. 1910 American Foursquare near the northern limits of the project area.



8. Looking northwest towards the "Non Contributing" farm with a c. 1910 American Foursquare and several outbuildings near the northern limits of the project area.

**Des. No. 1006210  
Photographs**



9. "Non Contributing" property located within the project's APE on the north side of US 6 and east of CR 29, just north of the northern limits of the project area.



10. "Non Contributing" property located east of CR 29 within the project's APE, on the north side of US 6.

**Des. No. 1006210  
Photographs**



11. "Non Contributing" property located east of CR 29 within the project's APE, on the north side of US 6.



12. Looking north along CR 29 from the end of the project area.

**Des. No. 1006210**  
**Photographs**



13. Looking southwest at significantly altered c. 1926 farmhouse on “Non Contributing” farm located on the northern edge of the project’s APE.



14. Looking south at “Non Contributing” farm property located on the west side of CR 29, just south of US 6. Property comprises of a significantly altered c. 1900 farmhouse and several outbuildings.

**Des. No. 1006210**  
**Photographs**



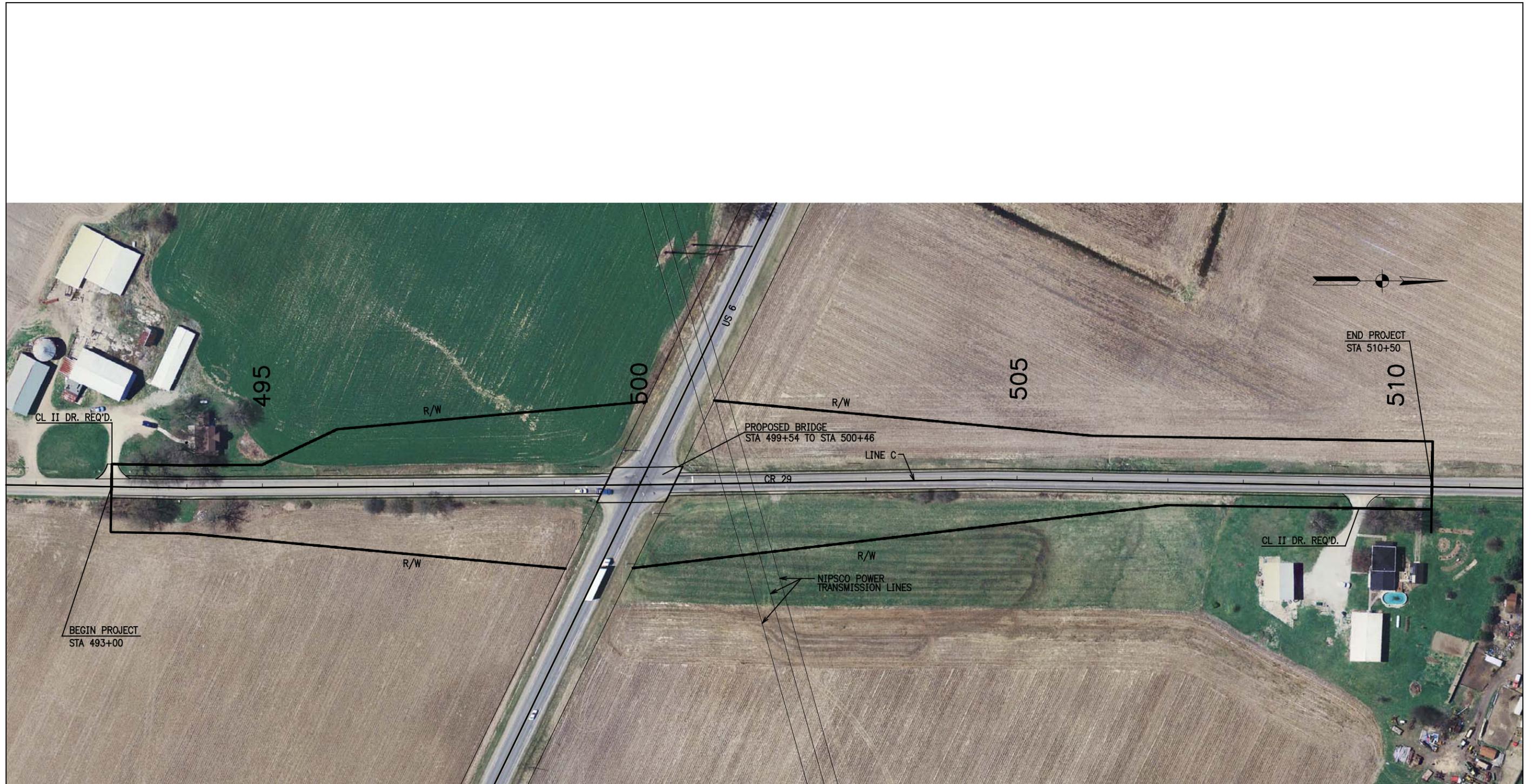
15. Looking west at the significantly altered c. 1926 farmhouse on the "Non Contributing" farm property located on the west side of CR 29, just south of US 6.



16. Looking northwest at c. 1900 barn on the "Non Contributing" farm property located on the west side of CR 29, just south of US 6.

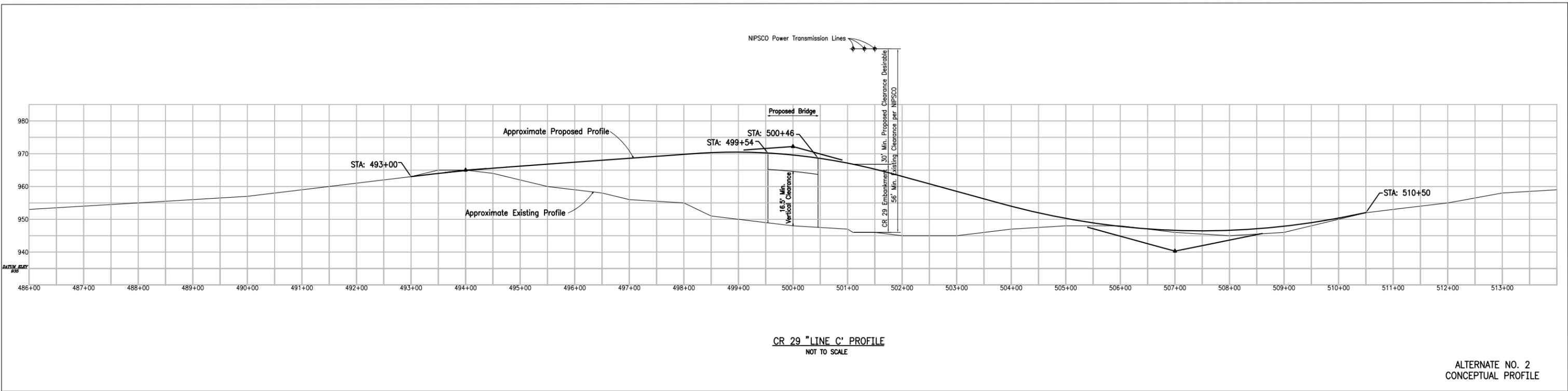
# **APPENDIX )**

## **PRELIMINARY PLANS**



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<b>D22</b>	<b>D-1</b>	RECOMMENDED FOR APPROVAL DESIGN ENGINEER _____ DATE _____	<b>INDIANA DEPARTMENT OF TRANSPORTATION</b>  <b>ALTERNATE NO. 2</b> <b>CONCEPTUAL DRAWING</b>	HORIZONTAL SCALE 1" = 60' VERTICAL SCALE N.A. SURVEY BOOK _____ SHEETS A-4 of _____ CONTRACT _____ PROJECT NO. 1173154
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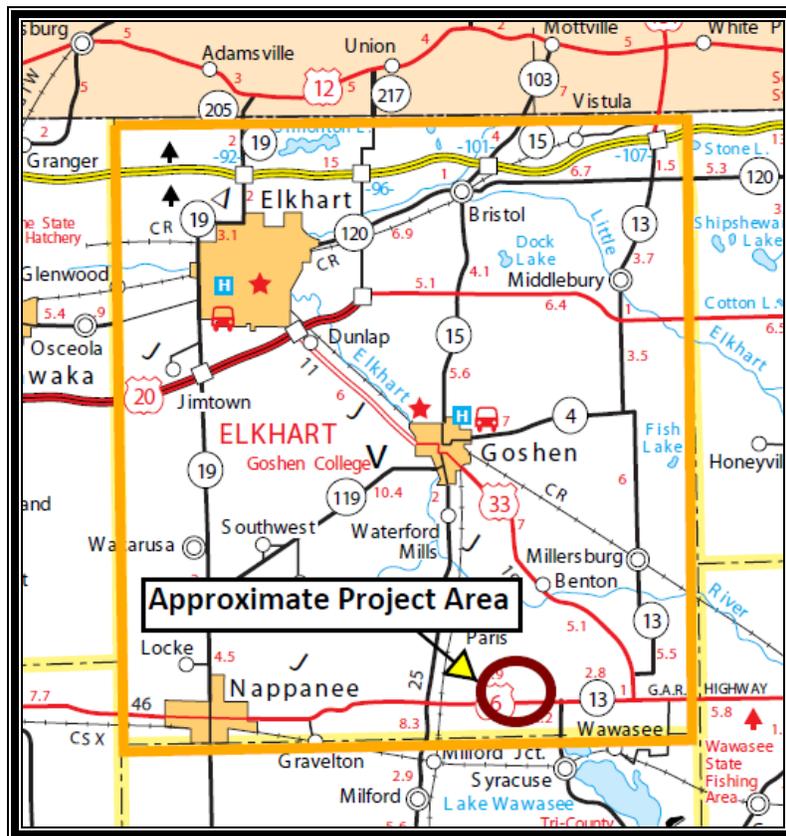


# **APPENDIX -**

## **HISTORIC PROPERTIES REPORT & ARCHAEOLOGICAL REPORT**

### **RELEVANT PAGES**

**HISTORIC PROPERTY REPORT**  
**Intersection Improvement**  
**through Construction of a New Bridge for CR 29 over US 6**  
**Jackson and Benton Townships, Elkhart County, Indiana**  
**(Des. #1006210)**



Prepared by:

**Anuradha V. Kumar**  
Cultural Resources Office  
Environmental Services  
Indiana Department of Transportation  
100 N. Senate Ave. IGCN, Room N642  
Indianapolis, IN 46204

Email: [akumar@indot.in.gov](mailto:akumar@indot.in.gov)

January 9, 2013

## Historic Property Short Report

Des. No. 1006210

Intersection Improvement through Construction of a New Bridge for CR 29 over US 6  
Jackson and Benton Townships, Elkhart County, Indiana

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### Executive Summary

This Historic Property Report (HPR) has been prepared for an intersection improvement project (Des. No. 1006210), which the Indiana Department of Transportation (INDOT) is developing at the junction of US 6 and CR 29, within Jackson Township of Elkhart County, Indiana. The project is considered a federal undertaking because it is receiving funding from the Federal Highway Administration (FHWA) and it is, therefore, subject to a Section 106 review.

The Area of Potential Effect (APE) for this project includes all properties located within the view shed of the intersection, which may be directly or indirectly impacted by the project. Although the project lies entirely within Jackson Township, the project APE comprises sections of land within both Jackson and Benton Townships. Project historians, meeting or exceeding the Secretary of Interior's standards for Section 106 work, identified and evaluated above-ground historic properties within the project's APE in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and CFR Part 800 (Revised January 2001) and Final Rule of Revision of Current Regulations, dated December 12, 2000, and incorporating amendments effective August 5, 2004. Historic properties include buildings, structures, sites, objects, and/or districts included in or eligible for inclusion in the National Register of Historic Places.

The project's APE does not include any property, which is currently listed in the National Register of Historic Places (NRHP) and the Indiana Register of Historic Sites and Structures (IRHSS) or identified in the *Indiana Historic Sites and Structures Inventory* (IHSSI) survey of Elkhart County, which was published in the *Elkhart County Interim Report* (2005).

Fieldwork revealed that the properties located within the project's APE either did not meet the requisite age (50 years or older) to be eligible for the NRHP or lacked integrity and were considered "Non-Contributing" according to the IHSSI rating system. In other words, no NRHP listed or eligible above-ground historic properties were identified within the APE of this project.

A qualified professional historian with INDOT's Cultural Resources Office (INDOT-CRO) identified and evaluated all above-ground resources within the project's APE that were of a minimum age, i.e., at least 50 years, for NRHP eligibility. No NRHP eligible or listed buildings, structures, objects or districts were found to be located within the project's APE.

## Historic Property Short Report

Des. No. 1006210

Intersection Improvement through Construction of a New Bridge for CR 29 over US 6  
Jackson and Benton Townships, Elkhart County, Indiana

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### Summary & Recommendations

The proposed project is located at the intersection of US 6 and CR 29 entirely within Jackson Township of Elkhart County, Indiana. The project's APE, however, comprises sections of land within both Jackson and Benton Townships.

Literature review and a records check at the DHPA indicated that the project's APE did not contain any property currently listed in the NRHP or the IRHSS. It also did not include any properties previously surveyed within Jackson or Benton Townships for the IHSSI. The properties nearest the project area, which were previously surveyed for the IHSSI, are the Farm on CR 52 (IHSSI #039-411-80041) and the Greenwood Cemetery at the intersection of CR 29 and CR 52 (IHSSI #039-411-80042). However, both these properties are not in the view shed of the proposed project area and are, therefore, located outside of the project's APE (*see APE map in Appendix C*).

Fieldwork and an examination of property records available online on the Elkhart County GIS website indicate that there are only three properties within the project's APE that contain above ground structures that meet the requisite age of 50 years or older to be considered eligible for inclusion in the NRHP. Two of these properties are farms located to north of US 6 while one property is a farm located south of US 6.

The farm property located east of CR 29 and north of US 6, near the northern limits of the project area, comprises of a 2-story, American Foursquare house with a listed construction date of 1910. There are also two barns on the property, which were built in 1900 and 1974 respectively. Alterations to the house, such as the installation of modern vinyl siding, replacement of all original windows, additions to the rear including a garage, and alterations to the front porch, have significantly impacted its integrity. The older barn on the property has also new roofing and siding installed (*see photographs in Appendix D*).

The farm property located west of CR 29 and north of US 6, near the northern edge of the project's APE, comprises of a 2-story, hipped roof house with a listed construction date of 1926. There are two transverse frame barns on the property, which were built in 1900, one pole barn built in 1988, and a hog confinement facility built in 1998. Alterations to the house, such as the installation of modern vinyl siding, replacement of all original windows, additions to the rear, including a one car garage, enclosure of the front porch, and addition of a porch to the south, have significantly impacted its integrity. Also, the older barns on the property have new roofing and siding and doors installed (*see photographs in Appendix D*).

The farm property to the west of CR 29 and south of US 6 is located near the northern edge of the project's APE. It comprises of a 1.5 story, gambrel roof house with a listed construction date of 1900. There is one transverse frame barn and a utility shed on the property, which were built in 1900, two other barns built in 1974 and 1978 respectively, and a silo built in 1977. Although the older barn and utility shed on the property retain integrity, alterations to the house, such as the installation of asbestos siding, replacement of all original windows, additions to the rear, enclosure of the front porch, and addition of a new front entrance and porch to the south, have significantly impacted the overall integrity of the farm property (*see photographs in Appendix D*).

It is, therefore, the conclusion of this HPR, that none of the three farm properties within the project's APE, which met the requisite age for NRHP eligibility, warranted a rating of "Contributing" or higher in the IHSSI system in their current condition because they have all undergone significant alterations, which have impacted their integrity. Besides they lacked any architectural or historical significance. They were, therefore, considered ineligible for the NRHP and not evaluated further in this report (*see APE map in Appendix B and photographs in Appendix D*).

It is, therefore, the conclusion of this short-form historic property report that there are no above-ground NRHP listed or eligible properties present within the APE of the proposed project. As such it is recommended that this project be allowed to proceed as planned, because the project will not impact any above-ground historic resources within the project's APE. However, if the scope of the project is expanded any further, it may be necessary to expand the project's APE and re-evaluate properties located within it in order to comply with the requirements of Section 106.

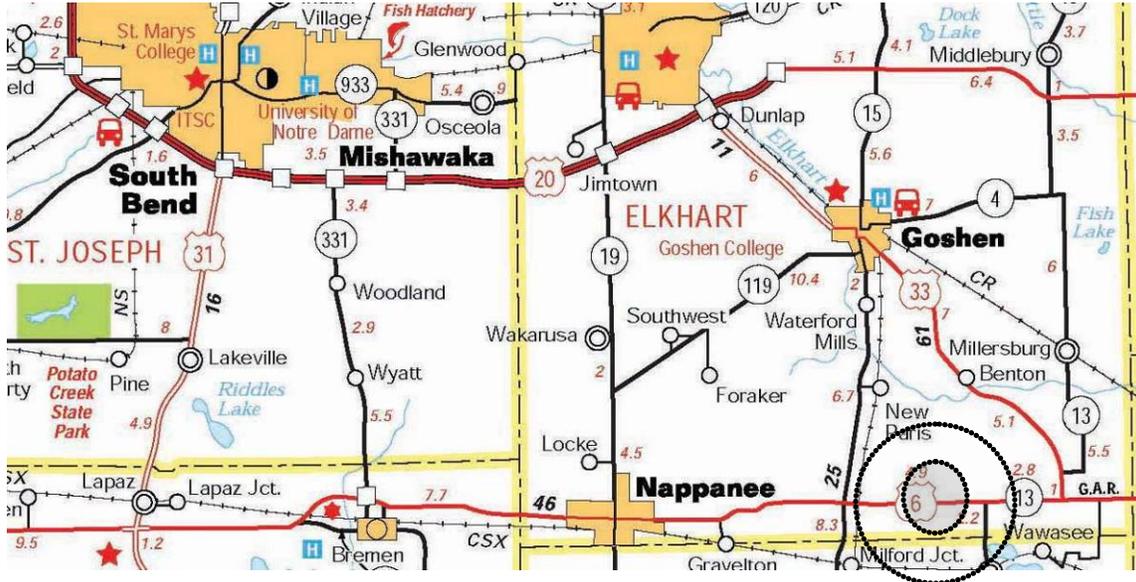
**An Archeological Records Check and Phase Ia Field  
Reconnaissance Report:  
Intersection Improvements at US 6 and CR 29  
Elkhart County, Indiana (Des. No. 1006210)**

Jeff Laswell  
Principal Investigator

---

Prepared by Jeff Laswell

Cultural Resources Office  
Environmental Services  
Indiana Department of Transportation



Prepared for:

Karen M. Novak, Environmental Manager  
Indiana Department of Transportation, Fort Wayne District  
5333 Hatfield Road  
Fort Wayne, Indiana 46808

December 21, 2012

**Cultural Resources Office**  
Environmental Services  
Indiana Department of Transportation  
100 North Senate Avenue, N642  
Indianapolis, Indiana 46204  
(317) 233-2093

## MANAGEMENT SUMMARY

In response to a request from the Indiana Department of Transportation, Fort Wayne District, an archaeological records check and Phase Ia field reconnaissance has been conducted for an intersection improvement project at the junction of CR 29 and US 6, approximately 1.5 miles northwest of the town of Syracuse, in Elkhart County, Indiana. The proposed project (INDOT Des. No. 1006210) includes approximately 5.7 ac (2.3 ha) of new, temporary and existing right-of-way (r/w). However, the expanded survey area along CR 29 ranged in width from 10 m (33 ft) to 40 m (131 ft) from center line. Extending from the center of the US 6/CR 29 intersection, the survey area reached approximately 220 m (720 ft) south and 320 m (1,050 ft) north. The total area surveyed during the Phase Ia field reconnaissance was 9.4 ac (3.8 ha) in order to accommodate any future changes in project design.

The objective of this archaeological investigation was to locate record and assess all archaeological historic and prehistoric resources within the project area pursuant to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as stipulated by 36 CFR Part 800 and the Indiana Historic Preservation Act (IC 14-21-1). All archaeological resources were evaluated with respect to the criteria set forth under Section 101 (National Register of Historic Places [NRHP]) of the NHPA and IC 14-21-1-9 (Indiana Register of Historic Sites and Structures [IRHSS]). The archaeological investigation was performed under the supervision of personnel from the Indiana Department of Transportation, Cultural Resources Office (INDOT, CRO) who meet the Secretary of Interior's Professional Qualification Standards as per 36 CFR Part 61.

The archaeological records check for this project was conducted by Jeff Laswell at the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (IDNR, DHPA) on November 7, 2012. Ten archaeological sites are located within a 1.6 km (1 mi) radius of the survey area. One of these sites (12E353) was recorded just east of the proposed project limits. No indications of the site were encountered within the current Phase Ia survey area during the course of the reconnaissance. Five archaeological investigations have been conducted within this same 1.6 km (1 mi) radius, one of which (Cantin 1992), may have examined a portion of the current survey area, but could not be confirmed due to the lack of a specific survey corridor description. No recorded cemeteries are within 30 m (100 ft) of the project corridor.

Jeff Laswell and Shaun Miller of INDOT, CRO conducted a Phase Ia field reconnaissance on November 14, 2012. The survey area was subject to both pedestrian survey and shovel testing in accordance with IDNR, DHPA (2000) *Draft Indiana Archaeological Guidelines* and the *INDOT Indiana Cultural Resources Manual* (2007). The archaeological reconnaissance identified the presence of one archaeological site that consisted of a mid- late nineteenth century historic scatter with some structural components (12E449). Based upon both the limited historic documentation and the nature of the archaeological deposits it seems that there is good evidence for site 12E449 to have been part of a mid-late nineteenth domestic occupation that included the possible presence of one or more structures on the property. The site is relatively well defined both spatially and chronologically. However, much of the site is situated outside the proposed project limits, precluding the need for additional assessment at this time. The portion of the site within the project corridor seems to lack the potential for subsurface

features or intact deposits. As a result, the portion of site 12E449 within the currently proposed project limits does not appear eligible for inclusion to the National Register of Historic Places (NRHP) or the Indiana Register of Historic Sites and Structures (IRHSS). No further archaeological assessment is recommended for site 12E449 at this time. The proposed project should be allowed to proceed as planned. However, if the scope of the project changes and additional r/w will be required beyond 20 m [65 ft] east from the centerline of CR 29 within the vicinity of site 12E449, additional archaeological investigation and assessment is recommended. In the event that archaeological deposits or human remains are encountered during the construction phase of the currently proposed project, all construction activities must cease and an archaeologist from IDNR, DHPA and INDOT, CRO must be notified.

## SUMMARY AND CONCLUSIONS

In response to a request from the Indiana Department of Transportation, Fort Wayne District, an archaeological records check and Phase Ia field reconnaissance has been conducted for an intersection improvement project at the junction of CR 29 and US 6, approximately 1.5 miles northwest of the town of Syracuse, in Elkhart County, Indiana. The proposed project (INDOT Des. No. 1006210) includes approximately 5.7 ac (2.3 ha) of new, temporary and existing right-of-way (r/w). However, the expanded survey area along CR 29 ranged in width from 10 m (33 ft) to 40 m (131 ft) from center line. Extending from the center of the US 6/CR 29 intersection, the survey area reached approximately 220 m (720 ft) south and 320 m (1,050 ft) north. The total area surveyed during the Phase Ia field reconnaissance was 9.4 ac (3.8 ha) in order to accommodate any future changes in project design.

The objective of this archaeological investigation was to locate record and assess all archaeological historic and prehistoric resources within the project area pursuant to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as stipulated by 36 CFR Part 800 and the Indiana Historic Preservation Act (IC 14-21-1). All archaeological resources were evaluated with respect to the criteria set forth under Section 101 (National Register of Historic Places [NRHP]) of the NHPA and IC 14-21-1-9 (Indiana Register of Historic Sites and Structures [IRHSS]). The archaeological investigation was performed under the supervision of personnel from the Indiana Department of Transportation, Cultural Resources Office (INDOT, CRO) who meet the Secretary of Interior's Professional Qualification Standards as per 36 CFR Part 61.

Jeff Laswell and Shaun Miller of INDOT, CRO conducted a Phase Ia field reconnaissance on November 14, 2012. The survey area was subject to both pedestrian survey and shovel testing in accordance with IDNR, DHPA (2000) *Draft Indiana Archaeological Guidelines* and the *INDOT Indiana Cultural Resources Manual* (2007). The archaeological reconnaissance identified the presence of one archaeological site that consisted of a mid- late nineteenth century historic scatter with some structural components (12E449). Based upon both the limited historic documentation and the nature of the archaeological deposits it seems that there is good evidence for site 12E449 to have been part of a mid-late nineteenth domestic occupation that included the possible presence of one or more structures on the property. The site is relatively well defined both spatially and chronologically. However, much of the site is situated outside the proposed project limits, precluding the need for additional assessment at this time. The portion of the site within the project corridor seems to lack the potential for subsurface features or intact deposits. As a result, the portion of site 12E449 within the currently proposed project limits does not appear eligible for inclusion to the National Register of Historic Places (NRHP) or the Indiana Register of Historic Sites and Structures (IRHSS). No further archaeological assessment is recommended for site 12E449 at this time. The proposed project should be allowed to proceed as planned. However, if the scope of the project changes and additional r/w will be required beyond 20 m [65 ft] east from the centerline of CR 29 within the vicinity of site 12E449, additional archaeological investigation and assessment is recommended. In the event that archaeological deposits or human remains are encountered during the construction phase of the currently proposed project, all construction activities must cease and an archaeologist from IDNR, DHPA and INDOT, CRO must be notified.

# **APPENDIX 7**

**CORRESPONDENCE FROM CONSULTING PARTIES**

**From:** Todd Zeiger [<mailto:TZeiger@indianalandmarks.org>]  
**Sent:** Monday, January 28, 2013 9:12 AM  
**To:** Carpenter, Patrick A  
**Subject:** Des No 1006210 CR 29 over US 6

Thank you for the information pertaining to the proposed overpass project related to CR 29 and US 6. I have reviewed the information and have no comments and concur that no historic resources will be impacted by this project. I do not wish to be a consulting party for the project and do not require any further information. Thank you for the opportunity to comment.

.....  
**Todd Zeiger**  
Director, Northern Regional Office

.....  
**Indiana Landmarks**  
402 W. Washington  
South Bend, IN 46601  
Ph. 574-232-4534  
Fax: 574-232-5549  
[www.indianalandmarks.org](http://www.indianalandmarks.org)

Indiana Landmarks revitalizes communities, reconnects us to our heritage, and saves meaningful places.

