

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

Road No./County:

State Road (SR) 119 / Elkhart County

Designation Number(s):

1800045

Project
Description/Termini:

Intersection Improvement Project / SR 119 and County Road (CR) 7, along CR 7 from approximately 0.20 mile north of the existing intersection to 0.11 mile south of the existing intersection and along SR 119 from approximately 0.07 mile northeast of the existing intersection to 0.07 mile southwest of the existing intersection.

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

Approval

INDOT DE Signature and Date

INDOT ESD Signature and Date

FHWA Signature and Date

Release for Public Involvement

AG 3/7/2024

INDOT DE Initials and Date

INDOT ESD Initials and Date

Certification of Public Involvement

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date:

Name and Organization of CE/EA Preparer:

Mackenzie Knotts, HNTB

Note: Refer to the most current INDOT CE Manual, guidance language, and other ESD resources for further guidance regarding any section of this form.

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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.**

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

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

Notice of Survey

Notice of Survey (NOS) letters were mailed to potentially affected property owners near the project area on May 11, 2022, notifying them about the project and the individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the NOS letter is included in Appendix G, pages 1-2.

On October 31, 2022, a coordination letter offering the opportunity to discuss the project scope and potential impacts to individual parcels was sent to all property owners that would be directly affected by the project. Six owners were notified of which four returned a phone call or email. Several property owners acknowledged the need for the project. No substantial concerns about the project or temporary road closures were noted. Most property owners requested information on specific impacts to their property and access. For reference, see Appendix G, pages 3-4.

Section 106

To meet the public involvement requirements of Section 106, a legal notice of Federal Highway Association (FHWA)'s finding of "No Historic Properties Affected" was published in *The Goshen News* on April 1, 2023, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3l, and 800.6(a)(4). The public comment period closed 30 days later on May 1, 2023. The text of the public notice and the affidavit of publication appear in Appendix D, page 39. No comments were received. The Division of Historic Preservation and Archaeology concurred with the "No Historic Properties Affected" finding on February 28, 2023.

Public Information Meeting

On behalf of the Indiana Department of Transportation (INDOT), HNTB conducted a public information meeting (PIM) for the project. A legal notice was published in the *Elkhart Truth* newspaper on July 8 and July 18, 2023, and *Goshen News* newspaper on July 12 and July 17, 2023 (Appendix G, pages 5-7). Additionally, a project page was created on INDOT website <https://www.in.gov/indot/about-indot/central-office/welcome-to-the-fort-wayne-district/s.r.-119-and-c.r.-7-intersection-improvement-in-elkhart-county/>.

The PIM was held on July 25, 2023, at Northwood Middle School, 301 North Elkhart Street, Wakarusa, IN 46573. Eleven people signed in at the meeting, all general public attendees (Appendix G, pages 8-9). The PIM started as an open forum for informal project discussion with project representatives, providing the attendees the opportunity to ask questions and review project displays. After approximately 30 minutes, the formal presentation portion of the PIM began. The formal presentation consisted of INDOT and consulting project team introductions followed by the project overview, project details, project schedule, and how to share feedback (Appendix G, pages 10-27). After the presentation, project representatives continued to be available for open discussion and questions.

Everyone that attended the meeting was provided an opportunity to take an information packet, which included the proposed improvements and methods available to comment on the project (Appendix G, page 28). Comments from the public were accepted via comment sheets, U.S. Postal Service, email, and telephone through August 8, 2023. Eight comments were received at the meeting and during the response period that followed (Appendix G, pages 29-40). The comments received included proposing a stop light as a cost-effective savings to the proposed S-curve design, designing a roundabout at the intersection, instead of the proposed S-curve design, and to please consider making the proposed drainage ditch easily accessible by a riding lawnmower.

Public Involvement

The project will meet the minimum requirements described in the current *Indiana Department of Transportation (INDOT) Project Development Public Involvement Procedures Manual* which requires the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. Therefore, a legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.

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

Public Controversy on Environmental Grounds

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

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

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

Sponsor of the Project: INDOT INDOT District: Fort Wayne

Local Name of the Facility: SR 119 and CR 7

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

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

PURPOSE AND NEED:

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

Need: The need is due to the above average frequency of crashes at the SR 119 and CR 7 intersection, and the above average severity of the crashes. Per RoadHAT 3.0 analysis (traffic engineering safety modeling software) of 2016-2018 crash data, the most recent data available at the time of this analysis, the Index of Crash Frequency (ICF) is 2.88 (well above average) and the Index of Crash Cost (ICC) is 2.42 (well above average) (Appendix I, page 11). The ICC and ICF values indicate with more than 95 percent confidence that there is a crash frequency and severity issue at the intersection. These indices compare the crash cost and crash frequency for this intersection to intersections with similar volumes, roadway classifications, and control type throughout Indiana. An ICF and ICC of 0 indicates that a roadway is performing as expected. Per the February 18, 2022, Engineers Report right angle and left turn crashes were noted as the primary safety concern at the intersection (Appendix I, page 11).

Purpose: The purpose is to reduce the frequency crashes by 43% at the SR 119 and CR 7 intersection upon completion.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Elkhart Municipality: N/A

Limits of Proposed Work: Along CR 7 from approximately 0.20 mile north of the existing intersection to 0.11 mile south of the existing intersection and along SR 119 from approximately 0.07 mile northeast of the existing intersection to 0.07 mile southwest of the existing intersection.

Total Work Length: 0.32 Mile(s) Total Work Area: 4.73 Acre(s)

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Is an Interstate Access Document (IAD)¹ required?

If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?

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

Yes¹

No

X

Date:

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

The INDOT and the FHWA intend to proceed with an intersection improvement project at the SR 119 and CR 7 intersection in Elkhart County, Indiana.

Location: The project area is located at the intersection of SR 119 and CR 7, approximately 1.35 miles east of SR 19 in Elkhart County. More specifically, this project is located in Sections 5 & 6 of Township 35, Range 5 East in Union Township, Foraker Quadrangle, Indiana (Appendix B, pages 1-3).

Existing Conditions: This section of SR 119 is a two-lane major collector with a speed limit of 55 miles per hour (mph). SR 119 has two 10-foot travel lanes, one in each direction, a 1-foot paved shoulder, and a 3-foot aggregate shoulder (Appendix I, page 9). CR 7 is a two-lane local collector that does not have a posted speed limit; therefore, the speed limit is assumed to be 55 mph. CR 7 has two 10-foot travel lanes, one in each direction, and a 1-foot aggregate shoulder (Appendix I, page 9).

The existing intersection has a 65-degree skew and does not have any dedicated turn lanes. Turning and through movements are shared by the single lane servicing each direction (Appendix I, page 9). The existing intersection has a higher than average frequency and severity of crashes. Right-angle crashes are occurring at the highest frequency and are attributed to failure to yield to the right-of-way or disregarding signage (Appendix I, page 9).