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F-1

January 28, 2013

Patrick Carpenter, Manager  
Cultural Resources Office  
INDOT Environmental Services  
100 N. Senate Avenue Room N642  
Indianapolis, IN 46204

**SUBJECT:** Early Coordination Review—Des # 10066210

Dear Mr. Carpenter:

The above-mentioned project has been reviewed by the Michiana Area Council of Governments (MACOG). The project will consist of construction of a bridge within the CR 29, Elkhart County, Indiana corridor over US 6, Elkhart County, Indiana. Per your correspondence, the bridge structure will be 92 feet long with a width of 36' 4". The diagram accompanied with your correspondence indicates that the construction corridor along CR 29 will extend approximately 2,500 feet north and nearly 1,500 feet south of the centerline of US 6 as well as 1,200 feet east and less than 1,200 feet west of the CR 29 center line on US 6.

Landuse in this area is predominantly agriculture. One water structure, referenced as the "Frog Pond" is located in the northern boundary of the project area and is consist with characteristics associated with wetlands. A delineation of the wetlands will aid in avoidance of impacts within the construction corridor. The delineated area should be protected during construction and until disturbed soil is adequately vegetated to reduce potential impact of disturbed soil.

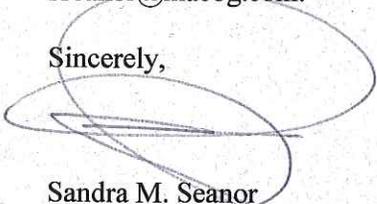
The elevated approaches and bridge, coupled with the greater amounts of hard surface, may result in increased storm water runoff that will not be accommodated by the existing roadside swales. To avoid escalated erosion associated with the runoff, additional storm water structures may be needed.

Finally, in reviewing the project area on a USGS quad map, there is indication that a pipeline crosses CR 29 near the northern boundary of the construction corridor. We have attached that map for your convenience.

We have provided several "pocket" guides to Erosion Prevention and Sediment Control, which you may use to distribute. Additional copies are available.

If you have any questions related to this review, please contact me at 574-287-1829 or by email at [sseanor@macog.com](mailto:sseanor@macog.com).

Sincerely,



Sandra M. Seanor  
Executive Director

F:\ABC\SJRBC\EARLY COORDINATION\2013\L01km1carpenter.docx



February 12, 2013

Patrick Carpenter, Manager  
Cultural Resources Office, Environmental Services  
Indiana Department of Transportation  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration

Re: Historic property report (Kumar, 1/9/13), archaeological records check and phase Ia field reconnaissance report (Laswell, 12/21/12) concerning improvements to the intersection of US6 and CR29 (Designation 1006210; DHPA No. 14386)

Dear Mr. Carpenter:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, 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 has conducted an analysis of the materials dated January 7, 2013 and January 15, 2013 and received on January 8, 2013 and January 18, 2013, for the aforementioned project in Jackson and Benton, Elkhart County, Indiana.

Based upon the documentation available to the staff of the Indiana SHPO, we have not identified any historic buildings, structures, districts, or objects listed in or eligible for inclusion in the National Register of Historic Places within the probable area of potential effects.

In regard to archaeology, based upon the documentation submitted, there is insufficient information to determine whether archaeological site 12E449 is eligible for inclusion in the National Register of Historic Places. However, that portion of 12E449 that is within the proposed project area does not appear to contain significant archaeological deposits, and no further archaeological investigations are necessary in that portion of the site. However, any portions of 12E449 that extend outside of the proposed project area must either be avoided or subjected to further archaeological investigations. This area should be clearly marked so that it is avoided by all project activities. If avoidance is not feasible, a plan for further archaeological investigations must be submitted to the Division of Historic Preservation and Archaeology ("DHPA") for review and comment. Any further archaeological investigations must be done in accordance with the "Secretary of the Interior's Standards and guidelines for Archeology and Historic Preservation" (48 F.R. 44716).

As long as the portion of archaeological site 12E449 outside of the current proposed project boundaries is avoided, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places within the proposed project area.

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 must be reported to the Department of Natural Resources 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.

At this time, it would be appropriate for the Indiana Department of Transportation ("INDOT"), on behalf of the FHWA, to analyze the information that has been gathered from the Indiana SHPO, the general public, and any other consulting parties and make the necessary determinations and findings. Please refer to the following comments for guidance:

- 1) If the INDOT believes that a determination of “no historic properties affected” accurately reflects its assessment, then it shall provide documentation of its finding as set forth in 36 C.F.R. § 800.11 to the Indiana SHPO, notify all consulting parties, and make the documentation available for public inspection (36 C.F.R. §§ 800.4[d][1] and 800.2[d][2]).
- 2) If, on the other hand, the INDOT finds that an historic property may be affected, then it shall notify the Indiana SHPO, the public and all consulting parties of its finding and seek views on effects in accordance with 36 C.F.R. §§ 800.4(d)(2) and 800.2(d)(2). Thereafter, the INDOT may proceed to apply the criteria of adverse effect and determine whether the project will result in a “no adverse effect” or an “adverse effect” in accordance with 36 C.F.R. § 800.5.

Please be advised that prior to INDOT approving and issuing a finding, the 36 C.F.R. § 800.11 documentation must be submitted to INDOT for review and comment.

*A copy of the revised 36 C.F.R. Part 800 that went into effect on August 5, 2004, may be found on the Internet at [www.achp.gov](http://www.achp.gov) for your reference. If you have questions about archaeological issues please contact Dr. Rick Jones at (317) 233-0953 or [rjones@dnr.IN.gov](mailto:rjones@dnr.IN.gov). Questions about buildings or structures should be directed to Chad Slider at (317) 234-5366 or [cslider@dnr.IN.gov](mailto:cslider@dnr.IN.gov). Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA No. 14386.*

Very truly yours,



Ron McAhron  
Deputy Director  
Indiana Department of Natural Resources

RM:JRJ:CWS:cws

emc: Patrick Carpenter, Indiana Department of Transportation  
Mary Kennedy, Indiana Department of Transportation  
Shaun Miller, Indiana Department of Transportation  
Melany Prather, Indiana Department of Transportation



Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739  
Phone 317-232-1646 • Fax 317-232-0693 • [dhp@dnr.IN.gov](mailto:dhp@dnr.IN.gov)



March 26, 2013

Patrick Carpenter, Manager  
Cultural Resources Office, Environmental Services  
Indiana Department of Transportation  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration

Re: Notification of the Indiana Department of Transportation's finding of "no historic properties affected" on behalf of the "Federal Highway Administration" concerning improvements to the intersection of US6 and CR29 (Designation No. 1006210; DHPA No. 14363)

Dear Mr. Carpenter:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, 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 has conducted an analysis of the materials dated March 1, 2013, and received on March 5, 2013, for the aforementioned project in Jackson and Benton townships, Elkhart County, Indiana.

As stated in our letter of February 12, 2013: "Based upon the documentation available to the staff of the Indiana SHPO, we have not identified any historic buildings, structures, districts, or objects listed in or eligible for inclusion in the National Register of Historic Places within the probable area of potential effects.

"In regard to archaeology, based upon the documentation submitted, there is insufficient information to determine whether archaeological site 12E449 is eligible for inclusion in the National Register of Historic Places. However, that portion of 12E449 that is within the proposed project area does not appear to contain significant archaeological deposits, and no further archaeological investigations are necessary in that portion of the site. However, any portions of 12E449 that extend outside of the proposed project area must either be avoided or subjected to further archaeological investigations. This area should be clearly marked so that it is avoided by all project activities. If avoidance is not feasible, a plan for further archaeological investigations must be submitted to the Division of Historic Preservation and Archaeology ("DHPA") for review and comment. Any further archaeological investigations must be done in accordance with the "Secretary of the Interior's Standards and guidelines for Archeology and Historic Preservation" (48 F.R. 44716).

"As long as the portion of archaeological site 12E449 outside of the current proposed project boundaries is avoided, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places within the proposed project area."

Therefore, we concur with INDOT's March 1, 2013 finding, on behalf of FHWA, of No Historic Properties Affected for this undertaking.

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 must be reported to the Department of Natural Resources 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.

*A copy of the revised 36 C.F.R. Part 800 that went into effect on August 5, 2004, may be found on the Internet at [www.achp.gov](http://www.achp.gov) for your reference. If you have questions about archaeological issues please contact Dr. Rick Jones at (317) 233-0953 or [rjones@dnr.IN.gov](mailto:rjones@dnr.IN.gov). If you have questions about buildings or structures please contact Chad Slider at (317) 234-5366 or [cslider@dnr.IN.gov](mailto:cslider@dnr.IN.gov). Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA No. 14386.*

Very truly yours,



Ron McAhron  
Deputy Director  
Indiana Department of Natural Resources

RM:JR:jj

emc: Patrick Carpenter, Indiana Department of Transportation  
Mary Kennedy, Indiana Department of Transportation  
Shaun Miller, Indiana Department of Transportation  
Anuradha Kumar, Indiana Department of Transportation  
Melany Prather, Indiana Department of Transportation

IN Dept of Transportation  
(Governmental Unit)

To: The Goshen News  
114 S. Main St., Goshen, IN 46526

Elkhart County, Indiana

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105  
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Public Notice  
Des. No. 1006210  
Intersection Improvement through Construction of a New Bridge for CR 29 over US 6  
Jackson and Benton Townships, Elkhart County, Indiana

The Indiana Department of Transportation (INDOT) is proposing an intersection improvement project through the construction of a new bridge on CR 29 over US 6, approximately 1 mile west of SR 13 and US 6 junction, and 1.5 miles northwest of Syracuse within Jackson Township of Elkhart County, Indiana. The federal involvement in the project is funding received from the Federal Highway Administration (FHWA).

The need for this project is evidenced by the intersection being a high crash location. The primary purpose of this project is to improve the performance and safety of the intersection of US 6 and CR 29 by creating a grade separation between the two roadways in the project area. It is anticipated that approximately 5.7 acres of new, temporary and existing right-of-way will be required from 10 parcels to construct the proposed grade separation and new bridge for this project. No relocations of residences or businesses are expected.

INDOT, acting on FHWA's behalf has determined a No Historic Properties Affected finding is appropriate for this undertaking because no historic properties listed in or eligible for listing in the National Register of Historic Places are present within the area of potential effects. 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 800.6(a)(4), the documentation specified in 36 CFR 800.11(d)(1) is available for inspection at the INDOT Environmental Services, Engineering/Design Support Services in Indianapolis. This documentation serves as the basis for the No Historic Properties Affected finding. The views of the public on this finding are being sought. Please reply to the address below no later than Friday, April 5, 2013.

Patrick A. Carpenter, Manager  
Cultural Resources Office  
Environmental Services  
100 N. Senate Avenue, IGCN Room 642  
Indianapolis, In. 46204-2218  
Phone: (317) 233-2061  
Fax: 317) 233-4929  
pacarpenter@indot.in.gov

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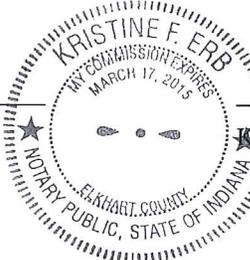
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March 7, 2013

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- Newspaper has a web site, but due to technical problem or error, public notice was posted on \_\_\_\_\_
- Newspaper has a web site but refuses to post the public notice.

Date March 7, 2013



*Kristine F. Erb*  
Kristine F. Erb  
Notary Public  
My commission expires March 17, 2015

## E. Hazardous Materials

- 1-10 Red Flag Investigation
- 11 Hazardous Materials Site Visit Form



**INDIANA DEPARTMENT OF TRANSPORTATION**  
*Driving Indiana's Economic Growth*

100 North Senate Avenue  
 Room N642  
 Indianapolis, Indiana 46204-2216 (317) 232-5348 FAX: (317) 233-4929

**Mitchell E. Daniels, Jr., Governor**  
**Michael B. Cline, Commissioner**

Date: October 30, 2012

To: Hazardous Materials Unit  
 Environmental Services  
 Indiana Department of Transportation  
 100 N Senate Avenue, Room N642  
 Indianapolis, IN 46204

From: Karen M. Novak  
 Fort Wayne District  
 5333 Hatfield Rd.  
 Fort Wayne, IN 46808  
 knovak@indot.IN.gov

Re: RED FLAG INVESTIGATION  
 Des. #1006210  
 Roadway Intersection Improvement at US 6 & CR 29  
 Syracuse, Elkhart County, Indiana

**NARRATIVE**

This project will improve the performance and safety of the intersection at US 6 and CR 29 by raising CR 29 over US 6. The proposed profile of CR 29 will begin at the existing crest located south of US 6, rise to provide the required vertical clearance and structure depth over US 6, and descend to tie into the existing profile north of US 6. The proposed permanent right-of-way is 9.5 acres and temporary right-of-way is 0.4 acres.

**SUMMARY**

<b>Infrastructure</b>			
Indicate the number of items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project. If there are no items, please indicate N/A:			
Religious Facilities	N/A	Recreational Facilities	N/A
Airports	N/A	Pipelines	2
Cemeteries	N/A	Railroads	N/A
Hospitals	N/A	Trails	N/A
Schools	N/A	Managed Lands	N/A

Explanation:

**Pipelines:** There is a crude oil pipeline running west to east within 0.5 mi. of the project location and runs through the northern most part of the project limits. The pipeline is owned by Tecumseh Pipeline Co. Since the pipeline is within the project limits coordination will occur between the INDOT Utility Section and the Pipeline Co. at a later date. There is a

refined products pipeline located within 0.5 mi. (south) of the project location, but not within the project limits. The pipeline will not be impacted as a result of the project.

<b>Water Resources</b>			
Indicate the number of items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project. If there are no items, please indicate N/A:			
NWI - Points	N/A	NWI - Wetlands	several
Karst Springs	N/A	IDEM 303d Listed Lakes	N/A
Canal Structures – Historic	N/A	Lakes	15
NWI - Lines	1	Floodplain - DFIRM	N/A
IDEM 303d Listed Rivers and Streams (Impaired)	N/A	Cave Entrance Density	N/A
Rivers and Streams	5	Sinkhole Areas	N/A
Canal Routes - Historic	N/A	Sinking-Stream Basins	N/A

Explanation:

**NWI-Lines:** There is a wetland line southeast of the project location and outside the project limits. The wetland line will not be impacted as a result of the project.

**Rivers/Streams:** There is an intermittent stream just southwest of the project limits. The stream will not be impacted as a result of the project. There are three perennial streams and one artificial path of a stream located east and southeast of the project area. None of the streams will be impacted as a result of the project.

**NWI-Wetlands:** There are several wetlands located within 0.5 mi. of the project location, but all are outside the project limits, except for one. One wetland is in the northwestern quad of the project. During the site visit, it appeared that this land was being farmed. The project limits for right-of-way shall not impact this area if in fact it is a wetland. A thorough research of the area and a review of the right-of-way plans will determine if this area will be impacted. The other wetlands will not be impacted as a result of the project. The Designer will coordinate with the District Environmental Permits Coordinator through the planning stages of this project to determine if any permits or mitigation is necessary.

**Lakes:** There are fifteen lakes located within 0.5 mi. of the project location, but all are outside of the project limits. The lakes will not be impacted as a result of the project.

<b>Mining/Mineral Exploration</b>			
Indicate the number of items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project. If there are no items, please indicate N/A:			
Petroleum Wells	N/A	Petroleum Fields	N/A
Mines – Surface	N/A	Mines – Underground	N/A

Explanation: There are no concerns located within 0.5 mi. of the project area.

<b>Hazmat Concerns</b>			
Indicate the number of items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project. If there are no items, please indicate N/A:			
Brownfield Sites	N/A	Restricted Waste Sites	N/A
Corrective Action Sites (RCRA)	N/A	Septage Waste Sites	N/A
Confined Feeding Operations	N/A	Solid Waste Landfills	N/A
Construction Demolition Waste	N/A	State Cleanup Sites	N/A
Industrial Waste Sites (RCRA Generators)	N/A	Tire Waste Sites	N/A
Infectious/Medical Waste Sites	N/A	Waste Transfer Stations	N/A
Lagoon/Surface Impoundments	N/A	RCRA Waste Treatment, Storage, and Disposal Sites (TSDs)	N/A
Leaking Underground Storage Tanks (LUSTs)	N/A	Underground Storage Tanks	N/A
Manufactured Gas Plant Sites	N/A	Voluntary Remediation Program	N/A
NPDES Facilities	N/A	Superfund	N/A
NPDES Pipe Locations	N/A	Institutional Control Sites	N/A
Open Dump Sites	N/A		

Explanation: There are no concerns located within 0.5 mi. of the project area.

### **Ecological Information**

The Elkhart County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is attached with ETR species highlighted. Research into the Indiana Heritage database revealed no state or federal ETR species within a ½ mile radius of the subject location. An Early coordination letter was mailed or emailed to the agencies on October 29, 2012. All comments received will be placed in the CE document.

### **Cultural Resources**

There are two historical sites to the northwest of the project site on CR 29, but outside of the project limits. The site will not be impacted as a result of the project. The Section 106 project information has been compiled and sent to INDOT Cultural Resources Office for their review and determination.

### **RECOMMENDATIONS**

Include recommendations from each section. If there are no recommendations, please indicate N/A:

**INFRASTRUCTURE:** A crude oil pipeline is within the project limits. Coordination will occur between the INDOT Utility Section and the Utilities Company during the planning stages of the project.

**WATER RESOURCES:** One wetland is in the northwestern quad of the project. During the site visit, it appeared that this land was being farmed. The project limits for right-of-way shall not impact this area if in fact it is a wetland. A thorough research of the area and a review of the right-of-way plans will determine if this area will be impacted. The other wetlands will not be impacted as a result of the project. The Designer will coordinate with the District Environmental Permits Coordinator through the planning stages of this project to determine if any permits or mitigation is necessary.

**MINING/MINERAL EXPLORATION:** N/A

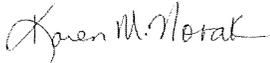
HAZMAT CONCERNS: N/A

ECOLOGICAL INFORMATION: Early Coordination letters were sent to the agencies on October 29, 2012. All Early Coordination responses will be placed in the CE document.

CULTURAL RESOURCES: INDOT Cultural Resources Office will be completing the Section 106 process for this project.

INDOT Environmental Services concurrence: Marlene Mathas Digitally signed by Marlene Mathas  
DN: cn=Marlene Mathas, o=INDOT,  
ou=HazMat,  
email=mmathas@indot.in.gov, c=US  
Date: 2012.11.13 13:47:45 -05'00' (Signature)

Prepared by:



Environmental Scientist III  
INDOT-Fort Wayne

**Graphics:**

A map for each report section with a 1/2 mile radius buffer around all project area(s) showing all items identified as possible items of concern is attached. If there is not a section map included, please change the YES to N/A:

GENERAL SITE MAP SHOWING PROJECT AREA: YES

INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: YES

HAZMAT CONCERNS: YES

Des. No. 1006210  
US 6 at CR 29, Intersection Improvement with Grade Separation  
Elkhart County, Indiana



Aerial Photograph 2005  
Town 35 N, Range 6 E, Sections 25, 36

**Sources:**

**Non Orthophotography**

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

**Orthophotography** - Obtained from Indiana Map Framework Data

([www.indianamap.org](http://www.indianamap.org))

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

0.1 0.05 0 0.1  
Miles

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

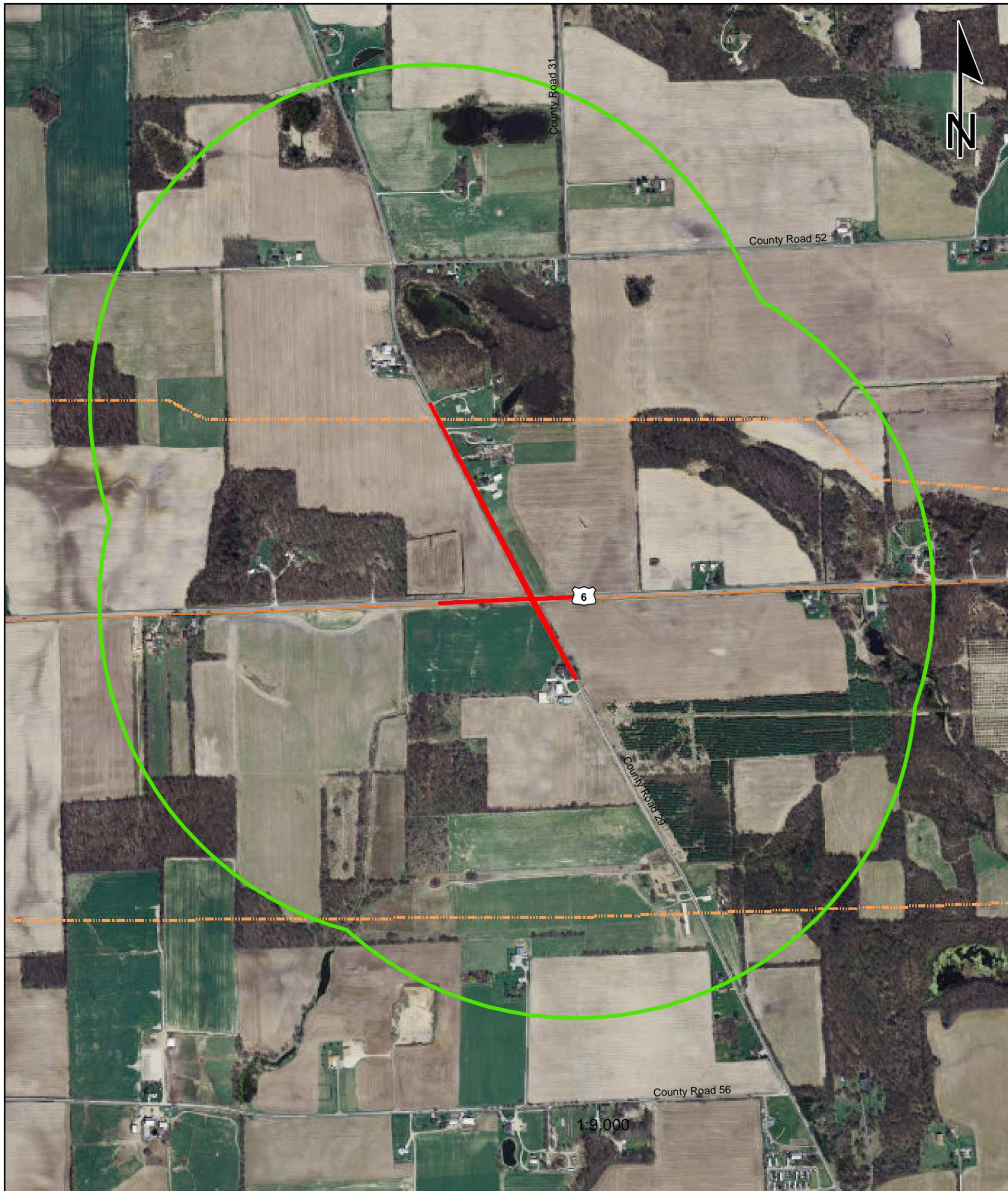


# Red Flag Investigation - Infrastructure

## US 6 at CR 29, Intersection Improvement with Grade Separation

### Des. No. 1006210

### Elkhart County, Indiana



**Sources:**  
**Non Orthophotography**  
**Data** - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83

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



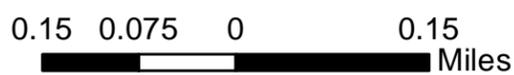
	Religious Facility		Recreation Facility		Project Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Interstate
	Hospital		Trails		State Route
	School		Managed Lands		US Route
			County Boundary		Local Road

# Red Flag Investigation - Water Resources

## US 6 at CR 29, Intersection Improvement with Grade Separation

### Des. No. 1006210

### Elkhart County, Indiana



**Sources:**  
**Non Orthophotography**  
**Data** - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83

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

	NWI - Point		Wetlands		Project Area
	Karst Spring		Lake - Impaired		Half Mile Radius
	Canal Structure - Historic		Lake		Interstate
	NWI- Line		Floodplain - DFIRM		State Route
	Stream - Impaired		Cave Entrance Density		US Route
	River		Sinkhole Area		Local Road
	Canal Route - Historic		Sinking-Stream Basin		
			County Boundary		

Indiana County Endangered, Threatened and Rare Species List

County: Elkhart

Species Name	Common Name	FED	STATE	GRANK	SRANK
<b>Mollusk: Bivalvia (Mussels)</b>					
Venustaconcha ellipsiformis	Ellipse		SSC	G4	S2
<b>Mollusk: Gastropoda</b>					
Campeloma decisum	Pointed Campeloma		SSC	G5	S2
<b>Insect: Coleoptera (Beetles)</b>					
Nicrophorus americanus	American Burying Beetle	LE	SX	G2G3	SH
<b>Insect: Lepidoptera (Butterflies &amp; Moths)</b>					
Apamea lignicolora	The Wood-colored Apamea		ST	G5	S1S2
Apamea nigrior	Black-dashed Apamea		SR	G5	S2S3
Capis curvata	A Noctuid Moth		ST	G4	S2S3
Catocala praeclara	Praeclara Underwing		SR	G5	S2S3
Crambus girardellus	Orange-striped Sedge Moth		SR	GNR	S2S3
Dasychira cinnamomea	A Moth		SR	G4	S1
Exyra rolandiana	Pitcher Window Moth		SE	G4	S1S2
Iodopepla u-album	A Noctuid Moth		SR	G5	S2
Leucania multilinea			SR	G5	S1S2
Macrochilo absorptalis	A Moth		SR	G4G5	S2S3
Macrochilo hypocriticalis	A Noctuid Moth		SR	G4	S2
Melanomma auricinctaria	Huckleberry Eye-spot Moth		SR	G4	S2S3
Papaipema appassionata	The Pitcher Plant Borer Moth		SE	G4	S1
Papaipema speciosissima	The Royal Fern Borer Moth		ST	G4	S2S3
<b>Insect: Odonata (Dragonflies &amp; Damselflies)</b>					
Sympetrum semicinctum	Band-winged Meadowhawk		SR	G5	S2S3
<b>Insect: Tricoptera (Caddisflies)</b>					
Setodes oligius	A Caddisfly		SE	G5	S1
<b>Fish</b>					
Coregonus artedi	Cisco		SSC	G5	S2
Moxostoma valenciennesi	Greater Redhorse		SE	G4	S2
Rhinichthys cataractae	Longnose Dace		SSC	G5	S2
<b>Reptile</b>					
Clemmys guttata	Spotted Turtle		SE	G5	S2
Clonophis kirtlandii	Kirtland's Snake		SE	G2	S2
Emydoidea blandingii	Blanding's Turtle		SE	G4	S2
Macrochelys temminckii	Alligator Snapping Turtle		SE	G3G4	SNA
Sistrurus catenatus catenatus	Eastern Massasauga	C	SE	G3G4T3T4Q	S2
<b>Bird</b>					
Bartramia longicauda	Upland Sandpiper		SE	G5	S3B
Botaurus lentiginosus	American Bittern		SE	G4	S2B
Circus cyaneus	Northern Harrier		SE	G5	S2

Indiana Natural Heritage Data Center  
Division of Nature Preserves  
Indiana Department of Natural Resources  
This data is not the result of comprehensive county surveys.