Preferred Alternative: The project will realign the intersection 0.02 mile west of the existing intersection, eliminating the 65-degree skew and resulting in a 90-degree intersection. North of SR 119, approximately 0.18 mile, the existing CR 7 will be closed to through traffic and be removed. A driveway will be installed and will tie into the proposed CR 7 alignment to maintain access to the existing properties. At 0.13 mile north of the existing intersection CR 7 will curve to the west, becoming a "S" curve as traffic approaches the new intersection. The "S" curve is designed to meet the 35 mph design criteria. At 0.11 mile south of the existing intersection the existing CR 7 will be closed to through traffic and curve to the west. Approximately 0.04 mile south of the existing intersection a residential driveway will be constructed to maintain access to the existing property.

North of the existing SR 119 and CR 7 intersection approximately 920 feet of the existing CR 7 roadway will be removed and south of the existing SR 119 and CR 7 intersection approximately 560 feet of the existing CR 7 roadway will be removed.

Five new pipe structures will be installed, one at each of the new driveways to convey water south and three to convey water west under CR 7. Revetment riprap will be placed at the culvert inlets and outlets as necessary for scour protection. Additionally, new ditches will be graded in order to perpetuate existing drainage patterns. Two riprap pads will be constructed in the ditches on the west side of CR 7, one north of SR 119 and one south of SR 119, where drainage leaves the project area.

Project plans are located in Appendix B, pages 21-57.

Maintenance of Traffic (MOT): The MOT will occur in phases and will utilize road closures and will require detours. More information can be found in the MOT During Construction section of this document.

Purpose and Need Evaluation: The preferred alternative of the intersection improvement addresses the purpose and need of the project by reducing the frequency crashes at the intersection by 43% upon completion of the project.

Logical Termini/Independent Utility: The project is located at the SR 119 and CR 7 intersection, along CR 7 from approximately 0.20 mile north of the existing intersection to 0.11 mile south of the existing intersection and along SR 119 from approximately 0.07 mile northeast of the existing intersection to 0.07 mile southwest of the existing intersection (Appendix B, pages 37-40). The project termini are logical, as they are rational end points for a transportation improvement including the area sufficient to construct the project, environmental impacts, and are of sufficient length to address environmental matters on a broad scope. This project has independent utility because it will achieve the project's purpose and need without relying on any additional transportation

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improvements beyond the project limits.

OTHER ALTERNATIVES CONSIDERED:

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

Five alternatives were considered as part of the proposed project. The preferred alternative is described above in the Project Description section of this document. The four additional alternatives are described below (Appendix I, pages 7-46).

Realign Intersection with CR 7 "S" Curve: 55 mph

This alternative would realign the intersection to the west to eliminate the skew. The approach horizontal curves are designed to meet 55 mph design speed criteria. This alternative would require approximately 4.39 acres of right-of-way. The cost of this alternative is \$3,087,300. This alternative would meet the purpose and need of reducing the frequency and severity of crashes at the intersection; however, this alternative is not prudent as the cost of this alternative is greater than that of the preferred alternative. Additionally, this alternative has a larger impact due to the requirement of more right-of-way than the preferred alternative. Therefore, this alternative was dismissed from further consideration (Appendix I, page 12).

Offset "T" Intersection

This alternative would create two "T" intersections of CR 7 with SR 119. North of SR 119 CR 7 would be realigned to the west and south of SR 119 CR 7 would be realigned to the east. Traffic would have to utilize SR 119 to access CR 7 north and south of SR 119. SR 119 would be widened to provide a two-way-left-turn-lane between the "T" intersections. This alternative would force Amish buggies or bicyclist to travel on SR 119 for approximately 570 feet to access CR 7 north or south of SR 119. This alternative would require approximately 4.55 acres of right-of-way. The cost of this alternative is \$2,865,400. This alternative is not prudent or feasible as it does not meet the purpose and need as it introduces a safety concern with buggies and bicycle traffic being routed onto SR 119 (Appendix I, page 13) and the cost is greater than that of the preferred alternative. Additionally, this alternative has a larger impact due to the requirement of more right-of-way than the preferred alternative. Therefore, this alternative was dismissed from further consideration (Appendix I, page 12).

Roundabout Intersection

This alternative would reconstruct the intersection to a single-lane roundabout. The approaches from SR 119 and CR 7 would be realigned to meet the design criteria. A curb and gutter, enclosed drainage system, landscaping, and lighting would also be installed. This alternative would force Amish buggies to share the circulatory travel lane with vehicles. This alternative would require approximately 4.94 acres of right-of-way. The cost of this alternative is \$4,163,050. This alternative is not prudent or feasible as it introduces a safety concern with buggies and bicycle traffic being routed onto a roundabout with other through traffic (Appendix I page 13) and the cost is greater than that of the preferred alternative. Additionally, this alternative has a larger impact due to the requirement of more right-of-way than the preferred alternative. Therefore, this alternative was dismissed from further consideration (Appendix I, page 12).

No Build Alternative

This alternative would not involve any improvement to the existing intersection. The intersection would continue to experience a higher than average crash frequency and severity. This alternative would not involve any costs, nor would it result in any environmental issues. The No Build Alternative would not meet the purpose and need of the project and was therefore discarded from further consideration.

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

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

It would not correct existing deteriorated conditions and maintenance problems; or

It would result in serious impacts to the motoring public and general welfare of the economy.

Other (Describe):

X
X

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ROADWAY CHARACTER:

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

Name of Roadway SR 119
 Functional Classification: Major Collector
 Current ADT: 3,700 VPD (2024) Design Year ADT: 3,900 VPD (2044)
 Design Hour Volume (DHV): 360 Truck Percentage (%) 6.91
 Designed Speed (mph): 55 Legal Speed (mph): 55

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	Through lanes (10-11 feet)	Through lanes (10-11 feet)
Pavement Width:	21 ft.	21 ft.
Shoulder Width:	2 (1 foot paved on each side) ft.	2 (1 foot paved on each side) ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	N/A ft.	NA ft.

Setting: ☐ Urban ☐ Suburban ☒ Rural
 Topography: ☒ Level ☐ Rolling ☐ Hilly

Name of Roadway CR 7
 Functional Classification: Local Collector
 Current ADT: 2600 VPD (2024) Design Year ADT: 2600 VPD (2024)
 Design Hour Volume (DHV): 290 Truck Percentage (%) 4.22
 Designed Speed (mph): 55 Legal Speed (mph): 55

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	10-foot through lanes	10-foot through lanes
Pavement Width:	20 ft.	22 ft.
Shoulder Width:	N/A ft.	4 feet paved 2-foot aggregate (2 feet paved and 1 foot aggregate on each side) ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	N/A ft.	N/A ft.