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting  
State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SX = state extirpated; SG = state significant; WL = watch list  
GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank  
SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked

Indiana County Endangered, Threatened and Rare Species List

County: Elkhart

Species Name	Common Name	FED	STATE	GRANK	SRANK
<i>Cistothorus palustris</i>	Marsh Wren		SE	G5	S3B
<i>Cistothorus platensis</i>	Sedge Wren		SE	G5	S3B
<i>Grus canadensis</i>	Sandhill Crane	No Status	SSC	G5	S2B,S1N
<i>Ixobrychus exilis</i>	Least Bittern		SE	G5	S3B
<i>Lanius ludovicianus</i>	Loggerhead Shrike	No Status	SE	G4	S3B
<i>Rallus elegans</i>	King Rail		SE	G4	S1B
<i>Rallus limicola</i>	Virginia Rail		SE	G5	S3B
<b>Mammal</b>					
<i>Condylura cristata</i>	Star-nosed Mole		SSC	G5	S2?
<i>Lynx rufus</i>	Bobcat	No Status	SSC	G5	S1
<i>Taxidea taxus</i>	American Badger		SSC	G5	S2
<b>Vascular Plant</b>					
<i>Actaea rubra</i>	Red Baneberry		SR	G5	S2
<i>Amelanchier humilis</i>	Running Serviceberry		SE	G5	S1
<i>Andromeda glaucophylla</i>	Bog Rosemary		SR	G5	S2
<i>Arabis drummondii</i>	Drummond Rockcress		SE	G5	S1
<i>Arabis missouriensis</i> var. <i>deamii</i>	Missouri Rockcress		SE	G5T3?Q	S1
<i>Arenaria stricta</i>	Michaux's Stitchwort		SR	G5	S2
<i>Aster borealis</i>	Rushlike Aster		SR	G5	S2
<i>Besseyia bullii</i>	Kitten Tails		SE	G3	S1
<i>Cabomba caroliniana</i>	Carolina Fanwort		SX	G3G5	SX
<i>Carex bebbii</i>	Bebb's Sedge		ST	G5	S2
<i>Carex debilis</i> var. <i>rudgei</i>	White-edge Sedge		SR	G5T5	S2
<i>Carex straminea</i>	Straw Sedge		ST	G5	S2
<i>Chimaphila umbellata</i> ssp. <i>cisatlantica</i>	Pipsissewa		ST	G5T5	S2
<i>Eleocharis equisetoides</i>	Horse-tail Spikerush		SE	G4	S1
<i>Eleocharis robbinsii</i>	Robbins Spikerush		SR	G4G5	S2
<i>Epigaea repens</i>	Trailing Arbutus		WL	G5	S3
<i>Eriocaulon aquaticum</i>	Pipewort		SE	G5	S1
<i>Eriophorum gracile</i>	Slender Cotton-grass		ST	G5	S2
<i>Eriophorum viridicarinatum</i>	Green-keeled Cotton-grass		SR	G5	S2
<i>Fuirena pumila</i>	Dwarf Umbrella-sedge		ST	G4	S2
<i>Geranium robertianum</i>	Herb-robert		ST	G5	S2
<i>Gnaphalium macounii</i>	Winged Cudweed		SX	G5	SX
<i>Iliamna remota</i>	Kankakee Globe-mallow		SE	G1Q	S1
<i>Juniperus communis</i>	Ground Juniper		SR	G5	S2
<i>Linum striatum</i>	Ridged Yellow Flax		WL	G5	S3
<i>Lycopodium hickeyi</i>	Hickey's Clubmoss		SR	G5	S2
<i>Lycopodium obscurum</i>	Tree Clubmoss		SR	G5	S2
<i>Malaxis unifolia</i>	Green Adder's-mouth		SE	G5	S1

Indiana Natural Heritage Data Center  
Division of Nature Preserves  
Indiana Department of Natural Resources  
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Indiana County Endangered, Threatened and Rare Species List

County: Elkhart

Species Name	Common Name	FED	STATE	GRANK	SRANK
Matteuccia struthiopteris	Ostrich Fern		SR	G5	S2
Milium effusum	Tall Millet-grass		SR	G5	S2
Pinus strobus	Eastern White Pine		SR	G5	S2
Platanthera leucophaea	Prairie White-fringed Orchid	LT	SE	G2G3	S1
Platanthera psycodes	Small Purple-fringe Orchis		SR	G5	S2
Poa paludigena	Bog Bluegrass		WL	G3	S3
Psilocarya scirpoides	Long-beaked Baldrush		ST	G4	S2
Pyrola rotundifolia var. americana	American Wintergreen		SR	G5	S2
Quercus prinoides	Dwarf Chinquapin Oak		SE	G5	S1
Rhynchospora macrostachya	Tall Beaked-rush		SR	G4	S2
Scirpus purshianus	Weakstalk Bulrush		SR	G4G5	S1
Selaginella rupestris	Ledge Spike-moss		ST	G5	S2
Spiranthes lucida	Shining Ladies'-tresses		SR	G5	S2
Stipa avenacea	Blackseed Needlegrass		SR	G5	S2
Tofieldia glutinosa	False Asphodel		SR	G4G5	S2
Utricularia cornuta	Horned Bladderwort		ST	G5	S2
Utricularia minor	Lesser Bladderwort		ST	G5	S1
Utricularia purpurea	Purple Bladderwort		SR	G5	S2
Vaccinium oxycoccos	Small Cranberry		ST	G5	S2
Xyris difformis	Carolina Yellow-eyed Grass		ST	G5	S2
<b>High Quality Natural Community</b>					
Forest - floodplain mesic	Mesic Floodplain Forest		SG	G3?	S1
Forest - upland mesic	Mesic Upland Forest		SG	G3?	S3
Lake - lake	Lake		SG	GNR	S2
Prairie - sand dry-mesic	Dry-mesic Sand Prairie		SG	G3	S3
Wetland - beach marl	Marl Beach		SG	G3	S2
Wetland - bog acid	Acid Bog		SG	G3	S2
Wetland - bog circumneutral	Circumneutral Bog		SG	G3	S3
Wetland - fen	Fen		SG	G3	S3
Wetland - flat muck	Muck Flat		SG	G2	S2
Wetland - flat sand	Sand Flat		SG	G2	S1
Wetland - marsh	Marsh		SG	GU	S4
Wetland - swamp shrub	Shrub Swamp		SG	GU	S2

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## HAZARDOUS MATERIALS SITE VISIT FORM

Des # \_\_\_\_\_ Project # \_\_\_\_\_  
 Road # \_\_\_\_\_ Type of Road Project \_\_\_\_\_  
 Description of area (either general location or exact location of parcel) \_\_\_\_\_

Person completing this Field Check \_\_\_\_\_

1. **Has a Red Flag Investigation been completed?**       Yes    No

Notes:

2. **Right-of-Way Requirements:**

No New ROW    Strip ROW    Minor Take    Whole Parcel Take    Information Not Available

Notes:

3. **Land Use History and Development:** (Industrial, Light Industry, Commercial, Agricultural, Residential, Other – also, indicate source of data: visual inspection, aerial photos, U.S.G.S. topo maps, etc.)

Setting (rural or urban):

Current Land Uses:

Previous Land Uses:

Adjacent Land Uses:

Describe any structures on the property:

4. <b>Visual Inspection:</b>	Property	Adjoining Property	Property	Adjoining Property
<b>Storage Structures:</b>			<b>Evidence of Contamination:</b>	
Underground Tanks	_____	_____	Junkyard	_____
Surface Tanks	_____	_____	Auto Graveyard	_____
Transformers	_____	_____	Surface Staining	_____
Sumps	_____	_____	Oil Sheen	_____
Ponds/Lagoons	_____	_____	Odors	_____
Drums	_____	_____	Vegetation Damage	_____
Basins	_____	_____	Dumps	_____
Landfills	_____	_____	Fill Dirt Evidence	_____
Other	_____	_____	Vent pipes or fill pipes	_____
			Other	_____

5. **Is a Phase I, Initial Site Assessment required?**    Yes       No

(Write additional notes on back)

## F. Public Involvement

1-6	Notice of Survey Letter & List of Property Owners
7-18	Legal Notice of Public Hearing (incl. emails & mailings)
19-87	Public Hearing Documents
88	Response to Public Hearing Comments



# INDIANA DEPARTMENT OF TRANSPORTATION

*Driving Indiana's Economic Growth*

Fort Wayne District  
5333 Hatfield Road  
Fort Wayne, Indiana 46808 (260) 484-9541 FAX: (260) 484-9031

Mitchell E. Daniels, Jr., Governor  
Michael B. Cline, Commissioner

Mr. & Mrs. Jerry W Stewart  
71758 County Road 29  
Syracuse, IN 46567

## NOTICE OF SURVEY

Dear Property Owner/ Resident:

The Indiana Department of Transportation (INDOT) will perform an environmental survey for the proposed intersection improvement project on US 6 at County Road 29, Des No. 1006210, in Elkhart County, Indiana. A portion of this survey work may be performed on your property in order to provide design engineers information for project design. The survey work may include photos for structure and historic evaluation, archaeological survey points, wetland delineations, endangered species investigation, etc. The survey is needed for the proper planning and design of this highway project.

At this stage we generally do not know what effect, if any, our project may eventually have on your property. If we determine later that your property is involved, we will contact you with additional information.

Indiana Code 8-23-7-26 allows the Fort Wayne District Environmental Section, as the authorized employees of INDOT, *Right of Entry* to the project site (including private property) upon proper notification. A copy of a Notice of Survey discussion sheet, as found on INDOT's website (<http://www.in.gov/indot/2778.htm>), is attached to this letter. Pursuant to Indiana Code 8-23-7-27, this letter serves as written notification that we will be performing the above noted survey in the vicinity of your property after October 15, 2012.

INDOT employees will show you their identification, if you are available, before coming onto your property.

If you own but are not the tenant of this property (i.e. rental, sharecrop), please inform us so that we may also contact the actual tenant of the property prior to commencement of our work. If you have any questions or concerns regarding our proposed survey work or schedule, please contact me or the District Environmental Scoping Manager. This contact information is as follows:

Karen Novak, Environmental Scientist  
5333 Hatfield Rd.  
Fort Wayne, IN 46808  
(260) 969-8302

-OR-

Jason Kaiser, Scoping Manager  
5333 Hatfield Rd.  
Fort Wayne, IN 46808  
(260) 969-8234

Under Indiana Code 8-23-7-28, you have a right to compensation for any damage that occurs to your land or water as a result of the entry or work performed during the entry. To obtain such compensation, you should contact the Fort Wayne District Real Estate Manager. His contact information is below. The District Real Estate Manager can provide you with a form to request compensation for damages. Once you fill out this form,



# INDIANA DEPARTMENT OF TRANSPORTATION

*Driving Indiana's Economic Growth*

Fort Wayne District  
5333 Hatfield Road  
Fort Wayne, Indiana 46808 (260) 484-9541 FAX: (260) 484-9031

**Mitchell E. Daniels, Jr., Governor**  
**Michael B. Cline, Commissioner**

you can return it to the District Real Estate Manager for consideration. If you are not satisfied with the compensation that INDOT determines is owed to you, Indiana Code 8-23-7-28 provides the following:

The amount of damages shall be assessed by the county agricultural extension educator of the county in which the land or water is located and two (2) disinterested residents of the county, one (1) appointed by the aggrieved party and one (1) appointed by the department. A written report of the assessment of damages shall be mailed to the aggrieved party and the department by first class United States mail. If either the department or the aggrieved party is not satisfied with the assessment of damages, either or both may file a petition, not later than fifteen (15) days after receiving the report, in the circuit or superior court of the county in which the land or water is located.

If you have questions regarding the rights and procedures outlined in this letter, please contact the District Real Estate Manager. This contact information is as follows:

Mr. Jeremy McManama  
5333 Hatfield Rd.  
Fort Wayne, IN 46808  
(260) 969-8264

Thank you in advance for your cooperation in this matter.

Sincerely,

---

Karen M. Novak  
Fort Wayne District Environmental Scientist



# INDIANA DEPARTMENT OF TRANSPORTATION

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Fort Wayne, Indiana 46808 (260) 484-9541 FAX: (260) 484-9031

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Michael B. Cline, Commissioner

**Title 8.** Utilities and Transportation  
**Article 23.** Indiana Department of Transportation  
**Chapter 7.** Real Property Transactions (Refs & Annos)

## **I.C. 8-23-7-26 Surveys and investigations; right of entry**

Sec. 26. An authorized employee or representative of the department engaged in a survey or investigation authorized by the commissioner or the commissioner's designee, including a survey or investigation for purposes of IC 8-23-5-9, may enter upon, over, or under any land or property within Indiana to conduct the survey or investigation by manual or mechanical means, which include the following:

- (1) Inspecting.
- (2) Measuring.
- (3) Leveling.
- (4) Boring.
- (5) Trenching.
- (6) Sample-taking.
- (7) Archeological digging.
- (8) Investigating soil and foundation.
- (9) Transporting equipment.
- (10) Any other work necessary to carry out the survey or investigation.

*As added by P.L.18-1990, SEC.216. Amended by P.L.99-2008, SEC.2.*

## **I.C. 8-23-7-27 Surveys and investigations; notification of occupants**

Sec. 27. (a) Before an authorized employee or representative of the department enters upon, over, or under any land or water under section 26 of this chapter, the occupant of the land or water shall be notified in writing by first class United States mail of the entry not later than five (5) days before the date of entry. The employee or representative of the department shall present written identification or authorization to the occupant of the land or water before entering the land or water.

(b) At the same time and in the same manner as the notice required under subsection (a), the department shall notify the occupant and the record owner of the land or property of the following:

(1) With respect to damage that occurs to the land or property as a result of entry upon, over, or under the land or property as set forth in section 26 of this chapter:



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(A) a description of the aggrieved party's right to compensation for the damage from the department; and

(B) the procedure that the aggrieved party must follow to obtain the compensation.

(2) The name, mailing address, and telephone number of an individual or office within the department to which an aggrieved party may direct questions concerning the rights and procedures described in subdivision (1).

*As added by P.L.18-1990, SEC.216. Amended by P.L.99-2008, SEC.3.*

## **I.C. 8-23-7-28 Surveys and investigations; compensation for damages**

Sec. 28. If during an entry under section 26 of this chapter damage occurs to the land or water as a result of the entry or work performed during the entry, the department shall compensate the aggrieved party. If the aggrieved party is not satisfied with the compensation determined by the department, the amount of damages shall be assessed by the county agricultural extension educator of the county in which the land or water is located and two (2) disinterested residents of the county, one (1) appointed by the aggrieved party and one (1) appointed by the department. A written report of the assessment of damages shall be mailed to the aggrieved party and the department by first class United States mail. If either the department or the aggrieved party is not satisfied with the assessment of damages, either or both may file a petition, not later than fifteen (15) days after receiving the report, in the circuit or superior court of the county in which the land or water is located. The department shall pay any compensation awarded to an aggrieved party under this section:

(1) not more than sixty (60) days after the date on which the parties agree to the amount of the compensation; or

(2) as ordered by the circuit or superior court.

*As added by P.L.18-1990, SEC.216. Amended by P.L.40-1993, SEC.3; P.L.99-2008, SEC.4.*



# INDIANA DEPARTMENT OF TRANSPORTATION

*Driving Indiana's Economic Growth*

Fort Wayne District  
5333 Halfield Road  
Fort Wayne, Indiana 46808 (260) 484-9541 FAX: (260) 484-9031

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Michael B. Cline, Commissioner

## ***Meaning of a Notice of Survey***

### **Notice of Survey**

If you have received a Notice of Survey from INDOT, you may be wondering what it means. In the early stages of a project's development, INDOT must collect as much information as possible to ensure that sound decisions are made in designing the project. Before entering onto private property to collect that data, INDOT is required to notify landowners that personnel will be in the area and may need to enter onto their property. Indiana Code, Title 8, Article 23, Chapter 7, Paragraph 26 deals with the department's authority to enter onto any property within Indiana.

Receipt of a Notice of Survey does not necessarily mean that INDOT will be buying property from you. It doesn't even necessarily mean that the project will involve your property at all. Since the Notice of Survey is sent out in the very early stages and since we want to collect data within AND surrounding the project's limits, more landowners are contacted than will actually fall within the eventual project limits. It may also be that your property falls within the project limits but we will not need to purchase property from you to make improvements to the roadway. Another thing to keep in mind is that when you receive a Notice of Survey, very few specifics have been worked out and actual construction of the project may be several years away.

Before INDOT begins a project that requires them to purchase property from landowners, they must first offer the opportunity for a public hearing. If you were on the list of people who received a Notice of Survey, you should also receive a notice informing you of your opportunity to request a public hearing. These notices will also be published in your local papers so that interested individuals who are *not* adjacent to the project will also have the opportunity to request a public hearing. If a public hearing is to be held, INDOT will publicize the date, location, and time. INDOT will present detailed project information at the public hearing, comments will be taken from the public in spoken and written form, and question and answer sessions will be offered. Based on the feedback INDOT receives from the public, a project can be modified and improved to better serve the public.

So, if you have received a Notice of Survey, remember:

1. You do not need to take any action at this time. It is merely letting you know that people in safety vests or shirts are going to be in your neighborhood.
2. The project is still in its early planning stage.
3. Construction may be a long way off.
4. You will be notified of your opportunity to comment on the project at a later date.

**Notice of Survey Addresses for Des. No. 1006210 –  
Intersection improvement at US 6 and CR 29, Elkhart County**

<b>Parcel #</b>	<b>Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
1	Jerry W & Tammy L Stewart	71758 County Road 29	Syracuse	IN	46567
2	Timothy J Gaff	408 W Tower St.	Pierceton	IN	46562
3	Max G & Marlene K Evans	71820 County Road 29	Syracuse	IN	46567
4	Norman M Miller	71629 County Road 29	Syracuse	IN	46567
5	Mikeal L & Cynthia J Brown	16451 US Highway 6	Syracuse	IN	46567
6	Prairie Meadows LLC	16734 County Road 44	Goshen	IN	46526
7	Michael Allen Haab	72097 County Road 29	Syracuse	IN	46567



# INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 234-0796  
FAX: (317) 232-5349

**Michael R. Pence, Governor**  
**Brandye Hendrickson, Interim**  
**Commissioner**

August 7, 2013

DES# 1006210

The Mail-Journal  
[jseely@the-papers.com](mailto:jseely@the-papers.com)  
Legal Ad Department  
PO Box 188  
Milford, IN 46542

To Whom It May Concern:

Please insert the enclosed legal advertisement of Notice of Public Hearing only in the above newspaper issues of:

**Wednesday, August 14, 2013**

**Wednesday, August 21, 2013**

For necessary payment, you are to complete two (2) copies of the Publisher's Claim Forms prescribed by the State Board of Accounts (General form No. 99P (Rev 1967)) be sure to include your full address and Federal I.D. Number (F.I.N.) in the upper right hand corner of the form, and send to:

Mary Wright  
Public Hearing Examiner  
Indiana Department of Transportation  
Planning & Production Division, Room N642  
100 North Senate Avenue  
Indianapolis, IN 46204-2216

If there should be any questions regarding this mailing please contact the writer at (317) 234-0796.

Sincerely,  
Mary Wright  
Public Hearing Examiner  
E-Mail: [mwright@indot.in.gov](mailto:mwright@indot.in.gov)

MDW:mw

Enclosure

LEGAL NOTICE  
OF  
PUBLIC HEARING

The Indiana Department of Transportation will hold a public hearing on **Wednesday, August 28, 2013, at 6:00pm at the Wawasee High School Auditorium, 1 Warrior Path, Building 1, (Main Entrance Door #1) Syracuse, Indiana 46526.**

The purpose of the public hearing is to offer all interested persons an opportunity to comment on the environmental document and preliminary design plans for a new bridge to carry CR 29 over US 6, located in Elkhart County. The purpose of the proposed project is to reduce the accident frequency and severity at the intersection of US 6 and CR 29. Construction of the project will require approximately 10.9 acres of new permanent right-of-way. No displacement of residents or businesses will be involved with this project. Traffic on US 6 will be maintained during construction with shoulder restrictions anticipated during construction of the proposed bridge abutments, however, short term closures are anticipated during the bridge beam placement. Due to the closure of CR 29, the proposed maintenance of traffic would require local traffic to be detoured using the routes of SR 13 (CR 33) and CR 46.

Preliminary design plans, along with the environmental document are available for review at the following locations.

1. Hearings Examiner, Room N642, Indiana Government Center North, 100 North Senate Avenue, Indianapolis, IN 46204-2216, Phone # (317) 234-0796
2. Planning & Programming Department, Indiana Department of Transportation Fort Wayne District office at, 5333 Hatfield Road, Fort Wayne, IN 46808, Phone # (866) 227-3555
3. Syracuse Public Library, 115 East Main Street, Syracuse, IN 46567  
Phone# (574) 457-3022

The public hearing serves as the opportunity for the public to comment on both the Categorical Exclusion (CE) environmental document and to view and comment on the preliminary plans. All comments collected before, during and two weeks after the hearing will be taken into consideration. The tentative timetables for right-of-way acquisition and construction will be discussed during the formal presentation. Public statements for the record will be taken after the presentation. Individuals interested in participating in the public statement session may sign the speaker's schedule prior to the presentation. The preliminary plans will be available for anyone interested in talking to the engineers about the project before and after the formal presentation. Please note these conversations will not be part of the official record. Any point of concern or suggestion must be submitted in writing during the comment period or as a statement on record at the public hearing.

With advance notice INDOT can make special accommodations for persons with disabilities and/or limited English speaking ability, and persons needing auxiliary aids or services of interpreters, signers, readers, or large print. If special accommodations are needed please call the Public Hearings office at (317) 232-6601, by Wednesday, August 21, 2013.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary.", approved by the Federal Highway Administration, U.S. Department of Transportation on August 16, 2012. INDOT, Mary Wright, Public Hearings Examiner, Phone # (317) 234-0796, E-Mail: [mwright@indot.IN.gov](mailto:mwright@indot.IN.gov)

In Dept of Transportation

To: The Goshen News  
DES. #: 1006210  
Goshen, IN 46526

LEGAL NOTICE  
OF  
PUBLIC HEARING

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Phone # (866) 227-3555
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15 East Main Street  
Syracuse, IN 46567  
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Additionally, the statement checked below is true and correct:

- Newspaper does not have a web site.
- Newspaper has a web site and this public notice was posted on the same day it was published in the newspaper.
- Newspaper has a web site, but due to technical problem or error, public notice was posted on \_\_\_\_\_
- Newspaper has a web site but refuses to post the public notice.

Date August 19, 2013



*Kristine F. Erb*  
Kristine F. Erb  
Notary Public

My commission expires March 17, 2015

SUMMARY

SUBJECT: Proposed new bridge carrying County Road (CR) 29 over US 6, 1.0 mile west of the SR 13 West Junction, located in Elkhart County.

DES #: 1006210

ENVIRONMENTAL: Categorical Exclusion Level 3 released for public involvement July 10, 2013

LEGAL NOTICE OF PUBLIC HEARING:

The Goshen News 574-533-2151 (345)  
[Angie.kulczar@goshennews.com](mailto:Angie.kulczar@goshennews.com)

Monday, August 12, 2013  
Monday, August 19, 2013

The Mail-Journal - 'the Paper' Milford 574-658-4111  
[jseely@the-papers.com](mailto:jseely@the-papers.com)

Wednesday, August 14, 2013  
Wednesday, August 21, 2013

DATE, TIME, AND PLACE OF PUBLIC HEARING:

Wednesday, August 28, 2013  
PRESENTATION: 6:00pm  
Wawasee High School  
Auditorium  
1 Warrior Path Bldg 1  
Syracuse, Indiana 46567

IN-HOUSE: Katherine Smutzer 317-233-2074

PROJECT MANAGER: DOUG BURGESS 260-399-7336

FORT WAYNE DISTRICT

## Clark, Rickie

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**From:** State of Indiana [indiana@subscriptions.in.gov]  
**Sent:** Friday, August 09, 2013 2:48 PM **Also sent August 16 & 23, 2013**  
**To:** Clark, Rickie  
**Subject:** Courtesy Copy: Public Hearing regarding a proposed new bridge to carry CR 29 over US 6, one mile west of SR 13 West Junction, Elkhart County

**This is a courtesy copy of an email bulletin sent by Rickie Clark.**

**This bulletin was sent to the following groups of people:**

Subscribers of Transportation - Meetings & Hearings (591 recipients)

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The Indiana Department of Transportation will hold a public hearing on **Wednesday, August 28, 2013, at 6:00pm at the Wawasee High School Auditorium, 1 Warrior Path, Building 1, (Main Entrance Door #1) Syracuse, Indiana 46526.**

The purpose of the public hearing is to offer all interested persons an opportunity to comment on the environmental document and preliminary design plans for a proposed new bridge to carry CR 29 over US 6, located in Elkhart County. The purpose of the proposed project is to enhance safety by addressing accident frequency at the intersection of US 6 and CR 29.

Traffic on US 6 will be maintained during construction with shoulder restrictions anticipated during construction of the proposed bridge abutments, however, short term closures are anticipated during the bridge beam placement. Due to the closure of CR 29, the proposed maintenance of traffic would require local traffic to be detoured using the routes of SR 13 (CR 33) and CR 46. Construction of the project will require approximately 11 acres of new permanent right-of-way with no displacement of residents or businesses anticipated as part of this project.

Preliminary design plans, along with the environmental document are available for review at the following locations. .

1. Hearings Examiner, Room N642, Indiana Government Center North, 100 North Senate Avenue, Indianapolis, IN 46204-2216, Phone # (317) 234-0796
2. Planning & Programming Department, Indiana Department of Transportation Fort Wayne District office at, 5333 Hatfield Road, Fort Wayne, IN 46808, Phone # (866) 227-3555
3. Syracuse Public Library, 115 East Main Street, Syracuse, IN 46567; Phone# (574) 457-3022

**Clark, Rickie**

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**From:** Clark, Rickie  
**Sent:** Friday, August 09, 2013 4:12 PM Also sent August 16 & 23, 2013  
**To:** House District 49; House District 22; House District 48; House District 82; House District 21; Senate District 9; Senate District 12; Senate District 11  
**Cc:** Weingardt, Abigail; Mayo, Toni; Burgess, Doug; Foster, Mary  
**Subject:** Public Hearing regarding a proposed new bridge to carry CR 29 over US 6, one mile west of SR 13 West Junction, Elkhart County



**INDIANA DEPARTMENT OF TRANSPORTATION**  
*Driving Indiana's Economic Growth*

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Clark, Rickie

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**From:** Clark, Rickie  
**Sent:** Friday, August 09, 2013 4:19 PM **Also sent August 16 & 23, 2013**  
**To:** 'jtaylor@elkcohw.org'; djohnson@elkcohw.org; 'jgrossman@elkcohw.org'; 'mikeyoder@maplenet.net'; 'tjrodino@aol.com'; 'knarf65@aol.com'; trushlow@elkcohw.org; Seanor, Sandra M; hdejulia@syracusein.org; jkline@syracusein.org  
**Cc:** Mayo, Toni; Burgess, Doug  
**Subject:** Public Hearing regarding a proposed new bridge to carry CR 29 over US 6, one mile west of SR 13 West Junction, Elkhart County



## INDIANA DEPARTMENT OF TRANSPORTATION

*Driving Indiana's Economic Growth*

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Syracuse Public Library, 115 East Main Street, Syracuse, IN 46567; Phone# (574) 457-3022

**Clark, Rickie**

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**From:** Clark, Rickie  
**Sent:** Friday, August 16, 2013 11:27 AM **Also sent August 16 & 23, 2013**  
**To:** Clark, Rickie; 'jtaylor@elkcohw.org'; djohnson@elkcohw.org; 'jgrossman@elkcohw.org'; 'mikeyoder@maplenet.net'; 'tjrodino@aol.com'; 'knarf65@aol.com'; trushlow@elkcohw.org; Seanor, Sandra M; hdejulia@syracusein.org; jkline@syracusein.org  
**Cc:** Mayo, Toni; Burgess, Doug  
**Subject:** RE: Public Hearing regarding a proposed new bridge to carry CR 29 over US 6, one mile west of SR 13 West Junction, Elkhart County



**INDIANA DEPARTMENT OF TRANSPORTATION**  
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Syracuse Public Library, 115 East Main Street, Syracuse, IN 46567; Phone# (574) 457-3022

**Clark, Rickie**

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**From:** Clark, Rickie  
**Sent:** Friday, August 16, 2013 11:26 AM Also sent August 16 & 23, 2013  
**To:** Clark, Rickie; House District 49; House District 22; House District 48; House District 82; House District 21; Senate District 9; Senate District 12; Senate District 11  
**Cc:** Weingardt, Abigail; Mayo, Toni; Burgess, Doug; Foster, Mary  
**Subject:** RE: Public Hearing regarding a proposed new bridge to carry CR 29 over US 6, one mile west of SR 13 West Junction, Elkhart County



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The Indiana Department of Transportation will hold a public hearing on **Wednesday, August 28, 2013, at 6:00pm at the Wawasee High School Auditorium, 1 Warrior Path, Building 1, (Main Entrance Door #1) Syracuse, Indiana 46526.**

The purpose of the public hearing is to offer all interested persons an opportunity to comment on the environmental document and preliminary design plans for a proposed new bridge to carry CR 29 over US 6, located in Elkhart County. The purpose of the proposed project is to enhance safety by addressing accident frequency at the intersection of US 6 and CR 29.

Traffic on US 6 will be maintained during construction with shoulder restrictions anticipated during construction of the proposed bridge abutments, however, short term closures are anticipated during the bridge beam placement. Due to the closure of CR 29, the proposed maintenance of traffic would require local traffic to be detoured using the routes of SR 13 (CR 33) and CR 46. Construction of the project will require approximately 11 acres of new permanent right-of-way with no displacement of residents or businesses anticipated as part of this project.

Preliminary design plans, along with the environmental document are available for review at the following locations.

Hearings Examiner, Room N642, Indiana Government Center North, 100 North Senate Avenue, Indianapolis, IN 46204-2216, Phone # (317) 234-0796

Planning & Programming Department, Indiana Department of Transportation Fort Wayne District office at, 5333 Hatfield Road, Fort Wayne, IN 46808, Phone # (866) 227-3555

Syracuse Public Library, 115 East Main Street, Syracuse, IN 46567; Phone# (574) 457-3022

With advance notice INDOT can make special accommodations for persons with disabilities and/or limited English speaking ability, and persons needing auxiliary aids or services of interpreters,



# INDIANA DEPARTMENT OF TRANSPORTATION

*Driving Indiana's Economic Growth*

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 232-6601  
E-mail: [rclark@indot.in.gov](mailto:rclark@indot.in.gov)

**Michael R. Pence, Governor**  
**Karl B. Browning, Commissioner**

Wednesday, August 28, 2013

Dear Local Resident, Interested Citizen, and Elected Public Official:

**Welcome to the Indiana Department of Transportation's (INDOT) Public Hearing regarding the proposed U.S. 6 at C.R. 29 New Bridge Placement project in Elkhart County.** Specifically, the project proposes a new bridge to carry C.R. 29 over U.S. 6, one mile west of the S.R. 13 West Junction.

The purpose of this public hearing is two-fold. Firstly, this is an opportunity to present the environmental document for this project which includes a summary of project alternatives studied, evaluated, and screened in an effort to identify a preferred alternative in moving forward with this proposed project. Secondly, this public hearing allows INDOT the opportunity to solicit public comment on the environmental document and preferred alternative.

There are several ways your comments may be presented this evening. You may submit comments in the following manner:

1. **Complete** one of the comment forms and return it to any of the INDOT representatives attending the public hearing. The comment forms are attached to this packet and extra copies are available on the table with the other handout materials.
2. **Mail** your comments to the Indiana Department of Transportation's Office of Public Involvement, 100 North Senate Avenue, Room N642 Indianapolis, IN 46204-2216. All comments submitted during the public hearing or during the public comment period will be reviewed, evaluated, and given full consideration by INDOT project officials during the decision making process. **INDOT respectfully request comments be submitted by Friday, September 20, 2013.**
3. **Participate** during the Public Comment Session and have your comments recorded for inclusion into the official public hearings transcript / public record.
4. **E-mail** comments to the INDOT Office of Public Involvement at: [rclark@indot.in.gov](mailto:rclark@indot.in.gov).
5. A copy of this presentation is available on-line at the INDOT Fort Wayne District page: <http://www.in.gov/indot/2703.htm>. Customer Service Center contact information: [NEinformation@indot.in.gov](mailto:NEinformation@indot.in.gov) PHONE (866) 227-3555.

All public comments submitted during this evening's comment session and/or during the public comment period will be included in the official public hearing transcript (public record) and will be reviewed, evaluated and given full consideration during the decision making process.

Rickie Clark, INDOT Office of Public Involvement  
[rclark@indot.in.gov](mailto:rclark@indot.in.gov) (317) 232-6601

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## Indiana Department of Transportation

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### Transportation, Indiana Department of

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August 2013

Su	Mo	Tu	We	Th	Fr	Sa
▶ 28	▶ 29	▶ 30	▶ 31	▶ 1	▶ 2	▶ 3
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▶ 18	▶ 19	▶ 20	▶ 21	▶ 22	▶ 23	▶ 24
▶ 25	▶ 26	▶ 27	▶ 28	▶ 29	▶ 30	▶ 31

### Entry Details



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[INDOT] Public Hearing regarding a proposed new bridge to carry CR 29 over US 6, one mile west of the SR 13 West Junction, Elkhart County

Start Date: 8/28/2013 Start Time: 6:00 PM  
End Date: 8/28/2013 End Time: 8:00 PM

Display Month:

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**Entry Description**  
The Indiana Department of Transportation will hold a public hearing on Wednesday, August 28, 2013, at 6:00pm at the Wawasee High School Auditorium, 1 Warrior Path, Building 1, (Main Entrance Door #1) Syracuse, Indiana 46526.



The purpose of the public hearing is to offer all interested persons an opportunity to comment on the environmental document and preliminary design plans for a proposed new bridge to carry CR 29 over US 6, located in Elkhart County. The purpose of the proposed project is to enhance safety by addressing accident frequency at the intersection of US 6 and CR 29.

**Entry Type:**  
Event

**Entry Category:**  
Announcements

**IN.gov Category:**  
Tourism & Transportation

**Agency Name**  
Transportation, Indiana Department of

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From:

To:

State Agency(s):

Entry Type:

Entry Category:

IN.gov Category:

Keyword(s):

Traffic on US 6 will be maintained during construction with shoulder restrictions anticipated during construction of the



**U.S. 6 at C.R. 29 New Bridge Placement**  
**Wednesday, August 28, 2013**  
**6:00 p.m. Presentation**  
**Wawasee High School Auditorium**  
**Syracuse, Indiana**



### Welcome

- Rickie Clark, INDOT Office of Public Involvement
- Purpose/Explanation of Public Hearing
- Public Hearing Format
- Visit our sign-in table
- Informational Handouts
- Participate during public comment session
- Project display area



### Welcome

- Introduction of INDOT Project Officials
  - Project Management – Doug Burgess
  - Design
  - Real Estate
  - Public Involvement
- Local Communities
- Elkhart County
- Recognition of Elected Public Officials



### INDOT

- INDOT Mission:
  - INDOT will plan, build, maintain and operate a superior transportation system enhancing safety, mobility and economic growth
- INDOT Values:
  - Respect
  - Teamwork
  - Accountability
  - Excellence



### INDOT Profile

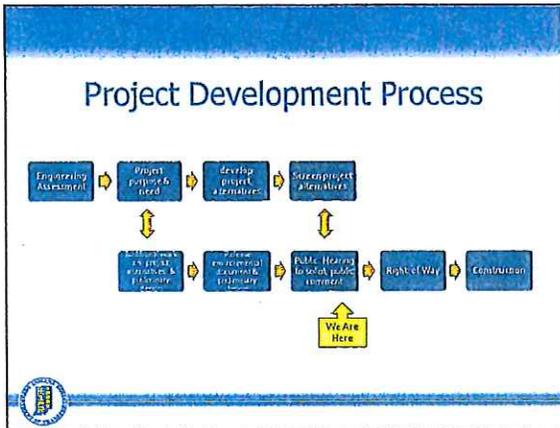
- Six district offices
- 3,578 employees
  - 1,534 Highway Technicians
  - 780 Managers/Supervisors
  - 437 Engineers
- \$401 million/annual operating budget
- \$1 billion/annual capital expenditures
- 28,400 total roadway lane miles
- 5,300 INDOT-owned bridges
- INDOT also:
  - Assists 42 railroads in planning & development of more than 3,880 miles of active rail lines
  - Supports 69 Indiana State Aviation System Plan airports




### Public Hearing

- Sign-in at attendance table to be added to project mailing list
- A public hearing notice was mailed to known property owners within project area
- Announcement of this hearing was posted to INDOT website. A media release was also issued
- Legal notice of public hearing published in the Goshen News on 8/14 & 8/19 and The Mail-Journal "the Paper" in Milford on 8/14 & 8/21





### Environmental Document

- Requirement of the National Environmental Policy Act (NEPA)
  - Requires INDOT to analyze and evaluate the impacts of a proposed project to the natural and socio-economic environments
  - Impacts are described in environmental document
  - Environmental document was released for public involvement July 2013

### Environmental Document

- Development of document begins once purpose and need for the project has been clearly identified
- Develop a number of possible alternatives including a "Do Nothing" alternative as a baseline for comparison
- Screen alternatives to identify a preferred alternative
- Solicit public comment on environmental document and preliminary design plan
- Solicit, address, and fully consider public comments as part of decision making process

### Elements of the Environmental Documentation

Real Estate	Community Impacts
Air Quality	Wetlands and Waterways
Noise	Floodplains
Farmland	Endangered Species
Hazardous Materials	
Historic/Archaeological	
Cultural Resources	

### Environmental Document

- INDOT Fort Wayne District Office, Planning & Programming Department, 5333 Hatfield Road in Fort Wayne (866) 227-3555
- INDOT Office of Public Involvement, Indiana Government Center North, Room N642, 100 North Senate Avenue, Indianapolis (317) 232-6601
- Syracuse Public Library, 115 East Main Street, Syracuse, Indiana (574) 457-3022

### Project Description

- U.S. 6 at C.R. 29 New Bridge Placement

### Alternatives Considered

- Do Nothing
- Re-alignment of C.R. 29 to provide an improved intersection angle
- Re-alignment of C.R. 29 to provide 2-offset "T" intersections
- Roundabout
- Grade Separation Bridge with no access between U.S. 6 and C.R. 29



### Do Nothing Alternative

- This would not meet the purpose of the project to reduce crash frequency and severity
- In the last two years there have been 17 crashes recorded, 6 crashes with injuries (9 people with recorded injuries)



### Alternatives Considered

- Re-alignment of C.R. 29 to provide an improved intersection angle
- Re-aligning the roadway in this manner does not enhance the safety of the intersection




### Alternatives Considered

- Re-alignment of C.R. 29 to provide 2-Offset "T" intersections
  - The north and south approaches of C.R. 29 would be offset, forming – "T" intersection
  - The through C.R. 29 traffic may have difficulties reaching adequate speeds along U.S. 6 as they accelerate from one intersection to the next
  - This alternative was eliminated due to operational concerns



### Alternatives Considered

- Roundabout intersection was considered
  - Placement of roundabouts occur when traffic volumes are approximately equal for intersecting roadways
  - Due to the traffic volumes along U.S. 6 being much higher than C.R. 29 and driver expectancies, the roundabout alternative was eliminated



### Alternatives Considered

- Add a signal at the intersection
  - The traffic counts and movements along C.R. 29 do not warrant a signal



### Preferred Alternative

- Grade separation bridge with no access between U.S. 6 and C.R. 29
  - This alternative eliminates 100% of At-Grade Intersection Crashes
  - The intersections east and west of C.R. 29, S.R. 13/C.R. 33 and C.R. 127 will operate within INDOT standards
  - Both right angle intersections
  - Both intersections east and west of C.R. 29 will continue to operate within INDOT standards after construction of the C.R. 29 bridge



### Preferred Alternative

- Grade separation bridge with no access between U.S. 6 and C.R. 29
  - Recorded crashes in the last two years
    - C.R. 29 – 17 recorded crashes, 6 crashes involved injuries (9 people injured)
    - S.R. 13 / C.R. 33 – 11 crashes, 2 crashes involved injuries (2 people injured)
    - C.R. 127 – 1 recorded crash, no injuries recorded



### Preferred Alternative

- C.R. 29 will travel over U.S. 6, with a single span bridge
  - No access between C.R. 29 and U.S. 6
- The difference in grade between C.R. 29 and U.S. 6 will be approximately 20ft
  - Allow for a 16.5 ft clearance for U.S. 6 traffic to pass under the C.R. 29 bridge
- C.R. 29 will have two travel lanes, one each southbound and northbound, both 11ft wide with 6ft usable shoulders (4ft paved and 2ft aggregate)



### Preferred Alternative

- A 10ft paved mailbox approach will be provided for the mailboxes that fall within the project area
- Guardrail will be placed per INDOT standards
- Sheet flow drainage is proposed for the northwest quadrant
  - Ditches proposed for the remaining 3 quadrants
  - Designed to match existing drainage pattern
  - Replacement of two existing cross pipes under the north approach of C.R. 29
  - Pipes will be large enough to prevent flooding during a 100 year rain event



### Preferred Alternative

- Two existing field entrances along C.R. 29 near the intersection of U.S. 6
  - One located in southwest quadrant, the other in the northeast quadrant
  - With raised grade and guardrail locations, INDOT is proposing to close both field entrances
- No road work is currently proposed for U.S. 6 at this location
  - Ditches along U.S. 6 will be improved within project limits



### Construction

- U.S. 6 will remain open with shoulder restrictions anticipated at times during construction
- Short-term closures will be required during construction
  - Placement of the bridge beams
  - Closures will be outside of peak traffic movement hours
  - INDOT will issue media release prior to any closure on U.S. 6

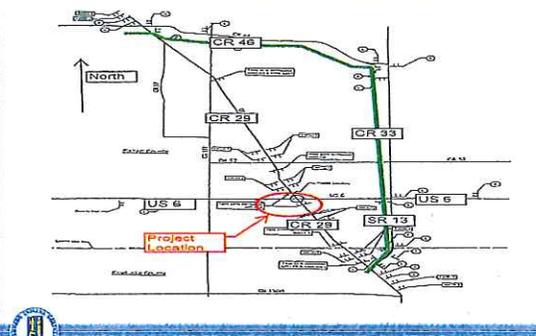


### Construction

- C.R. 29 will be closed and traffic will be detoured to S.R. 13 / C.R. 33 and C.R. 46
- The closure of C.R. 29 is expected to be 6 months



### Proposed Detour




### Real Estate Acquisition Process




### Real Estate Acquisition

- Approximately 11 acres of permanent r/w to be acquired
  - Agricultural – 10 acres
  - Residential – 1 acre
- R/W estimates based on information available at this time



### Real Estate Acquisition Process

- "Uniform Act of 1970"
  - All federal, state, and local governments must comply
  - Requires an offer for just compensation
- Acquisition Process
  - Appraisals
  - Review Appraisals
  - Negotiations



### Project Schedule

- Public Hearing – August 2013
- Preliminary Design Plan refinement - Fall 2013
- Finalize Environment Document – Fall 2013
- Real Estate Acquisition Activities - 2014
  - Appraising
  - Negotiations / Buying
  - Utilities coordination/ relocation
- Construction - 2016
  - 1 construction season anticipated



### INDOT would like to hear from you

- Talk with INDOT project team members
- Comment sheet in information packet
- E-mail or Mail comments to INDOT
- Sign-in sheet to be added to project mailing list
- Visit INDOT website at [www.in.gov/indot/2366.htm](http://www.in.gov/indot/2366.htm) "Public Involvement" page
- Visit INDOT Fort Wayne District page at [www.in.gov/indot/2307.htm](http://www.in.gov/indot/2307.htm)
- All comments are very much appreciated and will be given full consideration by project team



### Public Involvement Team

- Rickie Clark, INDOT Office of Public Involvement (317) 232-6601 [rclark@indot.in.gov](mailto:rclark@indot.in.gov)
- Toni Mayo, Fort Wayne District Customer Service Center Director (866) 227-3555 [Neinformation@indot.in.gov](mailto:Neinformation@indot.in.gov)
- Mary Foster, INDOT Fort Wayne District Media Relations Director (866) 227-3555 [Neinformation@indot.in.gov](mailto:Neinformation@indot.in.gov)



### Submit Public Comments

- Submit public comments using the options described in 1<sup>st</sup> page of information packet
  - Public Comment Form
  - Via e-mail
  - Participating during public comment session via microphone
- INDOT respectfully requests comments be submitted by Friday, September 20, 2013
- All comments submitted will be reviewed, evaluated and given full consideration during decision making process
- INDOT will take appropriate measure to communicate information to community stakeholders once a decision is made



### THANK YOU

- Please visit with INDOT project officials following the public comment session
- Project Open House
  - Project maps, displays, real estate acquisition table, INDOT project officials, informal Q & A
  - Thank you for your attendance this evening

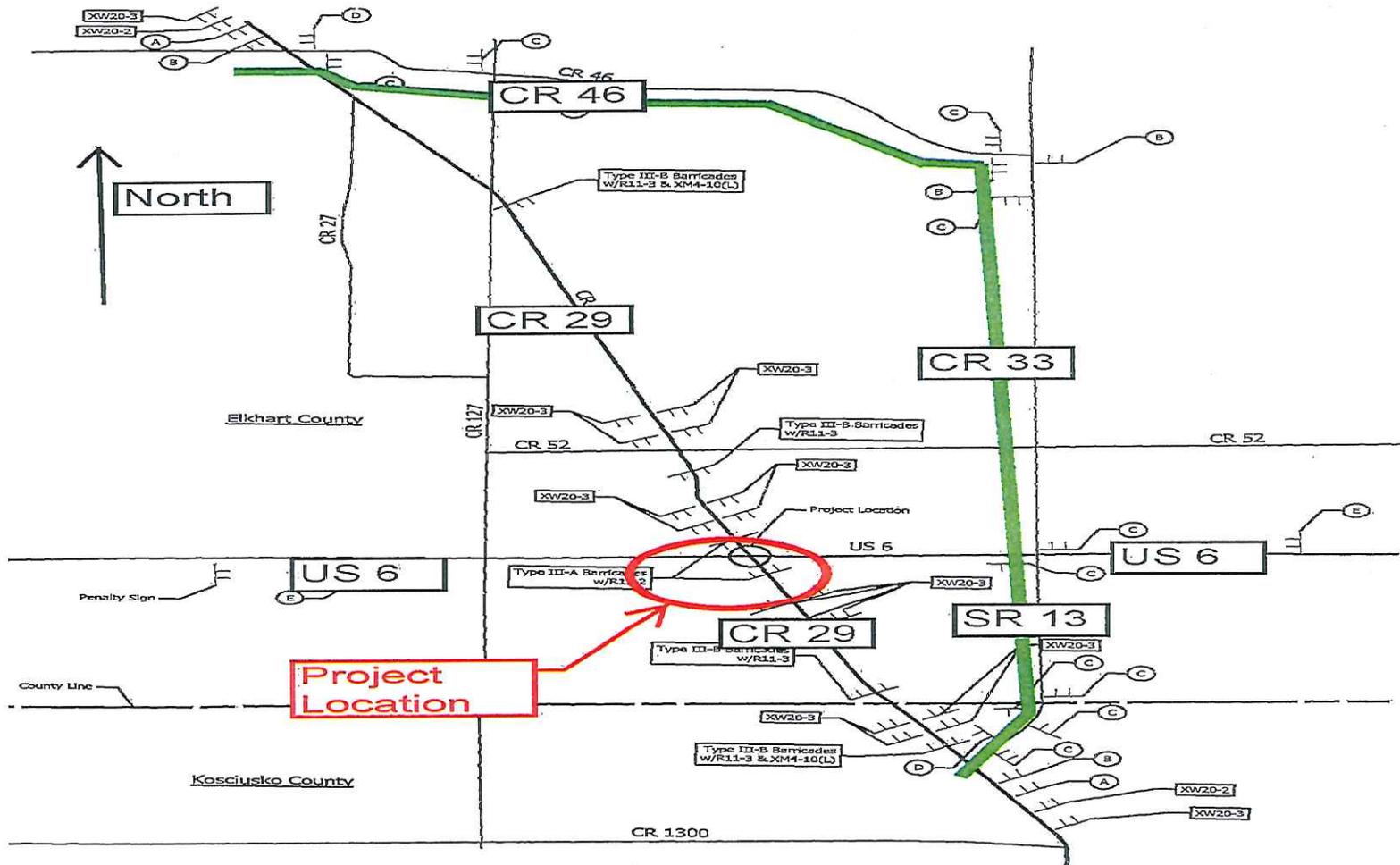


# Project Description

- U.S. 6 at C.R. 29 New Bridge Placement



# Proposed Detour





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	NAME	ADDRESS	E-MAIL
1	Marlene K Evans	Syracuse 71820 C. R. 29	mrevans@embargmail.com
2	May D Evans	4 12	" "
3	Baul K Hank	Syracuse 16301 US 6	
4	Tom Edington	1 Warrior Path Syracuse, IN 46567	tedington@wawasee.k12.in.us
5	Deb Patterson	P.O. Box 188 Milford IN 46542	dpatterson@The-papers.com
6	John Lougenbaugh	300 N. Main ST. Syracuse	
7	Mike & Cindy Brown	11451 US Hwy 6 Syracuse	
8	ANDREW RUMFELT	16050 CR. 56 SYRACUSE, IN. 46567	andrewrumfelt@hotmail.com
9	Tom Rushlow	Eikhart Co. Hwy 610 Steuny Ave Goshen, IN 46528	trushlow@elkcohw.org
0	GARRY WEYBRIGHT	13394 CR 48 Syracuse IN 46567	gdweybright@gmail.com

8-28-13

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	NAME	ADDRESS	E-MAIL
1	Jennifer Doriot	15815 C.R. 50 Syracuse IN 46567	jldoriot@gmail.com
2	Irv Bontrager	15160 CR 52 Syracuse in.	
3	Bill Musser	710 S. Hankless	bmusser@amfargmail.com
4			
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8-28-13

	NAME	ADDRESS	E-MAIL
1	Tom Gibson	14813 USC SYRACUSE, IN 46567	SENTAGIBSON.COM
2	Harold Bondsen	71728 - CR 29 SYRACUSE	
3	Jerry Wright	9826 YH of July Ave SYRACUSE IN 46567	
4	Cindy Grady	72419 CR 29 SYRACUSE, IN 46567	
5	Dak Lewis	72419 CR 29 SYRACUSE IN 46567	
6	<del>Jerry Stewart</del>	71756 SYRACUSE IN 46567	
7	Mark Joz	67671 CR 23 NEW PARIS, IN 46553	
8	Bob Kennedy	11007 N. ST. Rd. 13 SYRACUSE, IN. 46567	
9			
10			

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8-28-13

	NAME	ADDRESS	E-MAIL
1	TODD GLEDHILL	16083 COUNTY ROAD 56 SYRACUSE, IN. 46567	TGLED @ EMBARKMAIL.COM
2	JOE HIBSCHMAN	71957 CR 35 SYRACUSE IN 46567	
3	MONICA Lambright	10574 N TURKEY CRI RD SYRACUSE IN 46567	Monie_monie56@yahoo.com
4	Dean + Roxi Lawallen	17272 CR 50 Syracuse IN 46567	roxidean @ lightel.com
5	HAL EASLEY	16251 NORWOOD LN GOSHEN IN 46526	
6	NORMAN MILLER	71629 C.R. 29 SYRACUSE, IN	
7	Jerry Yoder	71226 CR 29 SYRACUSE IN 46567	
8	Eric Crump	72643 CR 29 Syracuse IN 46567	
9	Don Hoob	16308 CR 52 SYRACUSE IN	
10	Jane Vendrely	68445 Annette New Paris <sup>F31</sup> IN 46553	

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8-28-13

	NAME	ADDRESS	E-MAIL
1	Steve Thalheimer	67240 CR 31 Goshen, IN 46528	sthalheimer@fairfield.k12. in.us
2	Rebecca Kubacki	1701 E. Northshore Dr. Syracuse, IN	r.kubacki@mchsi.com
3			
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# ELECTED PUBLIC OFFICIAL SPEAKERS SCHEDULE

	NAME	TITLE
1	R.	
2	Blake Doriot	Elkhart County Surgeon
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# SPEAKERS SCHEDULE

ALL WISHING TO SPEAK PLEASE SIGN UP BELOW

NAME:	PLEASE PRINT
May M. Evans	Max G. Evans
Marlene K. Evans	Marlene K. Evans
Monica Lambright	MONICA Lambright
Andrew Rumpfelt	ANDREW RUMFELT
Paul R. Harse	PAUL HASSE

Proposed new bridge carrying County Road (CR) 29 over U.S. 6, one mile west of the S.R. 13 West Junction, located in Elkhart County

**DES# 1006210**

Verbal Transcription from Public Hearing

Wednesday, August 28, 2013

Wawasee High School Auditorium (Syracuse, Indiana)

6:00 p.m.