Setting: ☐ Urban ☐ Suburban ☒ Rural
 Topography: ☒ Level ☐ Rolling ☐ Hilly

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BRIDGES AND/OR SMALL STRUCTURE(S):

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

Structure/NBI Number(s): CLV-81014 (Plan set ID: 119-US) Sufficiency Rating: N/A
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Corrugated Metal Pipe (CMP)		CMP	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	74	ft.	74	ft.
Shoulder Width:	2 (1 foot paved on each side)	ft.	2 (1 foot paved on each side)	ft.

Structure/NBI Number(s): Small Structure (Plan set ID: 7SBa) Sufficiency Rating: N/A
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	N/A		15" x 51' Road Pipe	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	51	ft.
Shoulder Width:	N/A	ft.	4 feet paved, 2-foot aggregate (2 feet paved and 1 foot aggregate on each side)	ft.

Structure/NBI Number(s): Small Structure (Plan set ID: DR-S-US) Sufficiency Rating: N/A
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	N/A		12" x 49' Drive Pipe	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	49	ft.
Shoulder Width:	N/A	ft.	4 feet paved, 2-foot aggregate (2 feet paved and 1 foot aggregate on each side)	ft.

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Structure/NBI Number(s): Small Structure (Plan set ID: 7SB) Sufficiency Rating: N/A
(Rating, Source of Information)

Existing		Proposed	
Bridge/Structure Type:	N/A	15" x 57' Road Pipe	
Number of Spans:	N/A	N/A	
Weight Restrictions:	N/A	ton	N/A
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	N/A	ft.	N/A
Outside to Outside Width:	N/A	ft.	57
Shoulder Width:	N/A	ft.	4 feet paved, 2-foot aggregate (2 feet paved and 1 foot aggregate on each side)

Structure/NBI Number(s): Small Structure (Plan set ID: 7NB) Sufficiency Rating: N/A
(Rating, Source of Information)

Existing		Proposed	
Bridge/Structure Type:	N/A	15" x 47' Road Pipe	
Number of Spans:	N/A	N/A	
Weight Restrictions:	N/A	ton	N/A
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	N/A	ft.	N/A
Outside to Outside Width:	N/A	ft.	47
Shoulder Width:	N/A	ft.	4 feet paved, 2-foot aggregate (2 feet paved and 1 foot aggregate on each side)

Structure/NBI Number(s): Small Structure (Plan set ID: DR-N-US) Sufficiency Rating: N/A
(Rating, Source of Information)

Existing		Proposed	
Bridge/Structure Type:	N/A	12" x 45' Drive Pipe	
Number of Spans:	N/A	N/A	
Weight Restrictions:	N/A	ton	N/A
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	N/A	ft.	N/A
Outside to Outside Width:	N/A	ft.	45
Shoulder Width:	N/A	ft.	4 feet paved, 2-foot aggregate (2 feet paved and 1 foot aggregate on each side)

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

CLV-81014 is a 15-inch CMP perpetuating drainage within the project area. CLV-81014, referred to as 119-US within the plan set, is located under SR 119 approximately 0.05 mile east of the intersection. The structure will remain in place and no work will occur on the structure. The structure is not eligible for the National Register of Historic Places (NRHP).

Additionally, five new small structures (Structure Nos. 7SBa, DR-S-US, 7SB, 7NB, and DR-N-US) will also be included in the project (Appendix B, page 57), the structure type and material will be determined at the time of construction. Structure 7SBa is a roadway culvert and will consist of a 15-inch by 51-foot pipe. Structure DR-S-US is a drive culvert and will consist of a 12-inch by 49-foot pipe. Structure 7SB is a roadway culvert and will consist of a 15-inch by 57-foot pipe. Structure 7NB is a roadway culvert and will consist

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of a 15-inch by 47-foot pipe. Structure DR-N-US is a drive culvert and will consist of a 12-inch by 45-foot pipe. Revetment riprap will be installed at the outlets of all the newly installed structures.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

Is a temporary bridge proposed?

Is a temporary roadway proposed?

Will the project involve the use of a detour or require a ramp closure? (describe below)

Provisions will be made for access by local traffic and so posted.

Provisions will be made for through-traffic dependent businesses.

Provisions will be made to accommodate any local special events or festivals.

Will the proposed MOT substantially change the environmental consequences of the action?

Is there substantial controversy associated with the proposed method for MOT?

Will the project require a sidewalk, curb ramp, and/or bicycle lane closure? (describe below)

Provisions will be made for access by pedestrians and/or bicyclist and so posted (describe below).

Yes

No

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

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

The MOT plan for this project will consist of three phases (Appendix B, pages 22-36). Phase 1 will consist of closing CR 7 to through traffic and will require a detour. The detour will utilize CR 46, SR 19, and CR 42. The detour is approximately 3.90 miles long and is expected to be in place during the 10-month construction season. The drive closure required during Phase 1 will be discussed with the property owner and access will be maintained due to access from SR 119. During phase 2, CR 7 will remain closed to through traffic and the detour will remain in place. Flaggers will be utilized along SR 119 at the intersection to complete the tie at the new intersection of CR 7 and SR 119. CR 7 will remain closed to through traffic and the detour will remain in place for Phase 3. SR 119 will require a single lane closure with the use of a flagger for mill and overlay operations. Impacts from the MOT will be minimized by maintaining traffic during the duration of the project.

Access for local traffic will be maintained during construction per INDOT Standard Specification 107.08(e). Signs will be placed on site a minimum of seven days in advance of the closure to notify the public of the closure per INDOT Standard Specification 801.04.

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

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 420,000 (2023) Right-of-Way: \$ 100,000 (2024) Construction: \$ 2,390,803 (2025)Anticipated Start Date of Construction: Spring 2025

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RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.08	0.19
Commercial	N/A	N/A
Agricultural	3.20	0.46
Forest	N/A	N/A
Wetlands	N/A	N/A
Other: Roadway	0.62	N/A
Other:	N/A	N/A
TOTAL	3.90	0.64

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

The apparent existing right-of-way along SR 119 and CR 7 extends to the edge of pavement. The project will require approximately 3.90 acres of permanent right-of-way; 3.20 acres of agricultural land, 0.08 acre from residential land, and 0.62 acre will be reacquired from the existing roadway (Appendix B, pages 37-40). Approximately 0.64 acre of the permanent right-of-way being acquired from agricultural land is excess right-of-way. Approximately 0.64 acre of temporary right-of-way will be required; 0.19 acre from residential land and 0.46 acre from agricultural land (Appendix B, pages 37-40).

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

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

SECTION A - EARLY COORDINATION:

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

Early coordination letters were sent on March 24, 2022, and May 27, 2022 (Appendix C, pages 1-3).