**Blake Doriot, Elkhart County Surveyor** - Thank you.....I also have a comment from Mr. David Ober.....the 82<sup>nd</sup> District House Representative....he sent this e-mail to me about a half hour ago. (Mr. Doriot begins reading an e-mail)....Upon receiving the preferred alternative plans for the intersection of County Road 29 and U.S. 6, I would like to urge INDOT to reconsider its preferred plan of action. I believe a less expensive solution should be attempted. The traffic light proposal was rejected because of traffic counts on County Road 29 do not warrant there being a light. I would argue that the same traffic counts do not warrant a multi-million dollar bridge be built, when more economical options have not been tried. I greatly appreciate INDOT recognizing the danger of this intersection and the proactive manner in which INDOT has addressed the matter. I do desire a safer intersection, but I think that the bridge may be too far a jump for such a low traffic intersection. I would urge INDOT to consider equally safe but more cost effective alternatives.....that was an e-mail statement from Representative Ober. My name is Blake Doriot, Elkhart County Surveyor...twenty years in office.....I'm fifty-four (54)...so I've used this intersection for about thirty-eight (38) years. I feel our major problem is.....well let me first say that it is a high accident intersection.....I understand that. I feel our major problem with the intersection is an enforcement issue.....when some of the neighbors and I were talking at the intersection.....approximately about thirty (30) vehicles or so traveled through the intersection, twelve of which went through at a fast roll.....two of which went through at speed of forty-five (45) to fifty (50) miles per hour.....if that happens, we're going to have wreck. I also hear of morning coming into Goshen going into work.....this has been verified by neighbors there, where they shut their lights off so they can see if there is anyone coming down six (6). So basically what this bridge does is reward that behavior. You talk about shifting the intersections to the west and to the east which are intersections I will be using.....I use that intersection ten (10) to twelve (12) times a month. The intersection to the west, the sight distance is lower...the grade to the north of the intersection is lower.....it is equally dangerous, my good friend Sammy Yoder and his two grandchildren were killed at that intersection. Back to the east on thirteen (13), equally....sight distances are lower..... however it is a four-way stop. If you are at the north side of County Road 29 entering on twenty-six (26) and you look east, you

have two telephone poles and another pole blocking your view.....that causes accidents if you can't see. From the south, you have a pole in the southwest corner is too close to the road and you have to pull up to see by it. I feel that we can realign the road, I feel that the signal is a better option when considering the intersection at U.S. highway 6 and making everyone at County Road 29 stop. It may become an enforcement issue again but I guess that's up to local law enforcement and State Police. I would respectfully ask INDOT to reconsider this.....it highly inconveniences the people who live right there when there are more cost effective options. I believe those are my comments.....thank you.

**State Representative Rebecca Kubacki** - My only concern is with the new project that is going on at the industrial park .....is this project going to impact that industrial park and help the traffic flow and that sort of thing. Have you talked to the town council about this project and what do they think about this?

**Bill Musser (Syracuse Town Council)** – My name is Bill Musser, Town Council for Syracuse.....this project was a surprise to us....the first time we were aware of this was when we saw it in last week's Mail- Journal.....so I don't know and I could be wrong about the communication of the project to maybe others on the council.....not sure. I don't live on that road, but I talk to folks who do and what I'm wondering is.....that is the main stretch from Syracuse heading east .....County Road 29 .....and I don't know if this has been brought up or not, but since I'm an elected official I hearing complaints about spending money.....and I understand that because I am a tax payer too.....but what wondering is could there be as an alternative, some type of a blinking light or a warning light about 100 or 200 yards before that road.....that blinks and says or indicates dangerous intersection ahead. To me I think that would make a better alternative instead of spending all this money. ....and the other thing to I'm concerned with as was the case with the lady who spoke previously, about the industrial park traffic at the same time we are building this project. So I would have to say personally, I would really have to be convinced that this is a good idea.....thank you.

**Max Evans** – Thank you.....and I mostly agree with all the speakers who have spoken already.....you know, when I heard that they were going to do something with twenty-nine (29) and six (6).....I said good....somebody going to put up a stoplight there and stop the injuries. Then I end up hearing about this overpass .....well I'm not in favor of the overpass, not only for the cost of the overpass but my own concern is, that if we want to go to Nappanee, which we do quite a bit, we have to go back and hit fifty-two (52) and take a county line road....which is gravel, over to twenty-seven (27) and then come back on six (6).....which you might as well say that it land locks us. And that's the same for the people on the other side.....they have to go down County Road fifty-six (56), go over to twenty-seven (27) and back up.....which is completely out of whack. Another thing is.....if you put the bridge in, people are going to fly through there because a lot people don't go on six (6), the blow through going to Syracuse or to Goshen back and forth to work.....it's going to be a highway. I live at the first house just north of six (6) .....we have a hard time getting out of drive now and people say.....well twenty-nine

(29) is not that busy. Come down to my house and get out on twenty-nine (29) and you'll find out how busy it is. Another thing too is that if you get out and you're going to run it back to fifty-two (52), everybody is going to be coming down twenty-seven (27) and fifty-two (52) to get on twenty-nine (29) now.....now we're going to have a problem on that other cross road.....we might start having wrecks down there because they're all going to be bottled up on that end. Now I do disagree with anybody who says that twenty-nine (29) does not have enough traffic on it because like I said.....they come past our house a lot and see people turning onto six (6), turning off of six (6), people coming from the other direction, going to other areas to work....they come down six (6), turn on twenty-nine (29) and go to Goshen or wherever.....it's a shortcut. So I do agree with everybody that has spoken that has said, let's look at a different way. I mean we can spend an awful lot of money, putting a bridge in and everything, but you know, our country is already broke and if we can save some money .....heck, let's put in some turn lanes, a stoplight.....it would be a lot cheaper than putting in a big bridge.....thank you.

**Marlene Evans** – Thank you.....I made a list of items to talk about regarding what's wrong with this bridge proposal .....accidents are caused a lot by driver contention. The drive through the roadway at various speeds.....often times speeding through.....and if you build a bridge they will not have to stop.....they will drive even faster because they know they won't have to stop. Why didn't you put in a turning lane a few years back when they resurfaced U.S. 6? Drivers don't wait for the oncoming traffic because they think it's similar to the four-way stop and U.S. 33 and U.S. 6. A stoplight or four-way stop would cost a lot less than an overpass and everyone needs to save money and not over spend. Overloading county roads 52 and 29 would cause more accidents at this intersection because it's on a curve. So I'm not in favor of a building an overpass because I think there are less expensive options we could go with such as turning lanes, advance warning signage.....thank you.

**Monica Lambright** – Hello my name is Monica Lambright and I am a U.S. Postal Worker in Syracuse, Indiana and my biggest concern is the fact that we go down there three times a day, six day a week, that's eighteen times a week.....they don't count the year, but that's a lot of trips back and forth to make sure we're able to deliver the mail to our respective customers. That intersection...I have to say does have a lot of accidents but I think the proposal is too much and I agree, I don't think we should spend the amount of money needed for the overpass.....maybe a blinking light like what we have at thirteen and six with stoplights or a four-way stop sign would be better.....and also to add the blinking lights further.....say about 100 to 200 feet warning that there is an oncoming stop sign. That would be better than the overpass. I feel like....what everyone has said is that we don't need to be spending the money needed for an overpass.....I can think of other ways to spend money for our county, for our state. And also with the other project for the industrial park, you're going to have two projects going on at the same time..... that just seems like too much. So my preference would be to go with the four-way stop with a stoplight and flashing lights at either end to warn drivers that there is an

oncoming stoplight.....because it's a concern each day to try to figure out how to get through that intersection safely and without incident. Also when you come to a place when you're talking about creating an alternative route during construction if you move forward with this.....county road 50 comes in there to instead of going all the way to 46.....I think that's your proposal. If there's any way to eliminate us having to go out quite a bit.....so I could elaborate more after the meeting as I drive these roads all day each day. A lot of the drivers don't care about what the speed limit is out here.....I can attest to that.....thank you.

**Andrew Rumfelt** - Thank you.....and thank you for allowing us to be here to meet and provide comment on this project. Like you said, my name is Andrew Rumfelt and I live on county road 56 so I'm here to represent the individuals and families that live along that road. So my concern is similar to what's already been pointed out is the increased traffic that this project will create along county road 29 and at U.S. 6. I'm concerned about access onto county road 29 with the increase of traffic, higher speeds.....also our road....county road 56 tees onto 29.....also a very dangerous intersection. There is however, very little traffic on our road.....there's no reason to travel through our road but there are a lot of reasons go through 29 down to U.S. 6.....I'm concerned about access, speed and also enforcement.....like others have said.....thank you.

**Paul Hasse** – Thank you.....my name is Paul Hasse and I live at the first house west of county road 29 and U.S. highway 6, I'm tucked back in the woods....and my biggest concern personally is the distance I drive in the morning, every morning, every night....beginning about 4:30 in the morning and also on the weekends add in another six or eight times coming and going down to the farm which is on county road 29.....seven-tenths of a mile from my home. I farm that farm with my daughter and son-in-law.....anyways, it's seven-tenths of a mile from my home.....two minutes from the barn. When I take the other routes.....one of them is 3.1 miles (six minutes), if I go state road 13 it's 3.5 miles (six and half minutes) so in doing that math it's 10, 12, sometimes 15 or 20 times a week going back and forth to farm. Again, there needs to be a stop sign and maybe some of the rumble strips, something to draw the driver's attention that an intersection is coming up. Again, I'm out at 4:30 in the morning.....and it's a race track out there.....I'm there, I see it. We need more law enforcement out there.....I've seen people going 60 or 65 out there on a county road.....county road 29, I see them going past the farm. I have a granddaughter who is fourteen.....their daughter over there, and she is going to be driving in a couple of years.....and I'm very concerned about her getting out there because it's simply a race track. So all of these folks who have made comments.....I'm right with them and like I said, I'm out on the road all the time, but certainly there's a better way to spend the money. What about all of the bridges? There still repairing a number of bridges all around here.....everywhere you turn there are bridges being repaired.....let's get those done first. We don't need to build an overpass.....and I think everyone in this room would agree on that.....that's all, thank you.

**Dale Green** - My name is Dale Green and I've lived in this area all my life and I've crossed that road for the past 36 years some two, three, four times a day. Now I asked our INDOT guy out of Fort Wayne a question before we got started and he didn't even answer my question. I asked him how many accidents happen out there during the day and how many accidents happen at night.....and he did not give me an answer. Well I pretty much know the answer .....they all happen during the day. They happen during the day because people don't pay attention to what they're doing. They happen during the day because we have no law enforcement in that area. We are too far from the Elkhart County center of jurisdiction as we're real close to the county line.....officers don't come out. I've lived on my property going on fifteen years .....I've never seen a county cop pull over anybody for anything on that road.....ever. We need to do something .....yes, but putting all of this money into an overpass is not the answer. I think getting some lights up.....and I understand your surveys and warrants for intersections.....but this intersection is completely different. We have no law enforcement. The only time they show up in our area is when they have a warrant to serve.....that's it. We can't be squandering our money away on silly things when we've got so many other roads that need attention in this county.....it's just foolish. You need to try something simple before you spend a bunch of money on something that's going to be ridiculous in the long run.....thank you.

**Tom Gibson** – My name is Tom Gibson and I've lived in this area a long time and you should see that cars and trucks drive through on these county roads and especially on county road 29 and others...and when we talk about work improvements, I was thinking about it from a truck drivers aspect.....if you want a light at county road 29.....first you've got to do something to warn people coming off that hill to stop.....they don't have an appropriate amount of time to get stopped. The second you have to consider is that you will have two places to have to stop that are about a mile apart. Trucks take a long time to get up to speed and like I've said in previous INDOT meetings.....I've gone to a lot of them when they are in the area for trucking.....my biggest concern is that when someone gets impatient and starts to come around me....they don't see that car coming the other way. At that point I have a choice.....I can let somebody die, or I can drive that truck into a ditch. I like that bridge for that reason.....its stops that intersection. Just this morning, on the way to work, as I was thinking about coming here tonight.....somebody jumped off of 29 North onto 6 and I just had that sick feeling that I just knew that somebody is going to do it.....so I was ready to let off the gas and get on the brakes.....and he came up on me and I was like.....really.....you're a fool. I do agree with you guys that there is an enforcement problem.....especially on the south end of the county.....I think I've only seen an officer at 13 and 6 (hwy 13 and U.S. 6). The rumble strips.....when they put them in.....I live just east on U.S. 6.....they helped out for a while. I think that unless INDOT re-does them, I think they will be largely ineffective.....as it is now, I can drive my car over them and just barely hear them. There have been times when I've been on my way home and have been diverted away from this intersection because of a fatality accident. Stoplights are great.....and many of you have said that people just don't pay attention..... I understand that.....I see it all of the time. Stoplights won't necessarily change that. I've seen

people blow through lights because they didn't feel like they needed to sit there and have to wait. My question is how much is one life worth? That's all I have.....thank you.

**Jerry Wright** – My name is Jerry Wright and I'm a lifelong resident of the area, so I know how bad the intersection is.....but I'm not sure the bridge is the answer. That seems like an awfully expensive solution to a problem I believe could be adequately addressed with lesser treatments, advance warnings and law enforcement. I'm thinking that a four-way stop with flashers, like what we have at U.S. 6 and S.R. 13 would be a reasonable treatment for the intersection. I know how bad that intersection was before they put in the four-way stop.....thank you.

**Norman Miller** – I am a business owner and I live on County Road 29.....I have semis coming down 29 to unload materials.....in my busy season, once a month.....maybe two or three times a month, it just kind of depends. Whereas if you put a bridge over six (6) .....obviously, there won't be an access for that semi to come down 29.....that will put him on the county road.....most likely county road 52 coming from the east.....when he turns onto county road 29.....the way that the cars go flying by .....it could be a bad situation. If cars drove the speed limit then it might not be so bad, but the speeds cars are driving on 29 is a problem. Also another concern for me is that I use that intersection about probably five or six times a day.....my wife uses it to go to work every morning and every evening to come home.....if you watch that intersection.....the people using that intersection everyday are local people. They understand that there are major blind spots at that intersection whereas the people who are not using it every day do not realize that.....they don't pull out and make a right angle at 6.....well then their visibility is gone .....I personally know of a truck driver that was coming from the west and a car pulled out in front of him.....and he said that he knows that she looked both ways .....and she never saw him because of the blind spots. The main thing is that with all of the extra traffic on 29 or on the county roads, this raises a big concern for me. Also, there are a lot of Amish people moving into this area.....makes it very inconvenient for them, getting onto 6 and if you close 6 at county road 29 then they would have to drive mile, mile and a half out of their way which is a concern also.....thank you.

**Cindy Grady** – My name is Cindy Grady and I live on 29 and I agree with quite a few of you here tonight. Mr. Miller mentioned the Amish moving into the area.....and there is a lot of traffic in the area. You can hear them coming down county road 56 onto 6.....we can hear them coming in loud and driving fast .....and the Amish that live and travel along the roads.....I'm just surprised that nobody's gotten hurt before. But if we slowed down the traffic on 29 and on U.S. 6.....they could put in 45 miles per hour from 29 on down to S.R. 13 because we've got an industrial park going in there. Slow it all down to 45.....and I agree with the warning lights and may clear out some of the trees so maybe you can see better at the

intersection. Add in the rumble strips and other ways to warn drivers.....those would be good things. ....thank you.

**Eric Chupp** – My name is Eric Chupp and I live at the corner of 29 and 56 and as Andy Rumfelt said a little while ago.....if you close the intersection at 6 and 29.....all of the traffic is going to be traveling on county road 56 and 52, and being on the corner there, the visibility is going to be worse than what we have at 6 now. With the hill there and we have people coming out of Syracuse.....motorcycles, cars, whatever.....when they hit that hill, they just love it. It just seems like it is a racetrack out there. I saw a state officer pull a person over in front of my house and I told him that we had a problem out here with speeders. I told him that I have a big entrance into my property, I have pine trees out there and he's welcome to sit at my entrance to patrol and watch for speeders.....because like everyone has said, it's just a race track out there. Also with the proposed bridge, it might require some trucks, other commuters to add extra time onto a trip.....maybe it's an extra mile, maybe an extra two miles.....that adds up. Like others have said, if you are part of the Amish community, an extra mile or so is a lot on horse and buggy.....so that is a legitimate concern. We use to travel a lot on 56 to the junction at old 30 and 56 .....now they closed that down for the old feed mill, which is great to have growth.....but that access has been cut off so now we have to travel on 6. I hate being on 6 just for the simple fact we do not have an extra lane there for us to where half our buggies are on U.S. 6 and we've got semis coming. A lot of them do respect you and will slow down but I feel like I'm in there way because they can't go 55 like they normally do.....whereas if 56 did have that junction go through to 13.....it would be huge. But we have to travel on 6 which throws us into the mile and a half on 6 just to get around to our destination. ....thank you.

**Steve Thalheimier** - I'm Steve Thalheimier, superintendent for Fairfield Schools and our bus drivers are concerned about this proposal as we'll have buses out there traveling on county roads and trying to access U.S. 6 in less safe ways.....at least at 29...it's a marked intersection and something that people can expect.....our buses having to pull out off of 127....particularly frightens me. So from a safety standpoint we're worried about that.....the extra traffic that would be there between 6 and County Line Road. The other thing we're concerned about is from an efficiency standpoint .....that we're now asking buses to retrace potentially areas along county roads that they've already been down.....and with restrictions on us to become more and more efficient and to do more with less.....retracing miles every day, retracing bus routes becomes an issue. Also asking those buses to travel down some of those county roads which are the last to be cleared during a snow event .....also is a major concern. So I just want to get it on the record indicating that this proposal would impact the school district where this project is proposed to happen.....thank you.

**Don Haab** – My name is Don Haab and I've lived on county road 52 for the last 35 years. I think we have about a one thousand dollar problem here.....the State might spend about three million. You just put up a couple of signs on 29 that say.....dangerous intersection ahead.....put a couple of hefty speed bumps .....the problem would be solved.

**Hal Easley** – My name is Hal Easley and it just seems like the project has taken on a micro approach to the intersection only and not a macro approach to the surrounding areas.....I'm talking about Syracuse here.....I'm talking about Fairfield High School .....we're talking about Benton.....we're talking about a lot of areas.....New Paris.....a lot of areas will be impacted by this project.....it also sounds like we need better coordination with those areas as well. I just think we need to look at this project more at the macro level.....thank you.

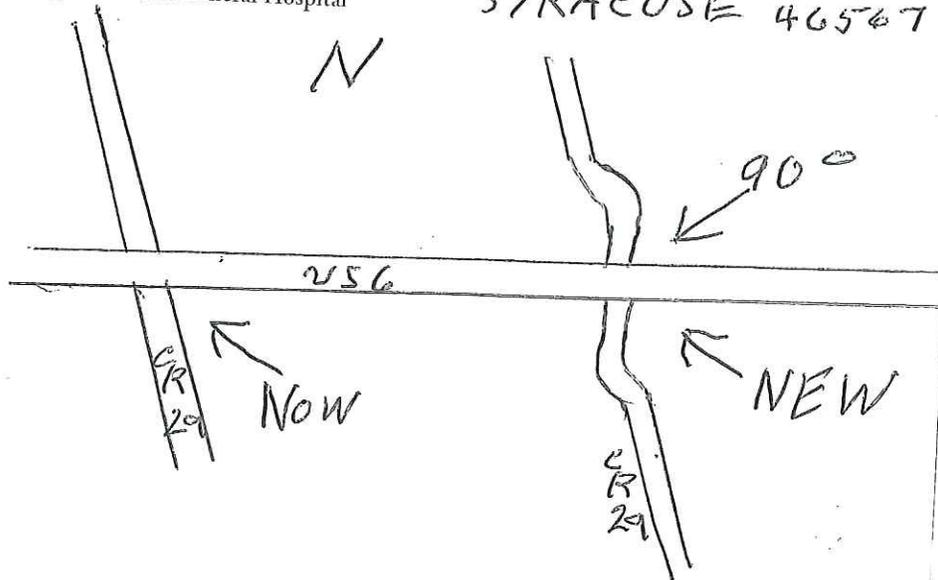
**Speaker did not give name** – I wanted to go back to the comment that was made by the truck driver earlier.....and a general statement for the truckers out there.....have you ever driven down U.S. 31 through Kokomo? How many stoplights are down through there.....several to be sure..... and it seems to slow the trucks down. So I think that anything we can do to lower the speeds and having a much warning as possible is worthwhile.

**Speaker did not give name** – Thank you for the opportunity to speak .....I am a truck driver.....retired truck driver.....and the idea of having a stop sign there.....it would be hard for a truck to pick up speed, especially with that industrial park at 33 and another stoplight. But what nobody has suggested.....I like the bridge because if you a merge lane off 29 westbound on 6 and a merge lane coming north on 29 eastbound on 6 and keep traffic moving from a trucking standpoint.

**Speaker did not give name** – Thanks.....you said earlier that you've done surveys on stop signs and intersections and things like that.....I'm wondering if we've done on surveys on police patrolling the area.....because without police stopping any of these people who run through stop signs.....you're going to continue to have accidents. So do we really need to spend the money that it will take to build this bridge or do we need to be contacting law enforcement more and the Sheriff's department at the county.....get them more involved.....thank you.



HAROLD DAVIDSEN  
71728 CR 29  
SYRACUSE 46567



LETS TRY THIS FOR ONE YEAR  
IF IT DOSE NOT HELP THEN  
GO FOR THE BRIDGE

Yours Truly  
Harold Davidesen

200 High Park Ave., Goshen, IN 46526  
574/535-2621 ■ fax 574/535-2770  
www.goshenhealth.com

17 Sept.  
2013

To Whom it may concern:

This letter is concerning the "bridge over pass" being considered for the intersection of US 6 and county road 29 in Syracuse.

I feel this will be a big inconvenience to the locals that travel this area on a daily basis. I am the mail carrier whose route this will affect and do not look forward to it happening at all. The money it would cost for this project could surely be put to better use else where. Yes, I know you can't put a price on the value of a life, and yes, there have been numerous fatalities at this intersection but I unfortunately feel this

OVER

is due to drivers not paying attention and taking chances they shouldn't.

I think adding new signs on C.R. 29 would help a lot. Bright neon signs saying

"Dangerous Intersection Ahead" and not

only the signs already there stating traffic

from left & right does not stop but also

stating traffic is traveling at 55 mph.

Perhaps the red flashing light could be

enhanced with a strobe light somehow

that would really grab drivers' attention.

Maybe "rumble" strips could be put on CR 29.

Please, try to avoid this project.

Thank you for your time.

Marcia L. Dowdy

CR 29 Overpass

Wednesday, August 28, 2013

To Whom it may Concern,

My name is Harold Davidsen. I reside at 71728 CR 29, Syracuse, Indiana, 46567. I have been made aware

of the current construction of an overpass over US 6 on CR 29. With the number of accidents I can

understand the need for something like this. However I have a few concerns I would like to bring to

your attention.

I have heard that there will be no off ramps at this site. So we will be forced to find an alternate

route. To Syracuse and Ligonier, we will travel CR 52 East to CR 33 to US 6. We do not have a problem

with and see it as a safe way of travel. However, to travel west to Nappanee, we will be forced to

take CR 52 West to Cr 127 to US 6. This is where we see our concerns. County Road 52 West to Cr 127 is

a gravel road. With this we can see more wear and tear on our vehicles, more dirt being blown into

peoples houses and considering the fact more cars and trucks will be traveling this road, it will be

more dangerous considering the traction on gravel roads is not as good as asphalt. We would like to

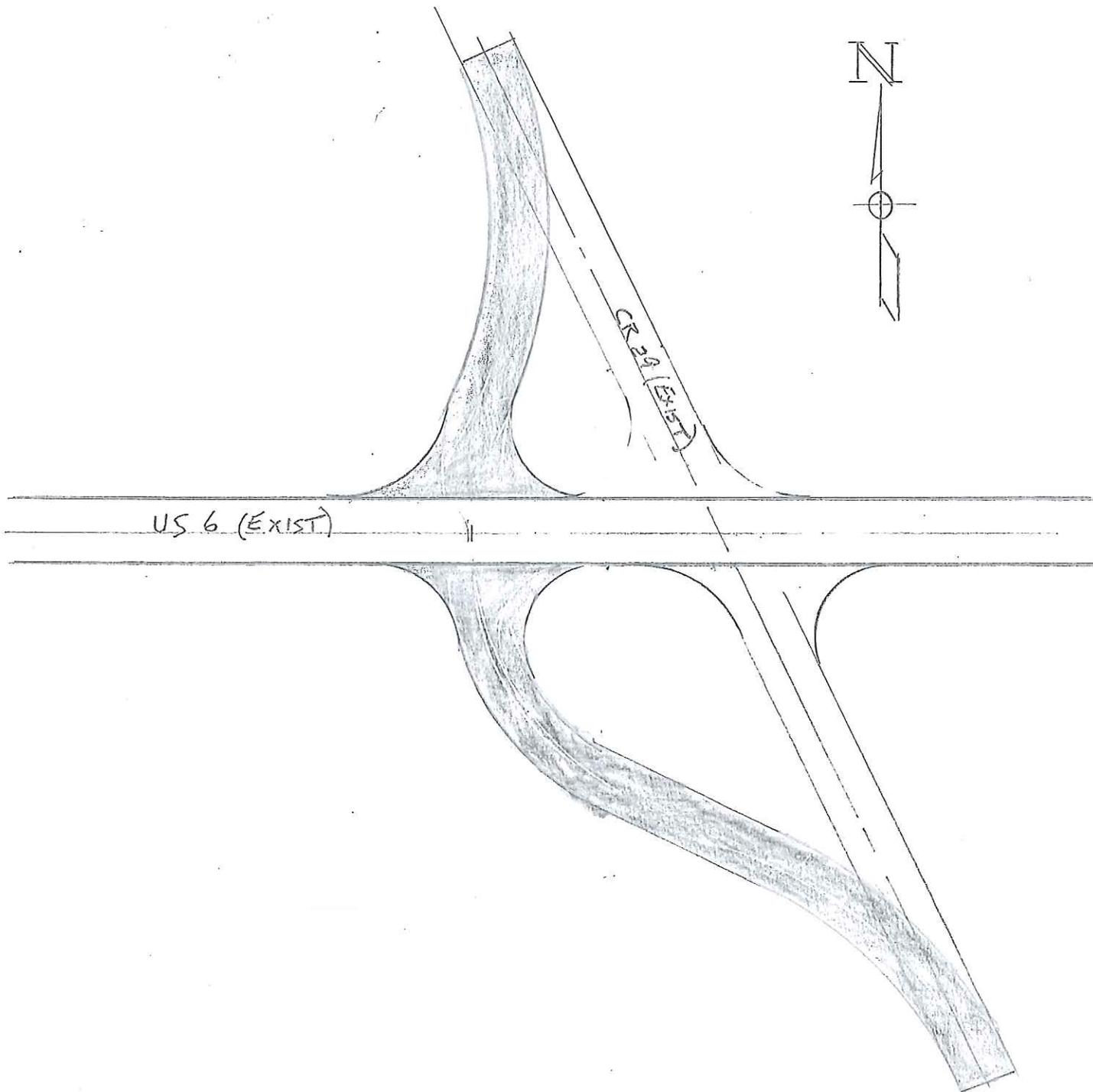
suggest to you to please asphalt Cr 52, West of CR 29 to CR 127.