Agency	Date Sent	Date Response Received	Appendix
Federal Highway Administration	3/24/22	N/A	N/A
National Park Service	3/24/22	N/A	N/A
US Department of Housing and Urban Development	3/24/22	N/A	N/A
Indiana Department of Natural Resources, Division of Fish and Wildlife (IDNR-DFW)	3/24/22	4/22/22	Appendix C, pages 4-5
Natural Resources Conservation Service (NRCS)	3/24/22	3/30/22	Appendix C, pages 18-19
INDOT Fort Wayne District	3/24/22	3/31/22	Appendix C, page 6
Indiana Geological And Water Survey (IGWS)	5/27/22	5/27/22	Appendix C, pages 14-15
Indiana Department of Environmental Management (IDEM)	5/27/22	5/27/22	Appendix C, pages 7-13
IDEM, Wetlands and Stormwater Program	3/24/22	N/A	N/A
IDEM, Groundwater Section	3/24/22	4/8/22	Appendix C, pages 16-17
Michiana Area Council of Governments (MACOG)	3/24/22	N/A	N/A
Elkhart County Surveyor	3/24/22	N/A	N/A
Elkhart County Highway Department	3/24/22	N/A	N/A
Elkhart County Director of Planning & Development	3/24/22	N/A	N/A

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Wa-Nee Community Schools	3/24/22	N/A	N/A
Elkhart County Sheriff	3/24/22	N/A	N/A
Elkhart County Emergency Management	3/24/22	N/A	N/A
Elkhart County Council	3/24/22	N/A	N/A
Elkhart County Board of Commissioners	3/24/22	N/A	N/A
Foraker Volunteer Fire Department	3/24/22	N/A	N/A
Amish Steering Committee	3/24/22	N/A	N/A

All applicable recommendations are included in the Environmental Commitments section of this Categorical Exclusion (CE) document.

SECTION B – ECOLOGICAL RESOURCES:

Streams, Rivers, Watercourses & Other Jurisdictional Features

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

Presence

Impacts

Yes No

Total stream(s) in project area: 0 Linear feet Total impacted stream(s): 0 Linear feet

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)

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

Based on the desktop review, the aerial map of the project area (Appendix B, page 2), and the Red Flag Investigation (RFI) report (Appendix E, pages 1-8) there are four streams, rivers, watercourse, or other jurisdictional features within the 0.5-mile search radius. There are no streams, rivers, watercourse, or other jurisdictional features within or adjacent to the project area. That number was confirmed by the site visit on June 1, 2022, by HNTB. Therefore, no impacts are expected.

One roadside ditch, RSD 1, is located within the northwest quadrant of the SR 119 and CR 7 intersection. The channel is a construction trapezoidal ditch at the edge of the roadway embankment. This feature is not jurisdictional as the channel is fully vegetated and does not exhibit any characteristics associated with a jurisdictional waterway such as a defined bed and bank (Appendix F, page 4).

A Waters of the U.S. Determination / Wetland Delineation Report was approved by INDOT Ecology and Waterway Permitting Office on September 16, 2022. Please refer to Appendix F, pages 1-11 for the Waters of the U.S. Determination / Wetland Delineation Report. It was determined that there are no jurisdictional streams, rivers, watercourses, and other jurisdictional features. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

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Open Water Feature(s)	Presence	Impacts	
		Yes	No
Reservoirs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lakes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Farm Ponds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retention/Detention Basin	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Storm Water Management Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Based on the desktop review, the aerial map of the project area (Appendix B, page 2), and the RFI report (Appendix E, pages 1-8), there is one open water feature within the 0.5-mile search radius. There are no open water features within or adjacent to the project area, which was confirmed by the site visit on June 1, 2022, by HNTB. Therefore, no impacts are expected.

A Waters of the U.S. Determination / Wetland Delineation Report was approved by INDOT Ecology and Waterway Permitting Office on September 16, 2022. Please refer to Appendix F, pages 1-11 for the Waters of the U.S. Determination / Wetland Delineation Report. It was determined that there are no open water features. The USACE makes all final determinations regarding jurisdiction.

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

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 (i.e. location, likely Water of the US, appendix reference)

Wetlands (Mark all that apply)	Documentation	ESD Approval Dates
Wetland Determination	<input checked="" type="checkbox"/>	September 16, 2022
Wetland Delineation	<input checked="" type="checkbox"/>	September 16, 2022
USACE Isolated Waters Determination	<input type="checkbox"/>	

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

Substantial adverse impacts to adjacent homes, business or other improved properties;	<input type="checkbox"/>
Substantially increased project costs;	<input type="checkbox"/>
Unique engineering, traffic, maintenance, or safety problems;	<input type="checkbox"/>
Substantial adverse social, economic, or environmental impacts, or	<input type="checkbox"/>
The project not meeting the identified needs.	<input type="checkbox"/>

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

Based on the desktop review, the aerial map of the project area (Appendix B, page 2), and the RFI report (Appendix E, pages 1-8) there are nine NWI-wetlands within the 0.5-mile search radius. There are no NWI-wetlands within or adjacent to the project area,

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which was confirmed by the site visit on June 1, 2022, by HNTB. Therefore, no impacts are expected.

A Waters of the U.S. Determination / Wetland Delineation Report was approved by INDOT Ecology and Waterway Permitting Office on September 16, 2022. Please refer to Appendix F, pages 1-11 for the Waters of the U.S. Determination / Wetland Delineation Report. It was determined that there are no wetlands. The USACE makes all final determinations regarding jurisdiction.

Terrestrial Habitat

Presence

☒ X

Impacts

Yes

☒ X

NO

☐

Total terrestrial habitat in project area: 3.55 Acre(s) Total tree clearing: 0 Acre(s)

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

Based on a desktop review, a site visit on June 1, 2022, by HNTB, and the aerial map of the project area (Appendix B, page 2) there are two types of terrestrial habitats: maintained right-of-way and agricultural land within the project area. Dominant species within the maintained right-of-way includes tall fescue (*Schedonorus arundinacea*). A total of approximately 3.55 acre of terrestrial habitat will be disturbed due to realigning CR 7 north and south of SR 119. Impacts to terrestrial habitat have been minimized by limiting the disturbed area to only that which is necessary to allow for construction access and project work and through restoration of all disturbed area after project completion. No tree clearing is required. Terrestrial habitat disturbance will not require mitigation, and impacts are unavoidable due to the distance required to realign CR 7 along SR 119 to meet INDOT standards.

IDNR-DFW responded on April 22, 2022, pertaining to habitat mitigation, revegetation of disturbed areas, and erosion and sediment control (Appendix C, pages 4-5).