Thank you for your time and consideration,

Harold Davidsen,

Concerned Neighbor.





US 6 (EXIST)

CR 20 (EXIST)

Larry Mock

Handwritten notes in the top-left quadrant, including the word "Lanes" and other illegible scribbles.

Handwritten notes in the top-right quadrant, including the word "Lanes" and other illegible scribbles.

Handwritten text "Lanes EAST" written horizontally across the vertical line.

Handwritten text "Lanes WEST" written horizontally across the vertical line.

Handwritten text "Lanes" written horizontally across the vertical line.

Handwritten text "Lanes" written horizontally across the vertical line.

Large handwritten text in the bottom-left quadrant, including "Lanes" and "EXIT" written vertically.

Handwritten text "Lanes" written vertically along the right side of the vertical line.

## Clark, Rickie

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**From:** Burgess, Doug  
**Sent:** Monday, September 23, 2013 4:17 PM  
**To:** Clark, Rickie  
**Subject:** FW: INDOT Bridge crossing US6 & CR29 - Elkhart County  
**Attachments:** CR 29 letter.pdf; cr29.pdf

Hello Rickie,

Please consider the attached comments pursuant to the Public Hearing.

Thanks...db

Doug Burgess  
Project Manager, Consultant Services  
INDOT - Fort Wayne District  
(260) 399-7336  
Fax (260)484-9031  
[dburgess@indot.in.gov](mailto:dburgess@indot.in.gov)

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**From:** Doris Biller [<mailto:DBiller@elkhartcounty.com>]  
**Sent:** Monday, September 23, 2013 4:01 PM  
**To:** Burgess, Doug  
**Subject:** INDOT Bridge crossing US6 & CR29 - Elkhart County

Doug –

Attached please find a copy of a letter and supporting diagrams being sent to INDOT Office of Public Involvement outlining my concerns on the proposed Bridge over US Highway 6 at County Road 29 project in Elkhart County. I have great concerns about INDOT going to the most expensive option of a bridge and closing access between two roads that has occurred for over 150 years. This will cause great inconvenience to my constituents.

Any help with this matter would be greatly appreciated.

Sincerely,

C. Blake Doriot, RLS  
Elkhart County Surveyor

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read, distribute, copy, or alter this email. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. Any views or opinions expressed in this email are those of the author and do not necessarily represent those of Elkhart County. WARNING: Although precautions have been taken to make sure no viruses or other defects are present in this email, Elkhart County cannot accept responsibility for any loss or damage that arise from the receipt or use of this email or attachments.

September 18, 2013

INDOT Office of Public Involvement  
Rickie Clark  
100 N. Senate Ave, Room N642  
Indianapolis, IN 46204-2216

Re: INDOT Bridge crossing over US Highway 6 @ County Road 29 – Elkhart County

Dear Sirs,

I apologize in my lateness in my comments but with my other duties as Elkhart County Surveyor I was unable to get this information to you in a timelier manner.

I am a resident in the area of this project and use this intersection some 10 to 12 times as week. As you know all but one of the speakers at the public hearing were against the bridge and that individual was worried about having to stop and shift his semi tractor and go through the gears another time to get back up to speed. I imagine some wrote their comments against the project but evidently were not against it enough to speak up at the meeting. I feel that the bridge crossing with no access from US Highway 6 to CR 29 is unacceptable to serve the residents of the area. The turn data that was supplied by INDOT shows that approximately 1/5 of the traffic makes a turning movement between CR29 and US6.

I and the majority of the local users of the intersection feel the problem lies in two areas.

1. The total lack of enforcement of the stop sign at CR29 and

ELKHART COUNTY SURVEYOR

2. The angle of the intersection with several utility poles and strain poles blocking the line of sight.

This could be corrected by:

- 1) Placing a stop light that would be slaved to US Highway 6 and would only be green for CR29 when traffic is using the intersection and relocate the poles. The Signal Warrant Standards have been met with the crash data provided by you and reviewed by the Elkhart County Highway Engineering Department.
- 2) The next possible improvement of this intersection would be a realignment of the roadway using a compound curve from CR29 north to intersect with a single curve from CR29 south aligning at 90 degrees intersecting some 200 ft. east of the current location with a stop light as described above.
- 3) The third option would be to realign the road and add an acceleration and deceleration lane to main line US Highway 6.

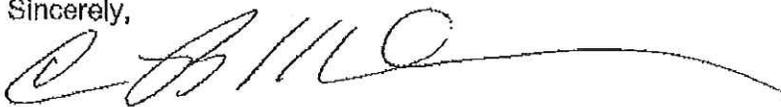
If the State Highway is set on constructing the more expensive bridge option at some 2 to 3 million dollars, I as a elected official of Elkhart County along with others would require that the State Highway construct a single two way ramp on the south east quadrant (this area do to soils and topography in the other 3 quadrants) this would reduce the exposure of cross traffic by some 70%. I have included sketches of the options that I have laid out and reviewed with the Elkhart County Highway Engineering Department. We are in agreement that all of these options would reduce the accident rate at this intersection but realize that no intersection is accident proof. Enforcement of State Traffic Laws by law

ELKHART COUNTY SURVEYOR

enforcement is necessary to correct reckless or bad behavior by our motoring public. The local residents have great concern about the no access option that you have presented; CR29 has over 1000 feet of sight distance each way that is far better than the other 2 intersections you will force traffic to use. The sight distance at CR127 to the west is much less than at CR29 as from the north CR127 is depressed one to two feet lower than US Highway 6 with a slight bend to the north reducing the sight distance. We all feel that this intersection is far worse than CR29. The Intersection of CR33/SR13 & US Highway 6 however being a 4-way stop has the shortest sight distance of all the three of the interest options. I personally have had more close calls at this intersection than any of the others. We are also concerned about CR29 & CR52 as the site distance from CR52 east to the south is less than 250 feet and the traffic will have nothing to slow them down without a stop at US Highway 6.

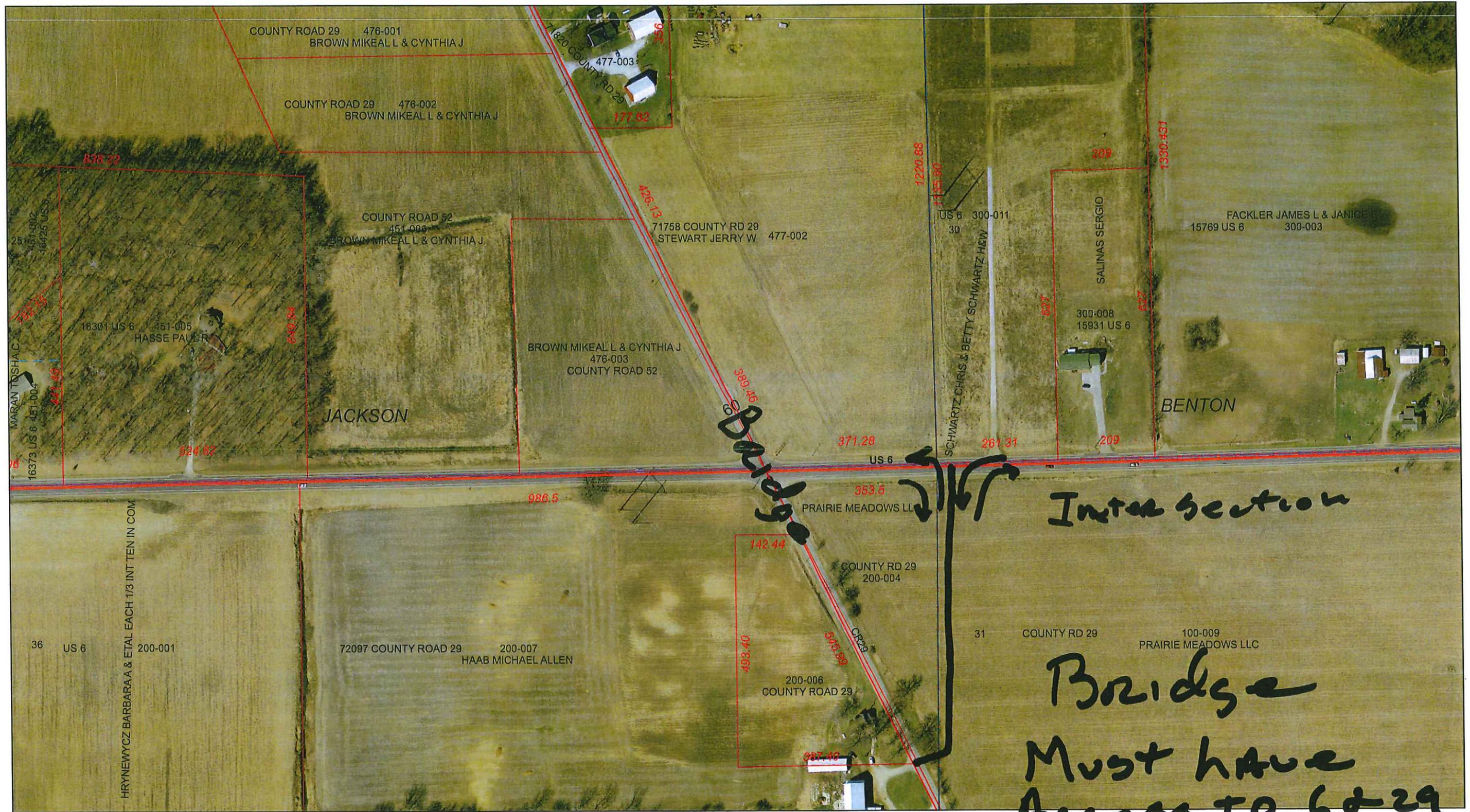
Thank you for holding the public hearing; your consideration for the needs of the local residents, farmers and tax payers.

Sincerely,

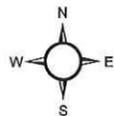


C. Blake Doriot, RLS  
Elkhart County Surveyor

Cc: David Ober, State Representative  
Rebecca Kubacki State Representative  
William Friend, State Representative  
Elkhart County Commissioners  
Elkhart County Council  
Elkhart County Highway  
Governor Mike Pence



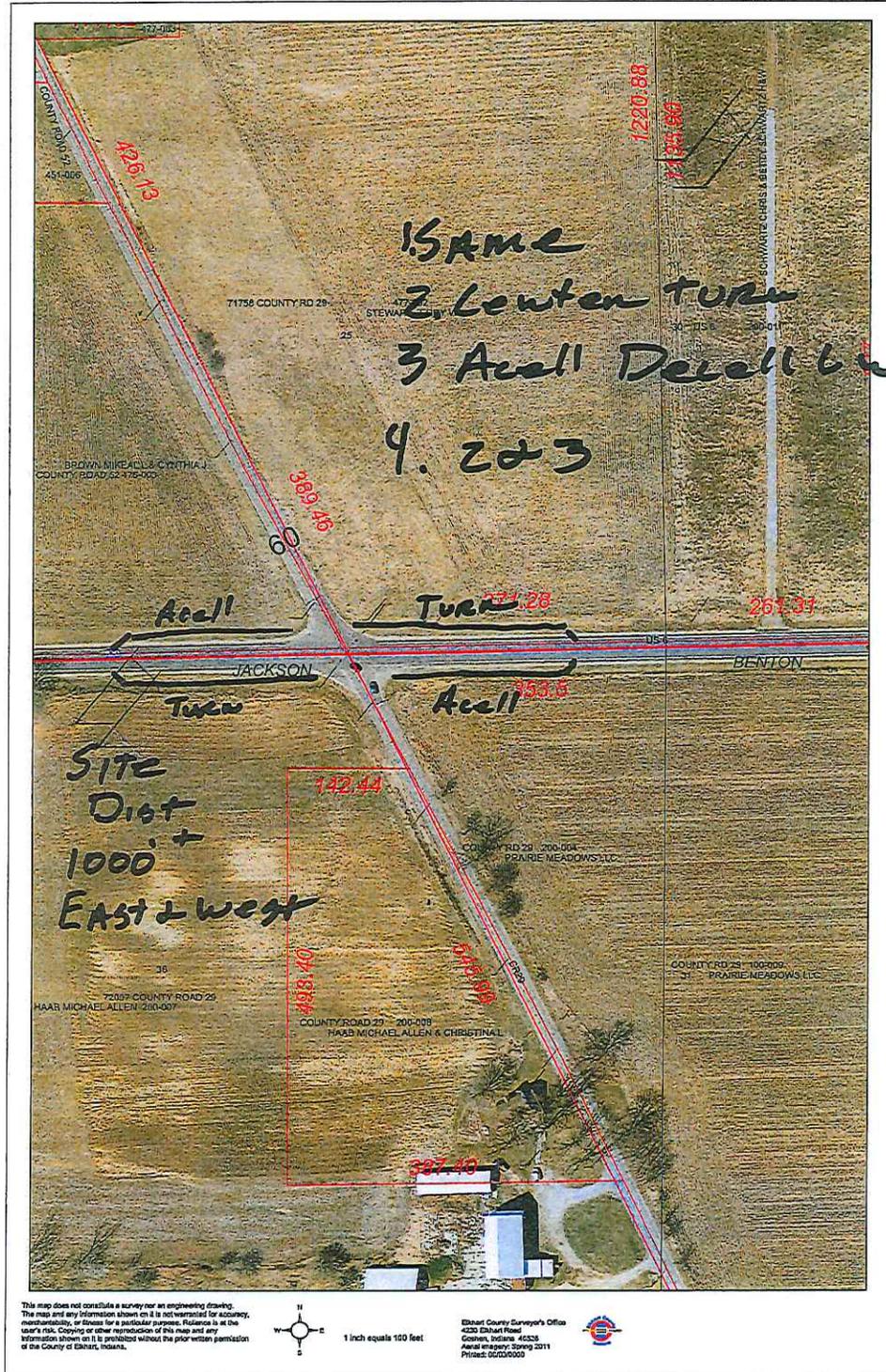
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1 inch equals 200 feet

Elkhart County Surveyor's Office  
 4230 Elkhart Road  
 Goshen, Indiana 46526  
 Aerial Imagery: Spring 2011  
 Printed: 00/00/0000







# Notice of Survey Spreadsheet

#	Property_Owner	Property_Address_1	Property_Address_2	City	State	Zip_Code	Book/Page	Instrument #	Acreage	Lot No.
1	Mikeal L. & Cynthia J. Brown	16451 US Highway # 6		Syracuse	IN	46567		2008-29156	4.85	
2	Mikeal L. & Cynthia J. Brown	16451 US Highway # 6		Syracuse	IN	46567		2008-29155	18.97	
2R	Jeff Haab		71505 CR 127	Syracuse	IN	46567				
3	Jerry W. & Tammy L. Stewart	71758 CR 29		Syracuse	IN	46567		91-002330	16.65	
4	Aaron Schwartz	64425 CR 35		Goshen	IN	46528		2008-15448	10.65	
5	Sergio Salinas	15931 US Highway # 6		Syracuse	IN	46567		2008-03903	3.01	
6	James L. & Janice E. Fackler	15769 US Highway # 6		Syracuse	IN	46567		97-001583	25.28	
7	Prairie Meadows LLC	16861 CR 44		Goshen	IN	46528		2000-04165	43.47	
	C/o Lowell Stoltzfus		16734 CR 44	Goshen	IN	46528				
8	Prairie Meadows LLC	16861 CR 44		Goshen	IN	46528		2000-04165	2.45	
9	Michael Allen & Christina L. Haab	72097 CR 29		Syracuse	IN	46567		2000-20919	3.00	
10	Michael Allen & Christina L. Haab	72097 CR 29		Syracuse	IN	46567		93-014206	43.75	
11	Max & Marlene Evans	71820 CR 29		Syracuse	IN	46567				

MIKEAL & CYNTHIA BROWN  
16451 US HIGHWAY 6  
SYRACUSE IN 46567

MAX & MARLENE EVANS  
71820 CR 29  
SYRACUSE IN 46567

JAMES & JANICE FACKLER  
15769 US HIGHWAY 6  
SYRACUSE IN 46567

MICHAEL & CHRISTINA HAAB  
72097 CR 29  
SYRACUSE IN 46567

JEFF HAAB  
71505 CR 127  
SYRACUSE IN 46567

SERGIO SALINAS  
15931 US HIGHWAY 6  
SYRACUSE IN 46567

AARON SCHWARTZ  
64425 CR 35  
GOSHEN IN 46528

JERRY & TAMMY STEWART  
71758 CR 29  
SYRACUSE IN 46567

MEETING NOTICE  
CHESTER TRIBUNE  
PO BOX 919  
193 CALUMET RD  
CHESTERTON IN 46304

COURIER & PRESS  
DATA EDITOR  
PO BOX 268  
EVANSVILLE IN 47702

ELKHART CO COMMISSIONERS  
117 N SECOND ST  
GOSHEN IN 46526

ELKHART CO ENGINEER  
610 STEURY AVE  
GOSHEN IN 46256

C BLAKE DORIOT  
ELKHART CO SURVEYOR  
4230 ELKHART RD  
GOSHEN IN 46256

FAIRFIELD JR/SR HS  
67530 US 33  
GOSHEN IN 46526

RICK MARQUIS  
FEDERAL HIGHWAY ADMINISTRATION  
575 N PENNSYLVANIA ST  
RM 254  
INDIANAPOLIS IN 46204

MAUREEN MESPILL  
INDIANA NEWS CENTER  
PO BOX 2121  
FT WAYNE IN 46801

KOSCIUSKO CO COMMISSIONERS  
100 W CENTER ST  
RM 220  
WARSAW IN 46580

KOSCIUSKO CO HIGHWAY  
2936 E OLD ROAD 30  
WARSAW IN 46582

MACOG  
227 W JEFFERSON BLVD  
RM 1120  
SOUTH BEND IN 46601

PRAIRIE MEADOWS LLC  
16861 CR 44  
GOSHEN IN 46528

WES CULVER  
REPRESENTATIVE  
2020 ELKHART RD  
GOSHEN IN 46526

REBECCA KUBACKI  
REPRESENTATIVE  
1401 E NORTHSHORE DR  
SYRACUSE IN 46567

TIMOTHY NEESE  
REPRESENTATIVE  
203 N WARD ST  
ELKHART IN 46514

DAVID LEE OBER  
REPRESENTATIVE  
1886 E 500 N  
ALBION IN 46701

TIM WESCO  
REPRESENTATIVE  
PO BOX 566  
OSCEOLA IN 46561

DAVID WOLKINS  
REPRESENTATIVE  
277 S 325 E  
WARSAW IN 46528

RANDY HEAD  
SENATOR  
212 S FIFTH  
LOGANSPOUT IN 46947

RYAN MISHLER  
SENATOR  
2030 SR 331  
BREMEN IN 46506

CARLIN YODER  
SENATOR  
200 W WASHINGTON ST  
INDIANAPOLIS IN 46204

JOE ZAKAS  
SENATOR  
16372 WILD CHERRY DR  
GRANGER IN 46530

SYRACUSE TOWN COUNCIL  
310 N HUNTINGTON ST  
SYRACUSE IN 46567

NEWS EDITOR  
THE TRUTH  
PO BOX 487  
421 S 2ND ST  
ELKHART IN 46515

TOWN MANAGER  
310 N HUNTINGTON ST  
SYRACUSE IN 46567

JOHN PASSEY  
US INFRASTRUCTURE-INDIANA INC  
10305 DAWSON CRK BLVD  
BLDG ONE STE A  
FT WAYNE IN 46825

9/23/13

*Elkhart County*

\_\_\_\_\_  
SURVEYOR

September 23, 2013

Governor Mike Pence  
State House -- Office of the Governor  
Indianapolis, IN

Re: INDOT Bridge crossing over US Highway 6 @ County Road 29 -- Elkhart  
County

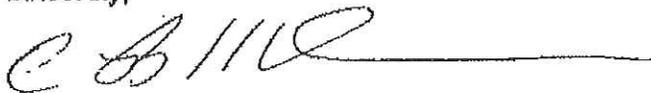
Dear Governor Pence,

Enclosed please find a copy of a letter and supporting diagrams being sent to  
INDOT Office of Public Involvement outlining my concerns on the proposed  
Bridge over US Highway 6 at County Road 29 project in Elkhart County. I have  
great concerns about INDOT going to the most expensive option of a bridge and  
closing across access between two roads that has occurred for over 150 years.

This will cause great inconvenience to my constituents.

Any help with this matter would be greatly appreciated.

Sincerely,



C. Blake Doriot, RLS  
Elkhart County Surveyor

September 18, 2013

INDOT Office of Public Involvement  
Rickie Clark  
100 N. Senate Ave, Room N642  
Indianapolis, IN 46204-2216

Re: INDOT Bridge crossing over US Highway 6 @ County Road 29 – Elkhart County

Dear Sirs,

I apologize in my lateness in my comments but with my other duties as Elkhart County Surveyor I was unable to get this information to you in a timelier manner. I am a resident in the area of this project and use this intersection some 10 to 12 times as week. As you know all but one of the speakers at the public hearing were against the bridge and that individual was worried about having to stop and shift his semi tractor and go through the gears another time to get back up to speed. I imagine some wrote their comments against the project but evidently were not against it enough to speak up at the meeting. I feel that the bridge crossing with no access from US Highway 6 to CR 29 is unacceptable to serve the residents of the area. The turn data that was supplied by INDOT shows that approximately 1/5 of the traffic makes a turning movement between CR29 and US6.

I and the majority of the local users of the intersection feel the problem lies in two areas.

1. The total lack of enforcement of the stop sign at CR29 and

ELKHART COUNTY SURVEYOR

2. The angle of the intersection with several utility poles and strain poles blocking the line of sight.

This could be corrected by:

- 1) Placing a stop light that would be slaved to US Highway 6 and would only be green for CR29 when traffic is using the intersection and relocate the poles. The Signal Warrant Standards have been met with the crash data provided by you and reviewed by the Elkhart County Highway Engineering Department.
- 2) The next possible improvement of this intersection would be a realignment of the roadway using a compound curve from CR29 north to intersect with a single curve from CR29 south aligning at 90 degrees intersecting some 200 ft. east of the current location with a stop light as described above.
- 3) The third option would be to realign the road and add an acceleration and deceleration lane to main line US Highway 6.

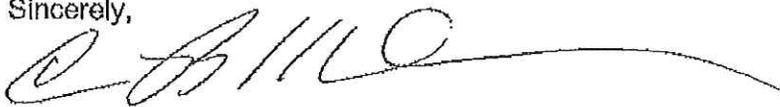
If the State Highway is set on constructing the more expensive bridge option at some 2 to 3 million dollars, I as a elected official of Elkhart County along with others would require that the State Highway construct a single two way ramp on the south east quadrant (this area do to soils and topography in the other 3 quadrants) this would reduce the exposure of cross traffic by some 70%. I have included sketches of the options that I have laid out and reviewed with the Elkhart County Highway Engineering Department. We are in agreement that all of these options would reduce the accident rate at this intersection but realize that no intersection is accident proof. Enforcement of State Traffic Laws by law

ELKHART COUNTY SURVEYOR

enforcement is necessary to correct reckless or bad behavior by our motoring public. The local residents have great concern about the no access option that you have presented; CR29 has over 1000 feet of sight distance each way that is far better than the other 2 intersections you will force traffic to use. The sight distance at CR127 to the west is much less than at CR29 as from the north CR127 is depressed one to two feet lower than US Highway 6 with a slight bend to the north reducing the sight distance. We all feel that this intersection is far worse than CR29. The intersection of CR33/SR13 & US Highway 6 however being a 4-way stop has the shortest sight distance of all the three of the interest options. I personally have had more close calls at this intersection than any of the others. We are also concerned about CR29 & CR52 as the site distance from CR52 east to the south is less than 250 feet and the traffic will have nothing to slow them down without a stop at US Highway 6.