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

Protected Species

Federally Listed Bats

Information for Planning and Consultation (IPaC) determination key completed

Section 7 informal consultation completed (IPaC cannot be completed)

Section 7 formal consultation Biological Assessment (BA) required

Yes

☒ X

☐

☐

No

☐

☒ X

☒ X

Determination Received for Listed Bats from USFWS:

NE ☐

NLAA ☒ X

LAA ☐

Other Species not included in IPaC

Additional federal species found in project area (based on IPaC species list)

State species (not bird) found in project area (based upon consultation with IDNR)

Yes

☐

☐

No

☒ X

☒ X

Migratory Birds

Known usage or presence of birds (i.e. nests)

State bird species based upon coordination with IDNR

Yes

☐

☐

No

☒ X

☒ X

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

Based on a desktop review and the RFI report (Appendix E, pages 1-8), completed by HNTB on September 29, 2022, the IDNR Elkhart County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early

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coordination response dated April 22, 2022 (Appendix C, pages 4-5), the Natural Heritage Program's Database has been checked and "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." An INDOT 0.5-mile bat review occurred on March 22, 2022. The review did not indicate the presence of endangered bat species in or within 0.5-mile of the project area.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages 20-36). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and northern long-eared bat (NLEB) (*Myotis septentrionalis*). Additional species were generated in the IPaC species list along with the Indiana bat and NLEB. Refer to the paragraph below.

The official species list generated from IPaC indicated the proposed endangered tricolored bat (*Perimyotis subflavus*); the proposed experimental population (non-essential) whooping crane (*Grus americana*); and the monarch butterfly (*Danaus plexippus*) (candidate species) are present within the project area. As the species are not yet listed for protection, no additional coordination is necessary. USFWS Interim Policy is not applicable because there are no other federally protected species identified within the project area. No further coordination is needed with USFWS.

The project qualifies for the Range-wide Programmatic Informal Consultation for the Indiana bat and NLEB, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on January 19, 2023, and based on the responses provided, the project was found to "may affect, not likely to adversely affect" the Indiana bat and/or the NLEB (Appendix C, pages 37-46). INDOT reviewed and verified the effect finding on January 31, 2023, and requested USFWS's review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) regarding temporary lighting and making workers aware of the commitments are included as firm commitments in the Environmental Commitments section of this document.

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

Geological and Mineral Resources

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

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

Date Karst Evaluation reviewed by INDOT EWPO (if applicable): _____

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

Based on a desktop review and the Indiana Karst Region map, the project is located outside the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topo map of the project area (Appendix B, page 3), and the RFI report (Appendix E, pages 1-8) there are no karst features identified within or adjacent to the project area. In the May 27, 2022, early coordination response, the IGWS did not indicate that karst features exist in the project area (Appendix C, pages 14-15). The IGWS response also indicated a moderate liquefaction potential, a moderate potential for bedrock resources, a low potential for sand and gravel resources, and no documented mineral resources in the area. Response from IGWS was communicated with the designer on May 27, 2022. No impacts are expected.

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SECTION C – OTHER RESOURCES

Drinking Water Resources

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

Presence

X

Impacts

Yes	No
	X

Is the project located in the St. Joseph Sole Source Aquifer (SSA):

If Yes, is the FHWA/EPA SSA MOU Applicable?

If Yes, is a Groundwater Assessment Required?

Yes	No
	X

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

The project is located in Elkhart County but located outside the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/EPA/INDOT Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project, a detailed groundwater assessment is not needed, and no impacts are expected.

The IDEM's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on March 24, 2022, by HNTB. This project is not located within a Wellhead Protection Area or Source Water Area. In an early coordination letter dated April 8, 2022, IDEM stated the project is not located within a wellhead area (Appendix C, pages 16-17). No impacts are expected.

The IDNR Water Well Record Database website (<http://www.in.gov/dnr/water/3595.htm>) was accessed on April 26, 2023, by HNTB. There is a well located approximately 0.03 mile north of the existing intersection, east of CR 7. The feature will not be affected because it is outside of the construction limits of the project area. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that this well will be affected, a cost to cure will likely be included in the appraisal to restore the wells.

Based on a desktop review of INDOT Roadway Inventory Viewer (<https://indot.maps.arcgis.com/apps/webappviewer/index.html?id=df731deea704512923b7732ed3ddad2>) by HNTB on April 26, 2023, this project is not located in an Urban Area Boundary. No impacts are expected.

Based on a desktop review, a site visit on June 1, 2022, by HNTB, and the aerial map of the project area (Appendix B, page 2) no public water systems were identified. Therefore, no impacts are expected.

Floodplains

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

Presence

Impacts

Yes	No

If applicable, indicate the Floodplain Level?

Level 1 ☐ Level 2 ☐ Level 3 ☐ Level 4 ☐ Level 5 ☐

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

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The IDNR Indiana Floodway Information Portal website (<https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e>) was accessed on April 26, 2022, by HNTB. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page 7). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23, CFR 771, and 44 CFR. No impacts are expected.

Farmland

Agricultural Lands

Prime Farmland (per NRCS)

Presence

X
X

Impacts

Yes

No

X
X

Total Points (from Section VII of CPA-106/AD-1006*)

154

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

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

Based on a desktop review, a site visit on June 1, 2022, by HNTB, and the aerial map of the project area (Appendix B, page 2) the project will convert 1.88 acres of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on March 24, 2022, to NRCS. Coordination with NRCS resulted in a score of 154 on the AD-1006 Form (Appendix C, pages 18-19). Farmland acreage amounts differ on the NRCS form and the right-of-way table due to the amount of farmland that qualifies for the definition of farmland and the amount of land that is actively in agricultural use. There is approximately 4.6 acres of land being actively farmed with row crops within the proposed right-of-way. NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed without reevaluating impacts to prime farmland.

SECTION D – CULTURAL RESOURCES

Minor Projects PA	Category(ies) and Type(s)	INDOT Approval Date(s)	N/A

Full 106 Effect Finding

No Historic Properties Affected

☒

No Adverse Effect

☐

Adverse Effect

☐**Eligible and/or Listed Resources Present**

NRHP Building/Site/District(s)

☐

Archaeology

☐

NRHP Bridge(s)

☐

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Documentation Prepared (mark all that apply)

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

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

ESD Approval Date(s)

February 21, 2023
February 21, 2023
October 28, 2022
September 22, 2022

SHPO Approval Date(s)

February 28, 2023
February 28, 2023
November 22, 2022
October 24, 2022

Memorandum of Agreement (MOA)

--

MOA Signature Dates (List all signatories)

--

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

Area of Potential Effect (APE): According to the 36 CFR Section 800.16(a), the area of potential effects (APE) is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking. The APE for the history/architecture survey consists of the project area and adjacent parcels that have the potential for visual effects from the proposed project. This distance was chosen to ensure all buildings 50-years and older that are visible to the project area were included in this report. The proposed undertaking, limited to the intersection improvement, and the nature of the surrounding rural and agricultural landscape relegated to the APE to just those resources situated adjacent to SR 119 and CR 7. (Appendix D, page 1).

Coordination with Consulting Parties: On May 5, 2022, an early coordination letter (ECL) with an invitation to join in consultation for this project was sent to the following:

State Historic Preservation Officer (SHPO) (automatic consulting party)
 Indiana Landmarks Northern Regional Office
 James Turnwald: MPO, Michiana Area Council of Governments
 Suzanna Weirick, Elkhart County District 3 Commissioner and President
 Thomas Stump, President, Elkhart County Council
 Elkhart County Genealogical Society
 Elkhart County Historical Museum
 Elkhart County Convention & Visitors Bureau
 Elkhart County Highway Department
 Chris Godlewski, Elkhart County Director of Planning & Development
 Union Township Trustee

The ECL directed interested parties to access the ECL on INDOT's online document portal, INSCOPE (<http://ERMS.indot.in.gov/Section106Documents>). A paper copy of the ECL was mailed to the Indiana SHPO as a designated consulting party for review and comment on the same day.

On May 5, 2022, INDOT distributed the invitation to join in consultation to the following Tribes:

Eastern Shawnee Tribe of Oklahoma
 Miami Tribe of Oklahoma
 Peoria Tribe of Indians of Oklahoma
 Shawnee Tribe
 Forest County Potawatomi Community
 Pokagon Band of Indians Oklahoma

On May 5, 2022, the Director of Cultural Preservation Tribe of Indians of Oklahoma responded to the ECL and relayed that they are unaware of a "Direct link to the newly proposed project location" as well as "unaware of items covered under Native American Graves Protection and Repatriation Act (NAGPRA) to be associated with the proposed project site". The letter continued to say that if "any items are discovered which fall under the protection of NAGPRA, the Peoria Tribe requests immediate notification and

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consultation".

On May 5, 2022, the Tribal Historic Preservation Office (THPO) for the Forest County Potawatomi Community (FCPC) responded to the ECL and found that there are "No Historic Properties affected of significance to the FCPC" and added that if any "human remains, or archaeological materials are exposed the Tribe must be included with the SHPO in any consultation".

On May 6, 2022, the THPO for the Miami Tribe of Oklahoma responded to the ECL offering no objection and that they "are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site" and also requested to be involved immediately in consultation if any "human remains or Native American Cultural items falling under NAGPRA are discovered".

On May 11, 2022, Indiana SHPO responded to the ECL suggesting an additional consulting party be added, Elkhart County Historian Marcia Brenneman. The SHPO also asked to be included in further regular correspondence on the project as well as being notified of which consulting parties have accepted. Ms. Brenneman was included in the Historic Properties Report (HPR) distribution following SHPO's guidance.

Archaeology: On July 14, 2022, Gray and Pape archaeologists conducted a Phase Ia records check and a field reconnaissance. An Archaeology Short Report (ASR) was prepared (Appendix D, page 5). The records check identified no previously recorded sites in the survey area and the report indicated that the field survey had located no archaeological resources. The report recommended that no further archaeological investigations were necessary and that the project proceed as planned.

On October 24, 2022, Indiana SHPO responded to the submittal of the Phase Ia archaeological field reconnaissance survey report. SHPO agreed that the portions of archaeological site 12E528 which lie within the proposed project area do not appear to contain significant archaeological deposits and are not eligible for inclusion in the NRHP. SHPO stated that those portions of archaeological site 12E528 that lay outside of the proposed project should not be disturbed or have further archaeological investigations done, and if avoidance is not possible, further plans for subsurface archaeological investigations should be submitted to SHPO. The letter also mentioned that if any other archaeological artifacts or human remains are discovered, they should be reported to SHPO within two business days.

Historic Properties: Following the literature review, on May 9, 2022, Gray & Pape architectural historians conducted field reconnaissance of the APE and photographed all architectural resources within the APE that were already or that would be 50-years of age by the project's proposed 2023 letting. Field documentation included in photographs of the primary and secondary facades, when accessible; ownership information; resource style or type; and integrity considerations. Dates of construction for the historic architectural resources were established through the review of the Elkhart County Auditor property records, structural form, and an analysis of building materials.

Gray & Pape's Qualified Professional (QP) architectural historians prepared a Historic Property Short Report (HPSR) (Appendix D, pages 34-38). Six above-ground resources were identified within the APE. However, no resources with IHSSI ratings higher than 'notable' were present. The 'contributing' resources that were identified were not evaluated or recommended not eligible. Consulting parties were notified of the availability of the HPSR on October 28, 2022, and provided directions to access it and the transmittal letter on INDOT's online document portal INSCOPE (at <http://erms.indot.in.gov/Section106Documents>). In addition, paper copies of the documents were sent to the Indiana SHPO as designated consulting party for review and comment on the same day. INDOT was copied on the correspondence.

On November 2, 2022, SHPO responded to the submittal of the Historic Property Short Report. SHPO stated that the APE is of adequate size and agreed that there are no properties listed or eligible for inclusion in the NRHP in the project area. SHPO recommends that unless another consulting part expresses a different opinion about the project's effects, it would be appropriate to ask INDOT for a finding.

Documentation Findings: There are no resources listed in, or eligible for listing in, the National Register within the APE. Therefore, a finding of "No Historic Properties Affected" is appropriate for this undertaking. On February 28, 2023, SHPO staff responded to the Finding of Section 800.11 finding of No Historic Properties Affected (Appendix D, pages 40-41). They indicated their concurrence with "INDOT's February 21, 2023, Section 106 finding of "No Historic Properties Affected" on behalf of FHWA for this federal undertaking".

Public Involvement: To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of "No Historic Properties Affected" was published in *The Goshen News* on April 1, 2023, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(c), and 800.6(a)(4). The public comment closed 30 days later on May 1, 2023. No comments were received. The text of the public notice and the affidavit of publication appear in Appendix D, page 39). The Division of Historic

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Preservation and Archaeology concurred with the "No Historic Properties Affected" finding on February 28, 2023

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

	<u>Presence</u>	<u>Use</u>	
		Yes	No
Parks and Other Recreational Land			
Publicly owned park	<input type="text"/>	<input type="text"/>	<input type="text"/>
Publicly owned recreation area	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other (school, state/national forest, bikeway, etc.)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Wildlife and Waterfowl Refuges			
National Wildlife Refuge	<input type="text"/>	<input type="text"/>	<input type="text"/>
National Natural Landmark	<input type="text"/>	<input type="text"/>	<input type="text"/>
State Wildlife Area	<input type="text"/>	<input type="text"/>	<input type="text"/>
State Nature Preserve	<input type="text"/>	<input type="text"/>	<input type="text"/>
Historic Properties			
Site eligible and/or listed on the NRHP	<input type="text"/>	<input type="text"/>	<input type="text"/>
<u>Evaluations Prepared</u>			
Programmatic Section 4(f)	<input type="text"/>		
"De minimis" Impact	<input type="text"/>		
Individual Section 4(f)	<input type="text"/>		
Any exception included in 23 CFR 774.13	<input type="text"/>		

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

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

Based on a desktop review, the aerial map of the project area (Appendix B, page 2), and the RFI report (Appendix E, pages 1-8) there are no potential 4(f) resources located within the 0.5-mile search radius. According to the site visit on June 1, 2022, by HNTB, there are no Section 4(f) resources within or adjacent to the project area. Therefore, no use is expected.