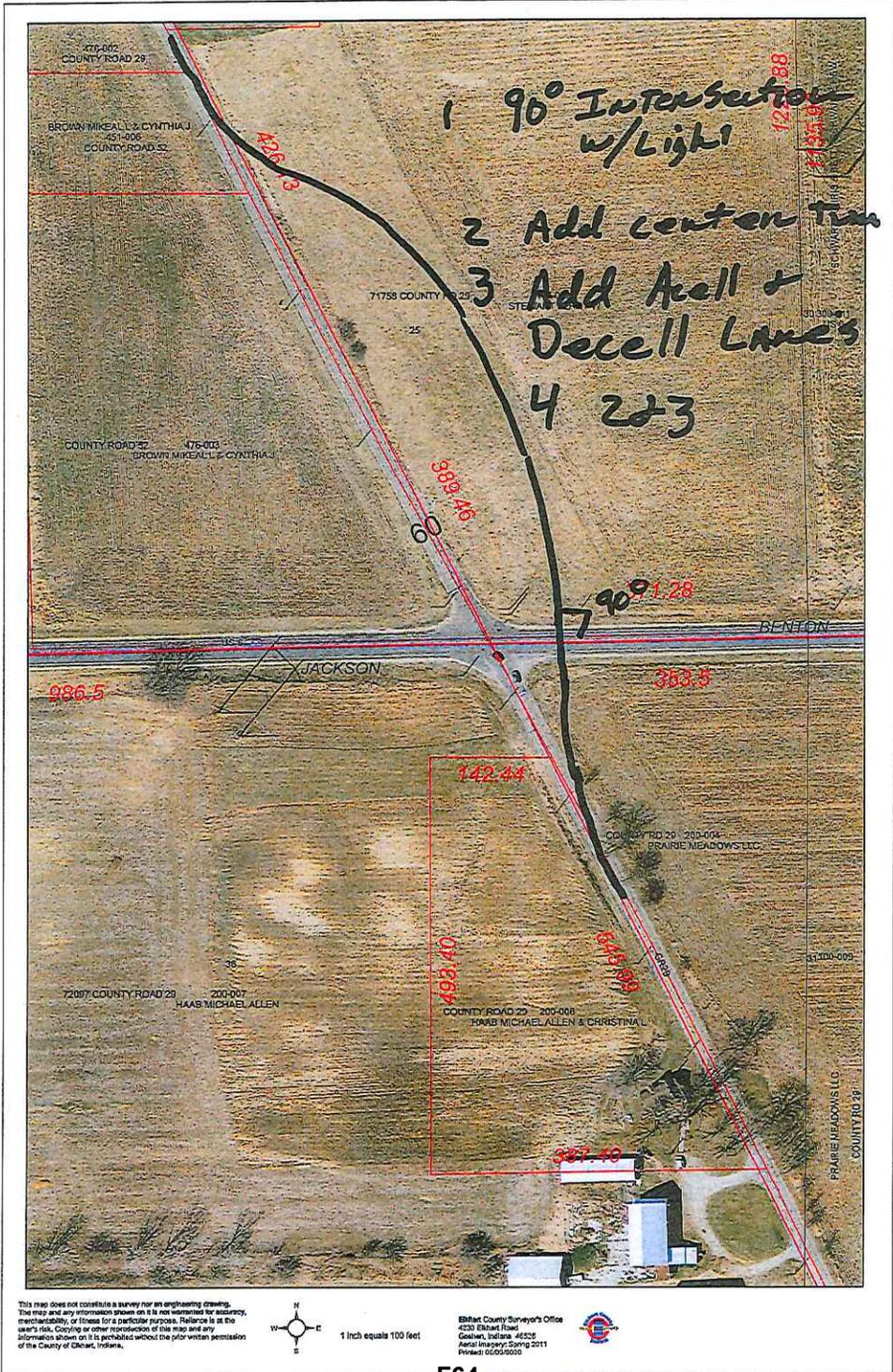
Thank you for holding the public hearing; your consideration for the needs of the local residents, farmers and tax payers.

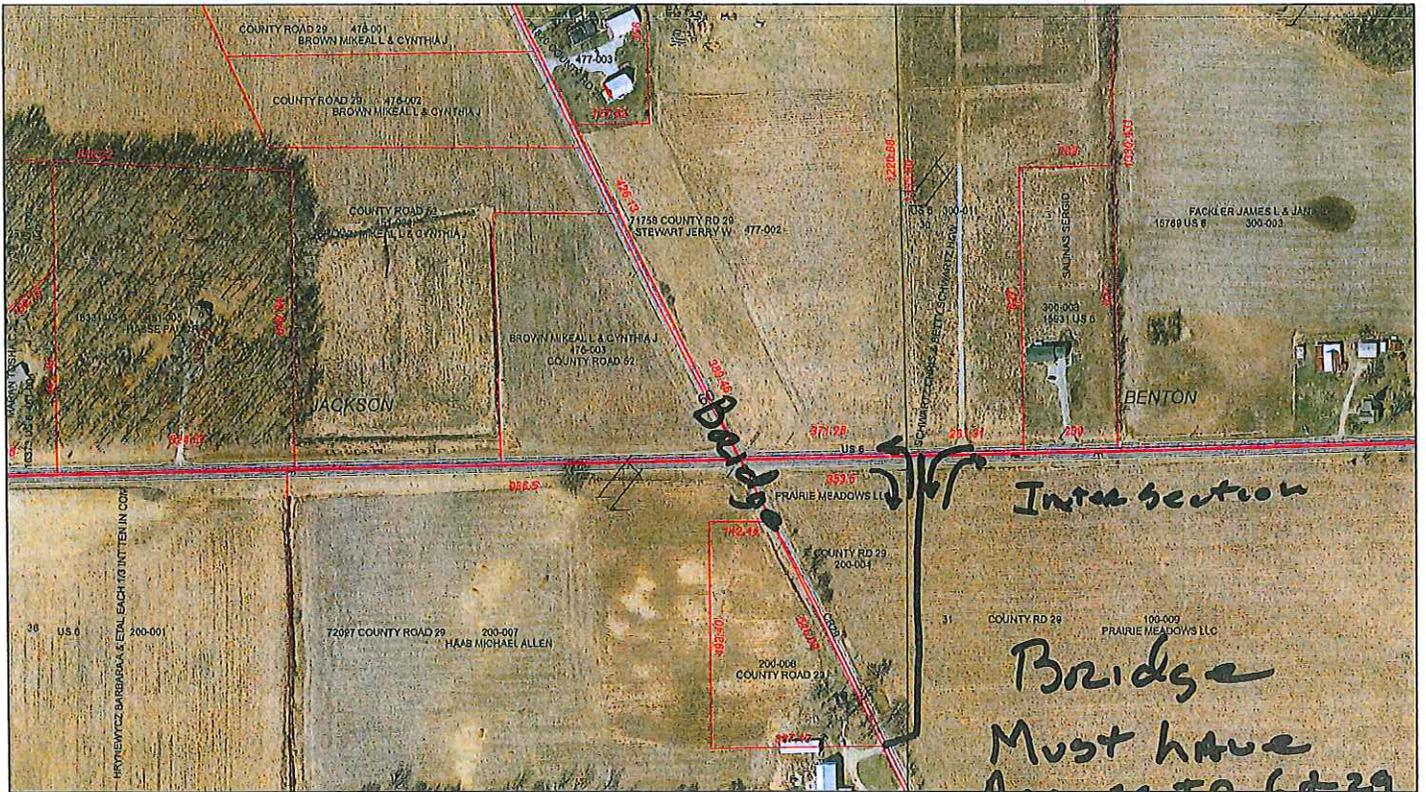
Sincerely,



C. Blake Doriot, RLS  
Elkhart County Surveyor

Cc: David Ober, State Representative  
Rebecca Kubacki State Representative  
William Friend, State Representative  
Elkhart County Commissioners  
Elkhart County Council  
Elkhart County Highway  
Governor Mike Pence





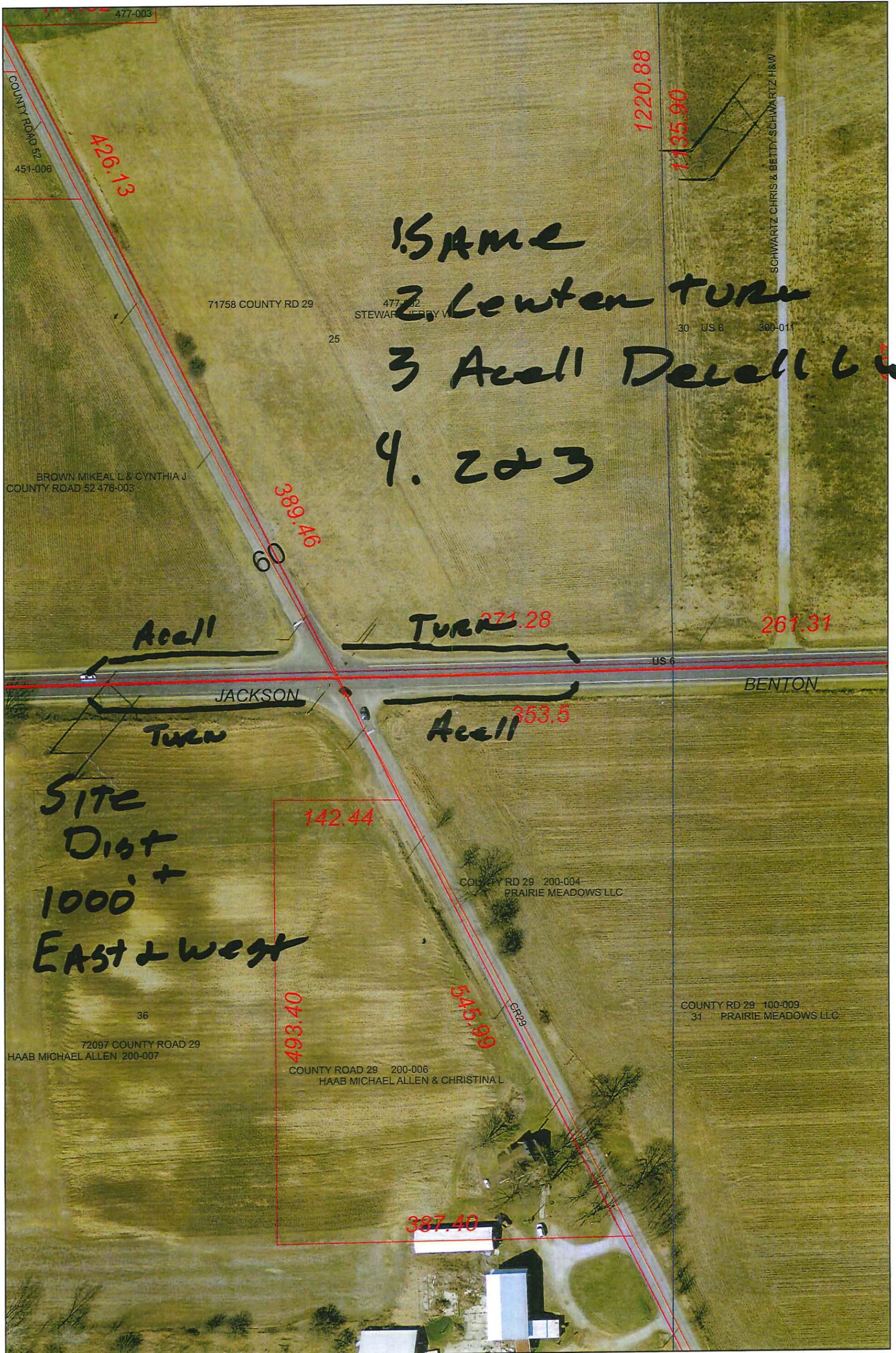
This map does not constitute a survey nor an engineering drawing. The map and any information shown on it is not warranted for accuracy, completeness, or fitness for a particular purpose. Reference is to the user's risk. Copying or other reproduction of this map and any information shown on it is prohibited without the prior written permission of the County of Elkhart, Indiana.



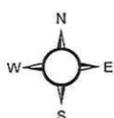
Elkhart County Surveyor's Office  
 630 Elkhart Road  
 Colettsville, Indiana 46118  
 Aerial Imagery, Spring 2011  
 File#ed\_06000009



Intersection  
 Bridge  
 Bridge  
 Must have  
 Access to 60-29



This map does not constitute a survey nor an engineering drawing. The map and any information shown on it is not warranted for accuracy, merchantability, or fitness for a particular purpose. Reliance is at the user's risk. Copying or other reproduction of this map and any information shown on it is prohibited without the prior written permission of the County of Elkhart, Indiana.



1 inch equals 100 feet

Elkhart County Surveyor's Office  
4230 Elkhart Road  
Goshen, Indiana 46526  
Aerial Imagery: Spring 2011  
Printed: 00/00/0000





# INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 232-6601  
E-mail: rclark@indot.in.gov

Michael R. Pence, Governor  
Karl B. Browning, Commissioner

Thank you for attending this public hearing regarding the proposed U.S. 6 at C.R. 29 New Bridge Placement in Elkhart County. Please submit any comments regarding this project by using the space provided below. INDOT appreciates your attendance this evening and looks forward to working with the community during the development of this project.

INDOT Office of Public Involvement [rclark@indot.in.gov](mailto:rclark@indot.in.gov)

DATE: Wednesday, August 28, 2013

DES# 1006210

COMMENT:

I vote No for the proposed new bridge. Having traveled C.R. 29, U.S. 6 West for over 30 years I think I have experience, insight into what this intersection is all about. It's all about not being in a hurry and attention. As Law enforcement has told me, most accidents involve two things, speed and inattention. If you treat this ~~the~~ intersection with attention and respect you will not have a problem.

There in lies the problem, those people with no time and no attention. My suggestion is to increase signage and lights. Increased Law Enforcement. A bridge in my opinion would help the attention/time challenged people but create undue problem for the many local people using/needling access from CR 29 to U.S. 6. I don't think you realize this fact. I also believe a bridge will only push the traffic wishing U.S. 6 access down the road, CR 127 and ST 13, creating more traffic and problem at those points.

Let's not spend 3mil. on a bridge that I believe will create more hardship than solve the accident frequency. Let's try more warning signs and lights first.

This statement being my feelings on this matter, I have to also say this. I'm alarmed and weary of a Goshen News article that had two Elk County Councilmen saying that if they tried to pull any strings and implement other traffic measures the funds would be withdrawn and nothing done. And the intersection would not be due for review for another 10-12 years?

This may be normal procedure in your world, but it's not right! I will be contacting my state Rep. and news agencies about this. We will see, time will tell.

Just be honest and fair, that's all I ask.

SIGNATURE:

*John K. Longenbaugh*  
9/12/13

John K. Longenbaugh

300 N. Main St.  
Syracuse, IN. 46567

574-457-4899



# INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 232-6601  
E-mail: [rclark@indot.in.gov](mailto:rclark@indot.in.gov)

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**Karl B. Browning, Commissioner**

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INDOT Office of Public Involvement [rclark@indot.in.gov](mailto:rclark@indot.in.gov)

DATE: Wednesday, August 28, 2013

DES# 1006210

COMMENT:

This is Jerry Yoder I live about 1 mile north of U.S. 6 & C.R. 29 Intersection I don't think the bridge is a good idea at all!! #1 You say putting a stop light in doesn't eliminate accidents, true, but if you put a bridge in that doesn't either because any car that wants to turn on U.S. 6 is going to turn on U.S. 6 anyway, just on C.R. 27 or C.R. 33 so why not put a stop light in like they got on U.S. 37 & C.R. 31 that has a angle road and a straight road one with less traffic than the other (the light is always red for C.R. 31 unless a car pulls up) That would be a lot less money You say Federal is fundin this, where dose the federal get their money? taxpayers who are the taxpayers? Me and you!! I also think we need more law enforcement in the area!! A lot of these accidents are caused by people not stoping or just not looking ~~rite~~ rite!!

SIGNATURE:



## INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 232-6601  
E-mail: [rclark@indot.in.gov](mailto:rclark@indot.in.gov)

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INDOT Office of Public Involvement [rclark@indot.in.gov](mailto:rclark@indot.in.gov)

DATE: Wednesday, August 28, 2013

DES# 1006210

### COMMENT:

Gentlemen:

We attended the INDOT public hearing, Aug. 28<sup>th</sup> regarding possible solutions to alleviating traffic accidents at C.R. 29 & U.S. 6 in Elkhart County. I would like to propose an idea that was not presented by INDOT members or the public: Build the bridge but add entrances to US 6 off of CR 29 east and west and add exits off US 6 to CR 29 north and south.

We believe this would alleviate all concerns addressed by locals, Fairfield school representative regarding bus routes, mail carriers, adjoining landowners, truckers and the Amish community, by NOT adding a stop light.

Thank you for the consideration as there really is a need to do something at U.S. 6 & C.R. 29 that **will not shift** the accident problem to C.R. 127, C. R. 56 & C. R. 33 & S. R. 13, and hopefully not adding great cost to the project.

One alternative would be a copy of the intersection of US 20 bypass and SR 19 in Elkhart County. This would accomplish the same advantages.

A stop light at US 6 & CR 29 would in our opinion just create a bottleneck of traffic between CR 29 & CR 33/SR 13 on US 6 due to the fact that heavy trucks would just gear up to stop again and with anticipated traffic to and from the new industrial park on US 6 & SR 13, would be a problem especially during peak traffic periods.

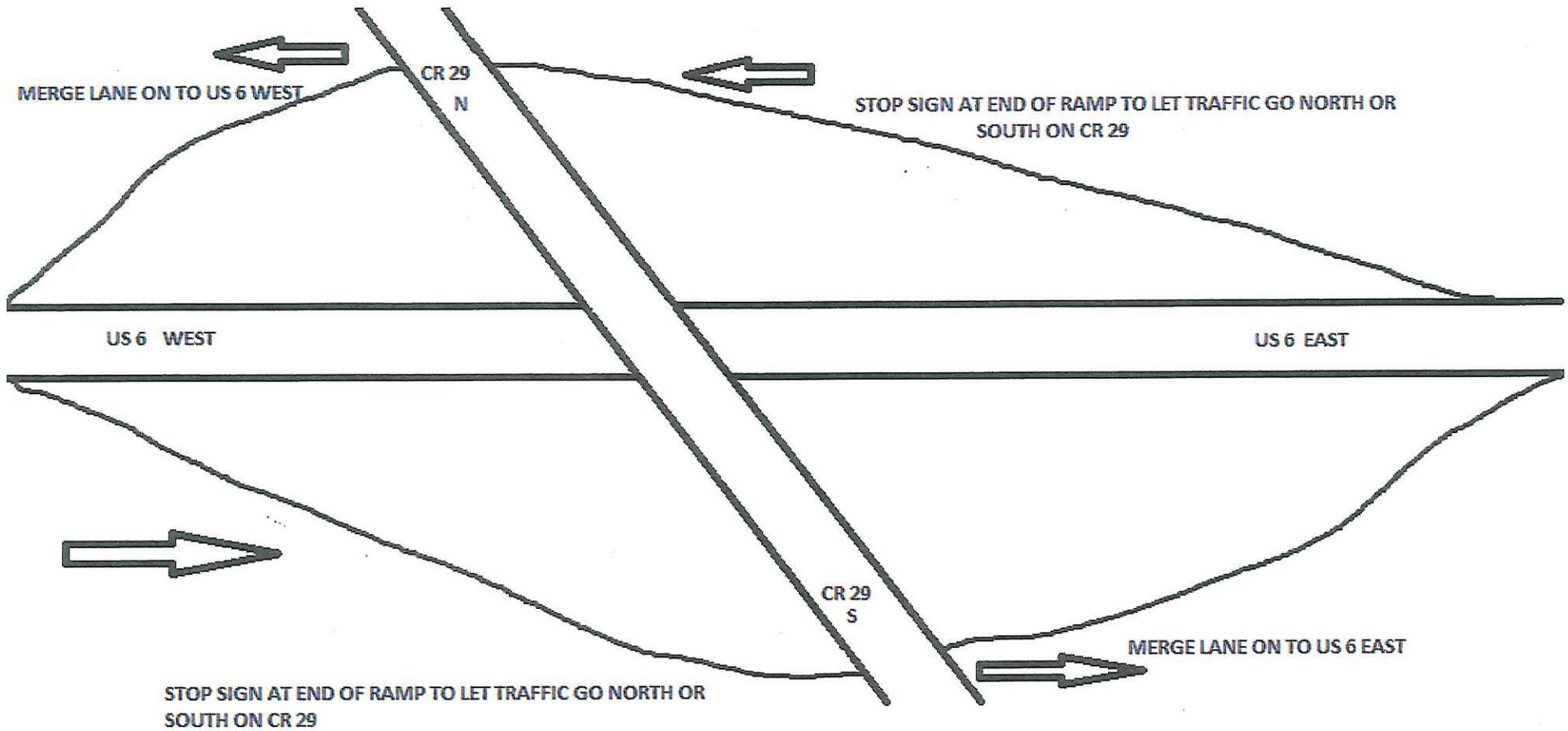
The attached diagram will show our personal proposed alternative to fix the problem. Per diagram, put a stop sign at the end of proposed exits on to CR 29 so that exit traffic can go either way on CR 29 from exit lanes. All traffic to US 6 west bound **MUST** exit off of CR 29 North of US 6. All traffic to US 6 East bound **MUST** exit south of US 6 on CR 29. The proper signage **MUST** be put in place also. This should take care of traffic problems for the foreseeable future.

Thank you for your consideration

Dean and Roxanna Lewallen  
17272 CR 50  
Syracuse, IN 46567  
[roxidean@ligtel.com](mailto:roxidean@ligtel.com)

SIGNATURE:

*Dean Lewallen Roxanna Lewallen*





# INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 232-6601  
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**Michael R. Pence, Governor**  
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INDOT Office of Public Involvement [rclark@indot.in.gov](mailto:rclark@indot.in.gov)

DATE: Wednesday, August 28, 2013

DES# 1006210

**COMMENT:**

Dear Indot

I believe that if a bridge is built for county Rd 29 that it will save people that is going to Napoleon to go on Ct Rd 56 to Ct Rd 127 to get to US 6 that it will increase the chances of accidents with farm machinery.

Why not just move the electric poles back make the intersection more straight and make it a four way stop with red flasher light - like the US 6 + St Rd 13 intersection. This intersection is much safer now since it is a four way stop with a flasher light

SIGNATURE: *Jerry Way*

## Clark, Rickie

---

**From:** TOM GIBSON [sentac@msn.com]  
**Sent:** Tuesday, September 10, 2013 7:16 PM  
**To:** Clark, Rickie  
**Subject:** US 6 and CR29

Hello Rickie,

Thank you for once again presenting a totally professional briefing on the situation at CR 29 and US 6. As you aware this was the second one in two weeks that I had attended and was some what dismayed by the speakers at this one. The first one I attended no one spoke in favor of the project including myself. However the speakers at that presentation almost all spoke of community wide issues on traffic flow and not only at the intersection but the surrounding areas. At this presentation people only spoke of how it affected them personally, there seemed to be zero care for the safety and well being for the public. My goodness one poor mans commute was going to be seven minutes instead of two. One person said if you did this DOT should pave certain county roads so they wouldn't have to drive on a rock road. Some people wanted a red light which I believe from a lot of experience would create a bigger problem with trucks being much slower for a longer period of time and car drivers being impatient and passing when they shouldn't. I was certainly glad to hear that Monica with all her insight, or lack of, THOUGHT it would be ok. The City Councilmen from Syracuse said the council was blind sided and had only known for a week about this project. Perhaps that don't know about the emails that come out every Friday listing every presentation that will take place on every project in the state. I knew about this presentation for a month prior and if my town council really didn't know, they should have.

It seemed the concern of the majority was the amount of money that was going to be spent on this bridge. Well if that is truly the overriding concern, is the money the state wants to spend to save lives and stop major injury, I have a much cheaper solution. Cut the pavement completely out for three hundred feet back from the intersection cul-de sac it on both sides and we will no longer have a problem for a cost of less than \$500,000 dollars. You still have I-13 and CR-33 with a four way stop to carry the traffic across US-6 and you have eliminated an incredibly dangerous intersection.

However I strongly feel that the issue really isn't the money, it's about the inconvenience that a small group of people will have to bear to save lives and prevent catastrophic injury. One gentlemen said he had been living there for many, many years and said he had seen the accidents, but he never said he had worked one. I have worked on several accidents not only injury but fatalities as well. If people don't want a bridge Cul-de sac it but stop the carnage at that intersection.

Thank you again for your professionalism

Tom Gibson

## Clark, Rickie

---

**From:** David Jones [daveandkathy@kconline.com]  
**Sent:** Saturday, September 07, 2013 10:54 PM  
**To:** Clark, Rickie  
**Subject:** Elkhart County - CR 29 bridge proposal

We would like to express our opposition and sincere concern regarding the outlandish proposal of building a bridge on CR 29 over US 6. This is an intersection that has good visibility. To spend 3 million dollars on a bridge for a problem that could be solved by a 4 way stop light is a huge mismanagement of tax payer dollars. You say traffic flow does not warrant a stop light, then how could it possibly warrant a 3 million dollar bridge?

This would be a huge safety concern for fire, EMS and school bus traffic. It is a highly used route to US 6 that would be a great inconvenience to local traffic not to have access to US 6. We ask that you reconsider this inappropriate option and put into place a reasonable solution of a stop light or 4 way stop.

Thank you!

Sincerely,

David & Kathleen Jones

502 EMS D15 Ln

Syracuse, Indiana 46567

**Clark, Rickie**

---

**From:** Barton Black [bdblack85@gmail.com]  
**Sent:** Sunday, September 08, 2013 9:18 PM  
**To:** Clark, Rickie  
**Subject:** US 6 & CR 29

Dear Mr. Clark,

I wish to share with you the accident that I had at the intersection of CR 29 and US 6 a couple of years ago.

I really feel that if the road would be straightened out like most intersections that I would have never had that accident. I had pulled straight up, looked both ways twice but the car coming from the west was blocked by the middle section (right behind the passengers seat) of my van. Ever since that scary day, I pull up to the intersection and actually turn my vehicle to the west even though I go straight across US 6 to go North on CR 29. I do not feel that a bridge across US 6 is necessary.

If you have any questions you may contact me by phone (574 834 7979) or Reply to this email address.

Sincerely,

Mrs. Dian Black



**FREE Animations for your email** [Click Here!](#)

**Clark, Rickie**

---

**From:** Eva Thompson [pickinveggietails@yahoo.com]  
**Sent:** Friday, September 06, 2013 1:18 PM  
**To:** Clark, Rickie  
**Subject:** co rd 29 bridge

*Hi. I'm writing to you about the Co Rd 29 bridge.*

*Put me and my husband down as saying we are more for the stop light than spending mega\$ in a bridge.*

*Thanks*

*E Thompson*

## Clark, Rickie

---

**From:** EAZE [easley.hal@gmail.com]  
**Sent:** Thursday, September 05, 2013 9:26 AM  
**To:** Clark, Rickie  
**Subject:** INDOT Bridge  
**Attachments:** IDOT Bridge.pdf

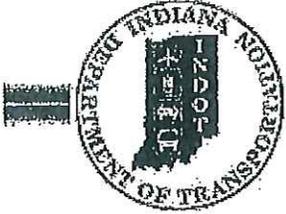
Rickie,

Please find attached my comments related to the proposed bridge at US 6 and CR 29 in Elkhart County.

Regards,

Hal Easley

Grrreat Creations - GCI, Inc  
888-773-7765  
[www.grrreatcreations.com](http://www.grrreatcreations.com)



# INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 232-6601  
E-mail: [rclark@indot.in.gov](mailto:rclark@indot.in.gov)

**Michael R. Pence, Governor**  
**Karl B. Browning, Commissioner**

Thank you for attending this public hearing regarding the proposed U.S. 6 at C.R. 29 New Bridge Placement in Elkhart County. Please submit any comments regarding this project by using the space provided below. INDOT appreciates your attendance this evening and looks forward to working with the community during the development of this project.

INDOT Office of Public Involvement [rclark@indot.in.gov](mailto:rclark@indot.in.gov)

DATE: Wednesday, August 28, 2013

DES# 1006210

## COMMENT:

September 5, 2013

Attending the meeting on proposed Bridge at U.S. 6 at C.R 29 in Elkhart, IN, I was enlightened as to the IDOT process for a project.