Section 6(f) Involvement

Section 6(f) Property

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

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

The U.S. Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use.

A review of 6(f) properties on the INDOT ESD website revealed a total of 19 properties in Elkhart County (Appendix I, page 1). None

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of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project

Is the project in the most current STIP/TIP?

Yes

☒

No

☐

Is the project located in an MPO Area?

☒☐

Is the project in an air quality non-attainment or maintenance area?

☒☐

If Yes, then:

Is the project in the most current MPO TIP?

☒☐

Is the project exempt from conformity?

☐☐

If No, then:

Is the project in the Transportation Plan (TP)?

☐☐

Is a hot spot analysis required (CO/PM)?

☐☐

Location in STIP:

Name of MPO (if applicable):

Location in TIP (if applicable):

Level of MSAT Analysis required?

Level 1a

☒

Level 1b

☐

Level 2

☐

Level 3

☐

Level 4

☐

Level 5

☐

Fiscal Year (FY) 2020-2024 Amendment 36 and
MACOG FY 2024-2028 Initial (Appendix H,
pages 1 and 7)

Michiana Area Council of Governments
MACOG FY 2020-2024 Resolution 35-20 and
MACOG FY 2024-2028 Initial (Appendix H,
pages 2 and 7)

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

This project is included based on the lead DES number in the Fiscal Year (FY) 2020-2024 and 2024-2028 Michiana Area Council of Governments (MACOG) Metropolitan Planning and Organization (MPO) Transportation Improvement Plan (TIP) (Appendix H, page 6). This project is part of the 2020-2024 and 2024-2028 MACOG TIP which has been directly incorporated into the FY 2024-2028 STIP. The lead DES number for this contract is 2001821. The FY 2024-2028 STIP includes DES 1800045 by reference with the contract number R-43314 (Appendix H, page 5).

This project is located in Elkhart County, which is currently a maintenance area for Ozone, under the 1997 8-hour Ozone, which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V Environmental Protection Agency, Et. Al. Decision (https://www.in.gov/idem/sips/files/nonattainment_county_list.pdf). The project's design concept and scope are accurately reflected in both the MACOG TIP and the STIP, and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.

The project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(c), or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and as such, a Mobile Source Air Toxics analysis is not required.

Indiana Department of Transportation

County ElkhartRoute SR 119Des. No. 1800045

SECTION G - NOISE

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

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

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

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

SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

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

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.)?

☐☒

Does the community have an approved transition plan?

☒☐

If No, are steps being made to advance the community's transition plan?

☐☐

Does the project comply with the transition plan? (explain in the discussion below)

☒☐

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

Per the Indiana Festival Guide website (<https://festivalguidesandreviews.com/indiana-festivals/>), accessed on April 26, 2023, there are four regularly scheduled festivals and events in Elkhart County, Indiana. Access will be maintained throughout the duration of construction activities; therefore, the project is not expected to cause significant delays or inconveniences to those traveling to these events. The selected contractor will implement the MOT plan in accordance with the current INDOT Design Standards and current INDOT Standard Specifications. This project is necessary to address safety at this intersection. Therefore, this project will positively impact motorists using this facility, and will have minimal impacts to community cohesion, the local tax base, and property values. Although the project will change land use of the property being acquired to realign the roadway, no changes in development are anticipated to occur as a result of this project.

Public Facilities and Services

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

Based on a desktop review, the aerial map of the project area (Appendix B, page 2), and the RFI report (Appendix E, pages 1-8), there are no public facilities within or adjacent to the project area. That number was confirmed by the site visit on June 1, 2022, by HNTB. Therefore, no impacts are expected. Access to all properties will be maintained during construction.

It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.

Indiana Department of Transportation

County Elkhart Route SR 119 Des. No. 1800045

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

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

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

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. The project will require acquisition of 4.42 acres additional permanent of right-of-way and no relocations. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Elkhart County, Indiana. The community that overlaps the project area is called the affected community (AC). In this project, the respective AC is Census Tract 11, Elkhart County, Indiana. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the 2020 American Community Survey was observed from the US Census Bureau Website <https://data.census.gov> on March 2, 2023, by HNTB. The data collected for minority and low-income populations within the AC are summarized in the tables below.

	COC	AC-1
	Elkhart County, Indiana	Census Tract 11, Elkhart County, Indiana
LOW-INCOME		
Percent low-income	13.3%	7.1%
125 percent of COC	16.7%	
Potential Low-income EJ Impact?		No
MINORITY		
Percent Non-White/Minority	24.7%	3.4%
125 percent of COC	30.8%	
Potential Minority EJ Impact?		No

AC-1, Census Tract 11, Elkhart County has a percent minority of 7.1% which is below 50% and is below the 125% COC threshold. Therefore, AC-1 does not contain minority populations of EJ concern.

AC-1, Census Tract 11, Elkhart County has a percent low-income of 3.4% which is below 50% and is below the 125% COC threshold. Therefore, AC-1 does not contain low-income populations of EJ concern.

The census data sheets, map, and calculations can be found in Appendix I, pages 2-6. The AC, Census Tract 11 does not contain minority populations or low-income populations of concern. No further environmental justice analysis is warranted.

Relocation of People, Businesses or Farms

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

Is a BIS or CSRS required?

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

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

Indiana Department of Transportation

County ElkhartRoute SR 119Des. No. 1800045

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

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

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)

Red Flag Investigation (RFI)

Phase I Environmental Site Assessment (Phase I ESA)

Phase II Environmental Site Assessment (Phase II ESA)

Design/Specifications for Remediation required?

Documentation

X

Date RFI concurrence by INDOT SAM (if applicable): _____

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

Based on a review of the Geographic Information System (GIS) and available public records, the RFI was completed on September 29, 2022, by HNTB and INDOT Site Assessment and Management (SAM) provided their concurrence on October 3, 2022 (Appendix E, pages 1-8.) No sites with hazardous material concerns (hazmat sites) or sites involved with regulated substances were identified in or within 0.5-mile of the project area. Further investigation for hazardous material concerns or regulated substances is not required at this time.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

Nationwide Permit (NWP)

Regional General Permit (RGP)

Individual Permit (IP)

Other

IN Department of Environmental Management (401/Rule 5)

Nationwide Permit (NWP)

Regional General Permit (RGP)

Individual Permit (IP)

Isolated Wetlands

Rule 5

Other

X

IN Department of Natural Resources

Construction in a Floodway

Navigable Waterway Permit

Other

Mitigation Required

US Coast Guard Section 9 Bridge Permit

This is page 23 of 25 Project name: SR 119 at CR 7 Intersection Improvement Date: March 4, 2024

Indiana Department of Transportation

County Elkhart

Route SR 119

Des. No. 1800045

Permits (mark all that apply)

Likely Required

Others (Please discuss in the discussion below)

☐

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

The project meets the threshold for a Construction Stormwater General Permit (CSGP), formerly Rule 5.

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

It is the responsibility of the project sponsor to identify and obtain all required permits.

ENVIRONMENTAL COMMITMENTS

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

Firm:

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3. General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
4. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
5. If any human remains or archaeological materials are exposed the Tribe must be included with the SHPO in any consultation. (Forest County Potawatomi Community)
6. If any human remains or Native American Cultural items falling under NAGPRA are discovered, correspondence with the Miami Tribe of Oklahoma will occur. (Miami Tribe of Oklahoma)
7. If any items are discovered which fall under the protection of NAGPRA, immediate notification and consultation with the Peoria Tribe will occur. (Peoria Tribe of Indians of Oklahoma)
8. Indiana SHPO will be included in further regular correspondence on the project as well as be notified of which consulting parties have accepted. (Indiana SHPO)

For Consideration:

1. Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to nonwetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10 inches dbh or greater (5:1 mitigation based on the number of large trees). (IDNR DFW)
2. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting from April 1 through September 30. [RSP 107-B- 040]. (IDNR DFW)

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APPENDIX A: INDOT SUPPORTING DOCUMENTATION

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	"No Historic Properties Affected"	"No Adverse Effect"	-	"Adverse Effect" Or Historic Bridge involvement ²
Stream Impacts³	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit ⁴
Wetland Impacts³	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way⁵	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations⁶	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)*	"No Effect", "Not likely to Adversely Affect" (With select AMMs ⁷)	"Not likely to Adversely Affect" (With any AMMs or commitments)	-	"Likely to Adversely Affect"	Project does not fall under Species Specific Programmatic ⁸
Threatened/Endangered Species (Any other species)*	Falls within guidelines of USFWS 2013 Interim Policy or "No Effect"	"Not likely to Adversely Affect"	-	-	"Likely to Adversely Affect"
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential ⁹
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any ¹⁰
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ¹¹
Approval Level					
<ul style="list-style-type: none"> District Env. (DE) Env. Serv. Div. (ESD) FHWA 	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA

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

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

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

⁴ US Army Corps of Engineers Individual 404 Permit

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

⁶ If any relocations are within an area with a known or suspected Environmental Justice (EJ) or disadvantaged population, or has greater than 5 relocations, a conversation with FHWA, through INDOT ESD, is needed to confirm NEPA classification and outreach plan for the project.

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

⁸ Projects that do not fall under a Species Specific Programmatic and results in a "Likely to Adversely Affect". Other findings can be processed as a lower-level CE.

⁹ Potential for causing a disproportionately high and adverse impact.

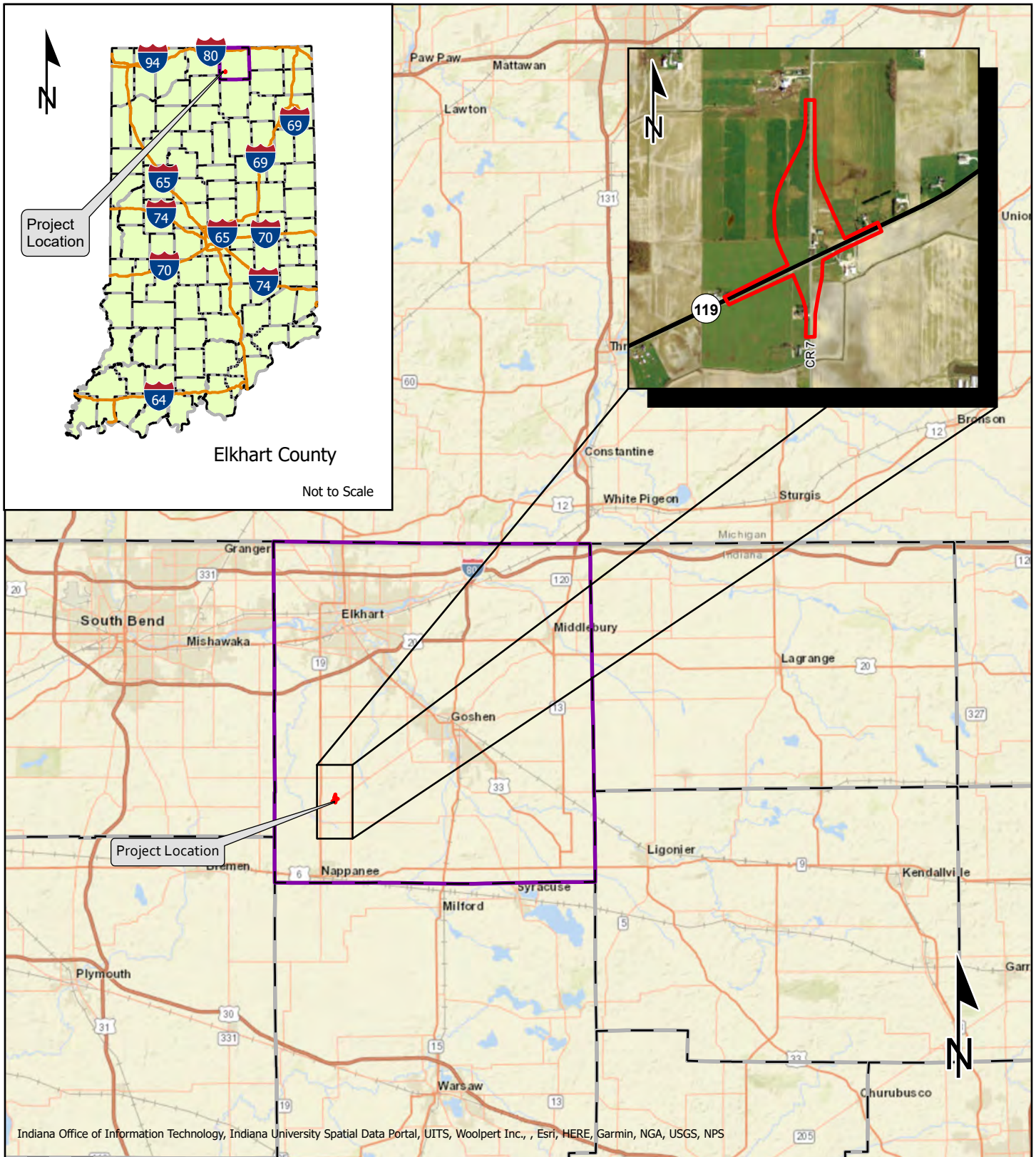
¹⁰ Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.

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

* Includes the threatened/endangered species critical habitat

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

APPENDIX B: GRAPHICS



Project Location Map

SR 119 at CR 7, 1.35 miles east of SR 19
Intersection Improvement
Elkhart County, Indiana

Des. No. 1800045

1 inch = 9 miles

HNTB

Graphics created by HNTB Corporation (2022)

- Project Area
- Elkhart County
- County Boundary

0 4.5 9
Miles



- Project Area
- PLSS Section Boundary

0 300 600
Feet

Des. No. 1800045