Eliminating access to CR 29 is a wonderful example of not evaluating or understanding the unintended consequences of a project decision.

It appears a Micro issue may be resolved while creating a Macro problem with local traffic patterns being impacted with out proper review.

US 6 is the *primarily* East / West corridor in this section of Elkhart County. Removing access from CR 29 will force traffic to other local County Roads which are not designed for additional traffic.

Consultation or communication with the local communities for New Paris, Syracuse and Milford appeared to be minimal from the comments at the meeting.

It also seems the project is addressing a driver awareness or inattentiveness issue with an extreme (expensive) solution, while impacting the driving patterns of many in the area.

The long-term costs associated with maintaining a bridge were not addressed at the meeting.

This project should be thoroughly vetted before moving forward any further. It appears as though IDOT is looking for projects to spend resources on rather than minimize the expenditure of taxpayers' funds. This just doesn't appear to be good use of IDOT (taxpayers') resources.

Respectfully Submitted,

SIGNATURE:

[EASLEY.HAL@GMAIL.COM](mailto:EASLEY.HAL@GMAIL.COM)

Governor Mike Pence  
The State House  
Indianapolis, IN  
46204-2797

August 22, 2013

Subject: Proposed Highway Projects in Elkhart County

Dear Governor Pence,

As a lifelong resident of Elkhart County, a retired farmer, and a concerned taxpayer, I believe most strongly that you need to immediately investigate proposed "highway improvements" of the Indiana Dept. of Transportation. These proposals I am concerned about are ludicrous in design and an extreme waste of money.

The first is a proposed round-about on State Road 19 at the intersection of State Road 119. This intersection was improved several years ago and works fine now. To put a round-about at this point is not only un-justified, but reckless. Round-abouts may work in low speed reduced traffic urban areas, but to put one on a rural State Highway, where many Amish are concentrated with their bikes and buggies as well as older residents, is just plain wrong. I can not believe the State wants to throw \$3 million at this project.

The second is a proposed bridge over US 6 at County Road 29, eliminating this intersection. This would simply move traffic to adjacent un-improved county roads which would be more hazardous than the existing intersection. This intersection already is equipped with warning flashing lights. For a few thousand dollars, these flashers could be replaced with stoplights on timers. Again, a case where someone is trying to spend millions to do something that requires very little if any expenditure.

In the past year, two culverts under US6 in Elkhart County were replaced. These each were year long projects involving building runaround roads and costing millions. In actuality, each of these culverts could have been replace in a week's time, resulting in a short detour for US 6 traffic and no need for the expense of building and then removing a runaround road

The cynical part of me wonders if perhaps someone in the INDOT is benefitting from the expensive nature of these projects. I am not accusing anyone here of anything, but it does make me wonder about it.

As a life long Republican and a former Trustee of Jackson Township of Elkhart County, I sincerely hope that you will dig into these projects, acquaint yourself with them, and determine if they are in the best interests of the people of Elkhart County.

Lastly, let me offer my belated congratulations on your election to the Governorship of our state. I know you will continue the conservative policies of Former Governor Daniels and further the economic and social well being of our State.

Thank you for your time.

Sincerely,



Donald W. Moneyheffer  
18491 County Road 146  
New Paris, IN  
46553

## Clark, Rickie

---

**From:** Valerie Tucker [vtucker@reagan.com]  
**Sent:** Friday, August 30, 2013 4:31 PM  
**To:** Clark, Rickie  
**Subject:** c.r. 29 bridge

A bridge over 6 seems to be the safest thing. Hopefully the crown in 29 just north of c.r. 56, south of u.s.6, will be removed . As was stated at the meeting, that is an extremely, dangerous intersection currently.

## Clark, Rickie

---

**From:** Valerie Tucker [vtucker@reagan.com]  
**Sent:** Friday, August 30, 2013 4:33 PM  
**To:** Clark, Rickie  
**Subject:** bridge

Sorry, the last email in favor of bridge, and to include modifying the first intersection south of 6 was from: Steve Tucker Milford, IN  
thanks

## Clark, Rickie

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**From:** Rick Edgar [edgar.rick@gmail.com]  
**Sent:** Friday, August 30, 2013 10:32 AM  
**To:** Clark, Rickie  
**Subject:** US 6 & CR 29 Bridge Project

Rickie. I am contacting you concerning the above subject.

I've traveled that road for over 40 years. Yes there is a problem there but a overpass isn't the answer. Caution lights might help some. Basically it is a driver problem. You can't eliminate that. Please don't spend all this money and inconvenient the travelers on this location.

Thanks,

Rick

Syracuse.

## Clark, Rickie

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**From:** Doug Vendrely [davmtchr@bnin.net]  
**Sent:** Tuesday, September 17, 2013 9:45 PM  
**To:** Clark, Rickie  
**Subject:** CR 29/US 6 proposal

Dear Mr. Rickie Clark,

I want to thank you for having the INDOT public hearing on Wednesday, August 28, 2013 at Wawasee High School in regards to the proposal for a New Bridge placement at US 6/CR29. The views and opinions expressed at this meeting were valuable and well spoken.

I deeply feel that the \$3million proposed bridge is very unnecessary for this traffic area. I am just in awe to think that this little intersection would get such a project. I agree that something needs to be done, but a lower priced and less inconvenient construction project would be a wiser choice. I drive south on CR 29 every day to work. Without access from US 6 onto CR 29, I'll probably use an alternate route, which would be CR 56. Several residents spoke at the meeting about their road becoming busier. It will happen.

No matter what project is chosen, there will still be people that don't pay attention, speed and make bad decisions. Therefore, a less expensive project is sufficient for this intersection. A traffic light, rumble strips, flashing lights around a warning sign on US 6 and CR 29 would be good. Since INDOT said that CR 29 doesn't have much traffic, the light shouldn't be tripped that much for US 6 traffic to stop. What is the difference with the intersection at SR 19/CR 46 versus CR 29/US 6? There is a traffic light on SR 19 and it's a busy road like US 6. The light seems to be enough.

I would like to see CR 29/US 6 intersection straightened and a light installed. Rumble strips and warning signs would be appropriate.

Thank you for your time.

Jane Vendrely  
68445 Annette  
New Paris, In. 46553

## Clark, Rickie

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**From:** Todd Gledhill [tgled@embarqmail.com]  
**Sent:** Monday, September 16, 2013 12:00 PM  
**To:** Clark, Rickie  
**Subject:** Proposed US 6 / CR 29 bridge, Elkhart county, IN  
**Attachments:** Intersection plan.pdf

Comment:

As homeowners on CR 56, my husband and I have real concerns about the proposed bridge on CR 29 over US 6.

We have lived in this proposed area for more than 20 years and have much experience at this intersection. Our recommendations for this intersection are as follows:

### 1) Straighten the intersection to make it right angles.

\*It *is* the angle of this intersection that makes it so hard to see eastbound traffic on US 6 when at the stop sign on CR 29 (north of the intersection) travelling southbound on CR 29.

\*It *is* the angle of this intersection that makes it so hard to see westbound traffic on US 6 when at the stop sign on CR 29 (south of the intersection) travelling northbound on CR 29.

\*It *is* the angle of this intersection that makes it so dangerous turning south on CR 29 off of US 6 when going westbound on US 6 (the thru traffic coming from behind the turning vehicle is moving at 55 MPH and there is no turn lane nor thru traffic lane for the fast traffic).

\*It *is* the angle of this intersection that makes it so dangerous turning north on to CR 29 off of US 6 when going eastbound on US 6 (the thru traffic coming from behind the turning vehicle is moving at 55 MPH and there is no turn lane nor thru traffic lane for the fast traffic).

\*It *is* the angle of this intersection that causes crashes when drivers do not see the oncoming traffic on US 6 when they do not get a clear view of all of the lanes on US 6 when they are driving on CR 29 and are at the stop sign at US 6/CR 29.

### 2) US 6 needs turn lanes and deceleration lanes at the US 6 / CR 29 intersection on US 6.

\*The most dangerous place in this intersection is turning south on to CR 29 when headed westbound on US 6. The traffic from behind is going fast, and the angle of the intersection causes turning traffic to have to make an unusually large turn (this turn is even more magnified when there is northbound traffic on CR 29 waiting at the stop sign on the south side of this intersection). A center turn lane would help to rectify this.

\*The eastbound traffic on US 6 that turns north on CR 29 at this intersection is also vulnerable to the fast traffic from behind. The turn angle is also an unusual one. Again, a center turn lane would help to solve this problem.

\*Traffic on US 6 heading eastbound turning south on CR 29 needs a deceleration turn lane due to the fast moving traffic from behind.

\*Traffic on US 6 heading westbound turning north on CR 29 needs a deceleration turn lane due to the fast moving traffic from behind.

**3) The hill on the southwest side of the US 6 / CR 29 intersection needs to be leveled.**

\*This hill blocks visibility when at the stop sign on the south side of the intersection on CR 29.

**4) Keep the flashing light/stop light at the intersection.**

\*Local traffic pays attention to the light

**5) Keep CR 29 as it is: two way, one lane each direction**

These changes will drastically reduce the number of crashes at this intersection, but it will not eliminate all collisions. It is an intersection.

Attached is a visual image of the intersection that I have described.

We are very much against the proposed bridge for the following reasons:

~our country is hurting financially and we do not need to spend \$3 million on a bridge

~the inconvenience and waste of time/fuel to enter on to US 6 from another intersection for any/all parties involved

~the other intersections involved once the bridge becomes a reality: CR 29/CR 50, CR 29/CR 56. CR 29/SOUTH COUNTY LINE RD, CR 56/CR

127. Each of these intersections have severe safety issues because of visibility, curves, hills, standing grain, and crossing of livestock. At the

present time the traffic at these intersections is minimal, therefore there are very few crashes. Increase the traffic (which will happen with the

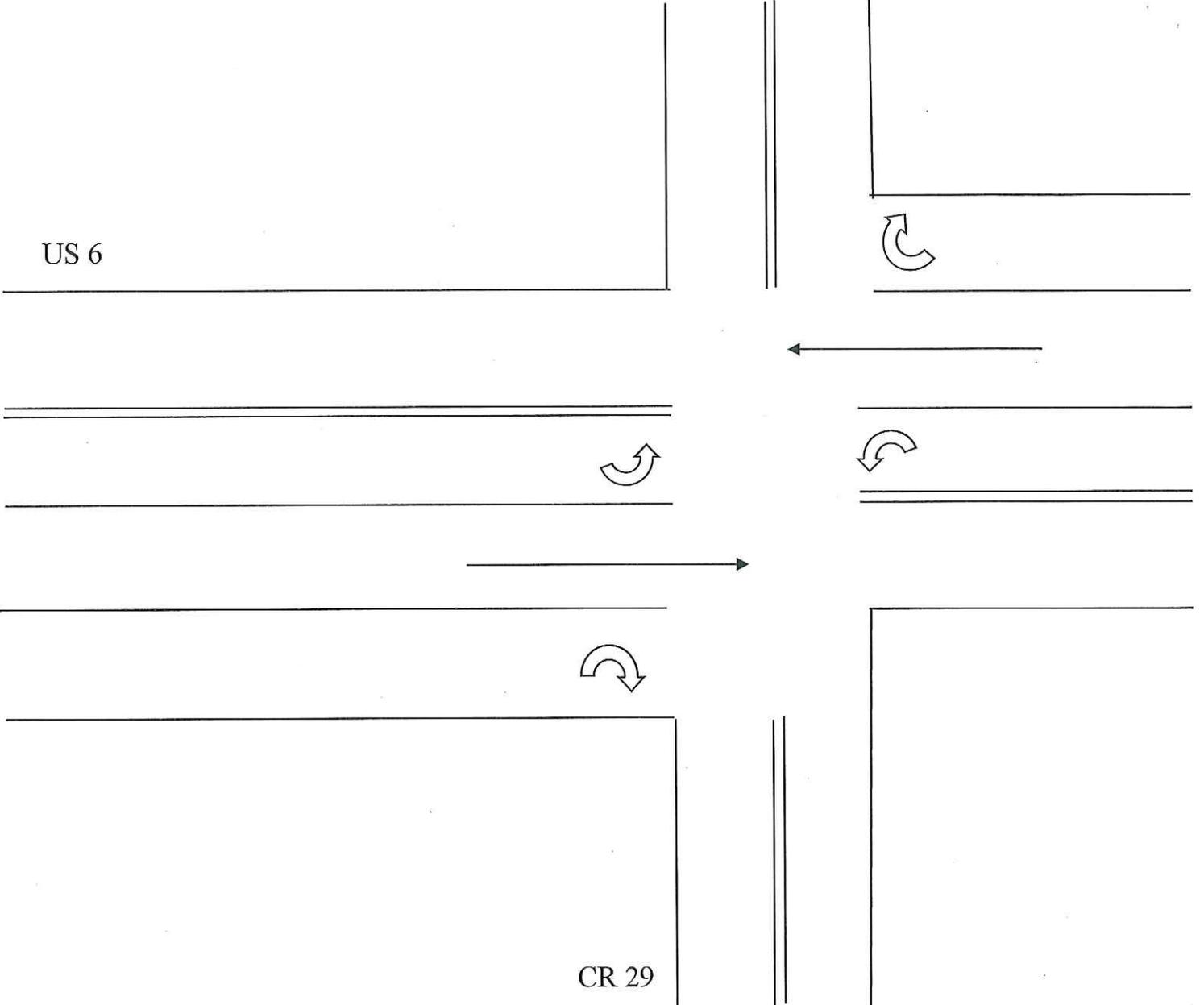
bridge) and these intersections will certainly have more crashes. The bridge eliminates the collisions on US 6, but spreads the crashes

out to four or more intersections in the nearby area.

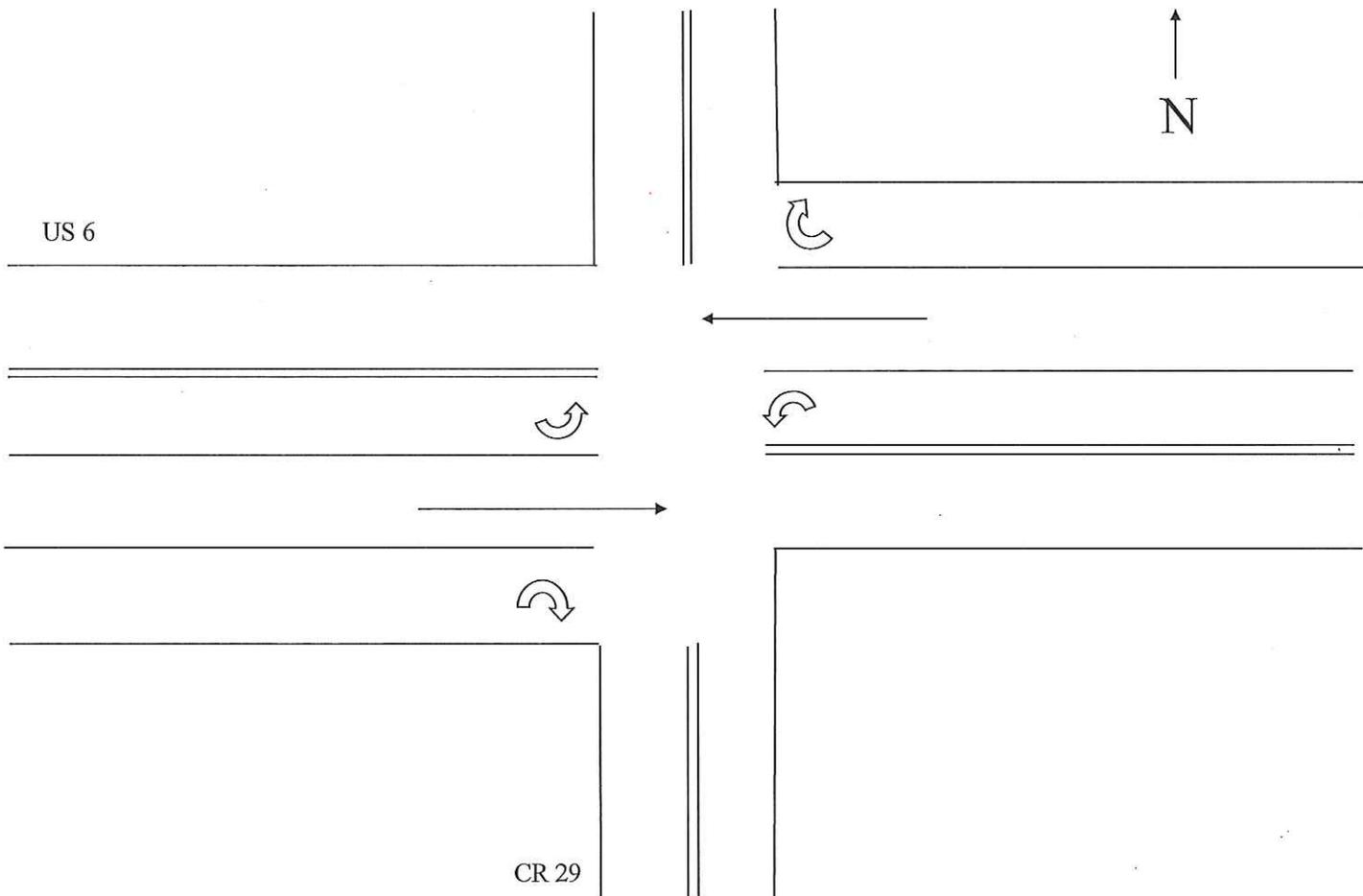
Thank you for your time and consideration.

Todd and Norma Gledhill  
16083 CR 56  
Syracuse, IN 46567

US 6



CR 29



## 1006210 – Response to Public Hearing Comments

The vast majority of comments brought during, and subsequent to, the CR 29 and US 6 Public Hearing were associated with alternatives to the proposed grade separation (bridge). While many of the alternative suggestions would enhance improvements already in place, other less expensive geometric solutions were analyzed; including offset intersections and realignment of the existing intersection, along with the introduction of an unconventional intersection. Although horizontal intersection realignment options would improve safety, the probability of right angle crashes remains high, thus removing these alternatives from further consideration. Heretofore, INDOT has made numerous efforts to address safety concerns with less restrictive means such as signage and flashing beacons; however, all significantly less expensive options have been exhausted.

INDOT appreciates the observation that placement of a bridge at this location will increase traffic at adjacent State and County Road intersections. However, sufficient capacity exists to accommodate options chosen by the traveling public. Furthermore, understanding that US 6 is the primary highway facility, INDOT will continue to work with our Elkhart County Partners to monitor area intersections, roadway capacity, enforcement and safety related concerns. After due consideration of comments, questions, and design alternatives, INDOT has arrived at the decision to proceed with plans for building a bridge to carry CR 29 traffic over US 6.

## G. Environmental Justice

1-2 EJ Spreadsheet & Map

3- US Census Data Sheets

Figure 1: Analysis of Census Tract 10 in Elkhart County, Indiana  
EJ

	<b>COC - Community of Comparison</b>	<b>AC - Affected Community</b>
	<b><u>Elkhart County, Indiana</u></b>	<b><u>Census Tract 10, Elkhart County, Indiana</u></b>
<b><u>Low - Income</u></b>		
Population for whom poverty status is determined: <b>TOTAL</b>	193,294	4177
Population for whom poverty status is determined: <b>Income in past 12 months below poverty level</b>	26,573	298
Percent Low Income	14%	7.13%
125 Percent of COC	17.50%	AC < 125% COC
Potential Low Income EJ Impacts?		NO
<b><u>Minority</u></b>		
Total Population: Total	196,855	4,177
Total Population: Not Hispanic or Latino	170,230	4,132
Total Population: Not Hispanic or Latino: White alone	153,266	4,064
Total Population: Not Hispanic or Latino: Black or African American alone	10,814	29
Total Population: Not Hispanic or Latino: American Indian and Alaska Native alone	487	16
Total Population: Not Hispanic or Latino: Asian alone	2,210	0
Total Population: Not Hispanic or Latino: Native Hawaiian and other Pacific Islander alone	69	0
Total Population: Not Hispanic or Latino: Some other race alone	393	0
Total Population: Not Hispanic or Latino: Two or more races	2,991	23
Total Population: Hispanic or Latino	26,625	45
Total Population: Hispanic or Latino: White alone	13,451	8
Total Population: Hispanic or Latino: Black or African American alone	73	0
Total Population: Hispanic or Latino: American Indian and Alaska Native alone	282	0
Total Population: Hispanic or Latino: Asian alone	0	0
Total Population: Hispanic or Latino: Native Hawaiian and other Pacific Islander alone	0	0
Total Population: Hispanic or Latino: Some other race alone	11,180	16
Total Population: Hispanic or Latino: Two or more races	1,639	21
Number of Non-white/Minority (Total - Not Hispanic or Latino: White alone)	43,589	113
Percent Non-white/Minority	22.14%	2.70%
125 Percent of COC	27.68%	AC < 125% COC
Potential Minority EJ Impact?		NO



**Legend:**

**Boundaries**

-  State
-  '10 County
-  '10 Census Tract
-  '10 Block Group

Items in grey text are not visible at this zoom level

**Features**

-  Major Road
-  Street
-  Stream/Waterbody



B03002: HISPANIC OR LATINO ORIGIN  
 2006-2010 American Community Survey 5-

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, for 2010, the 2010 Census provides the official counts of the population and housing units for the nation, states, counties, cities and towns. For 2006 to 2009, the Population Estimates Program provides intercensal estimates of the population for the nation, states, and counties.

	Elkhart County, Indiana		Census Tract 10,	
	Estimate	Margin of	Estimate	Margin of
Total:	196,855	*****	4,177	+/-30
Not Hispanic or Latino:	170,230	*****	4,132	+/-64
White alone	153,266	+/-240	4,064	+/-104
Black or African American alone	10,814	+/-478	29	+/-43
American Indian and Alaska Native	487	+/-130	16	+/-24
Asian alone	2,210	+/-164	0	+/-119
Native Hawaiian and Other Pacific	69	+/-64	0	+/-119
Some other race alone	393	+/-211	0	+/-119
Two or more races:	2,991	+/-540	23	+/-35
Two races including Some other race	137	+/-117	0	+/-119
Two races excluding Some other	2,854	+/-516	23	+/-35
Hispanic or Latino:	26,625	*****	45	+/-55
White alone	13,451	+/-1,281	8	+/-14
Black or African American alone	73	+/-69	0	+/-119
American Indian and Alaska Native	282	+/-235	0	+/-119
Asian alone	0	+/-119	0	+/-119
Native Hawaiian and Other Pacific	0	+/-119	0	+/-119
Some other race alone	11,180	+/-1,328	16	+/-19
Two or more races:	1,639	+/-524	21	+/-34
Two races including Some other race	1,180	+/-420	21	+/-34
Two races excluding Some other	459	+/-267	0	+/-119

Data are based on a sample and are

subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2006-2010 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Explanation of Symbols:

B17001: POVERTY STATUS IN THE  
 2006-2010 American Community Survey 5-  
 Supporting documentation on code lists,  
 subject definitions, data accuracy, and  
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 Estimates Program provides intercensal  
 estimates of the population for the nation,  
 states, and counties.

	Elkhart County, Indiana		Census Tract 10,	
	Estimate	Margin of	Estimate	Margin of
Total:	193,294	+/-484	4,177	+/-30
Income in the past 12 months below	26,573	+/-2,029	298	+/-200
Male:	11,518	+/-1,110	112	+/-80
Under 5 years	2,147	+/-351	0	+/-119
5 years	377	+/-177	32	+/-31
6 to 11 years	2,186	+/-404	39	+/-37
12 to 14 years	750	+/-198	0	+/-119
15 years	266	+/-100	0	+/-119
16 and 17 years	540	+/-159	0	+/-119
18 to 24 years	962	+/-269	0	+/-119
25 to 34 years	1,395	+/-298	0	+/-119
35 to 44 years	1,208	+/-265	26	+/-29
45 to 54 years	757	+/-182	0	+/-119
55 to 64 years	513	+/-181	0	+/-119
65 to 74 years	179	+/-86	15	+/-18
75 years and over	238	+/-97	0	+/-119
Female:	15,055	+/-1,069	186	+/-121
Under 5 years	1,942	+/-326	27	+/-30
5 years	381	+/-190	9	+/-14
6 to 11 years	1,764	+/-297	25	+/-27
12 to 14 years	628	+/-177	30	+/-34
15 years	290	+/-115	0	+/-119
16 and 17 years	527	+/-158	16	+/-24
18 to 24 years	1,941	+/-281	12	+/-20
25 to 34 years	2,322	+/-291	24	+/-28
35 to 44 years	1,964	+/-275	27	+/-32
45 to 54 years	1,046	+/-206	0	+/-119

55 to 64 years	806	+/-201	0	+/-119
65 to 74 years	554	+/-134	16	+/-17
75 years and over	890	+/-181	0	+/-119
Income in the past 12 months at or	166,721	+/-2,086	3,879	+/-202
Male:	83,791	+/-1,157	2,068	+/-195
Under 5 years	5,969	+/-348	144	+/-75
5 years	825	+/-203	29	+/-31
6 to 11 years	7,349	+/-463	114	+/-61
12 to 14 years	3,790	+/-341	146	+/-97
15 years	1,375	+/-228	32	+/-44
16 and 17 years	2,427	+/-220	40	+/-31
18 to 24 years	7,606	+/-299	154	+/-84
25 to 34 years	11,516	+/-323	399	+/-123
35 to 44 years	12,070	+/-294	254	+/-91
45 to 54 years	12,412	+/-209	256	+/-75
55 to 64 years	9,563	+/-208	259	+/-63
65 to 74 years	5,260	+/-126	158	+/-58
75 years and over	3,629	+/-135	83	+/-34
Female:	82,930	+/-1,150	1,811	+/-163
Under 5 years	5,742	+/-348	59	+/-49
5 years	1,150	+/-230	48	+/-34
6 to 11 years	7,183	+/-412	282	+/-127
12 to 14 years	3,684	+/-383	34	+/-34
15 years	1,158	+/-203	38	+/-32
16 and 17 years	2,513	+/-245	43	+/-37
18 to 24 years	6,533	+/-302	183	+/-96
25 to 34 years	10,284	+/-292	253	+/-92
35 to 44 years	11,466	+/-290	220	+/-72
45 to 54 years	12,094	+/-233	283	+/-84
55 to 64 years	9,877	+/-189	225	+/-70
65 to 74 years	5,699	+/-138	90	+/-42
75 years and over	5,547	+/-174	53	+/-33

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

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Explanation of Symbols: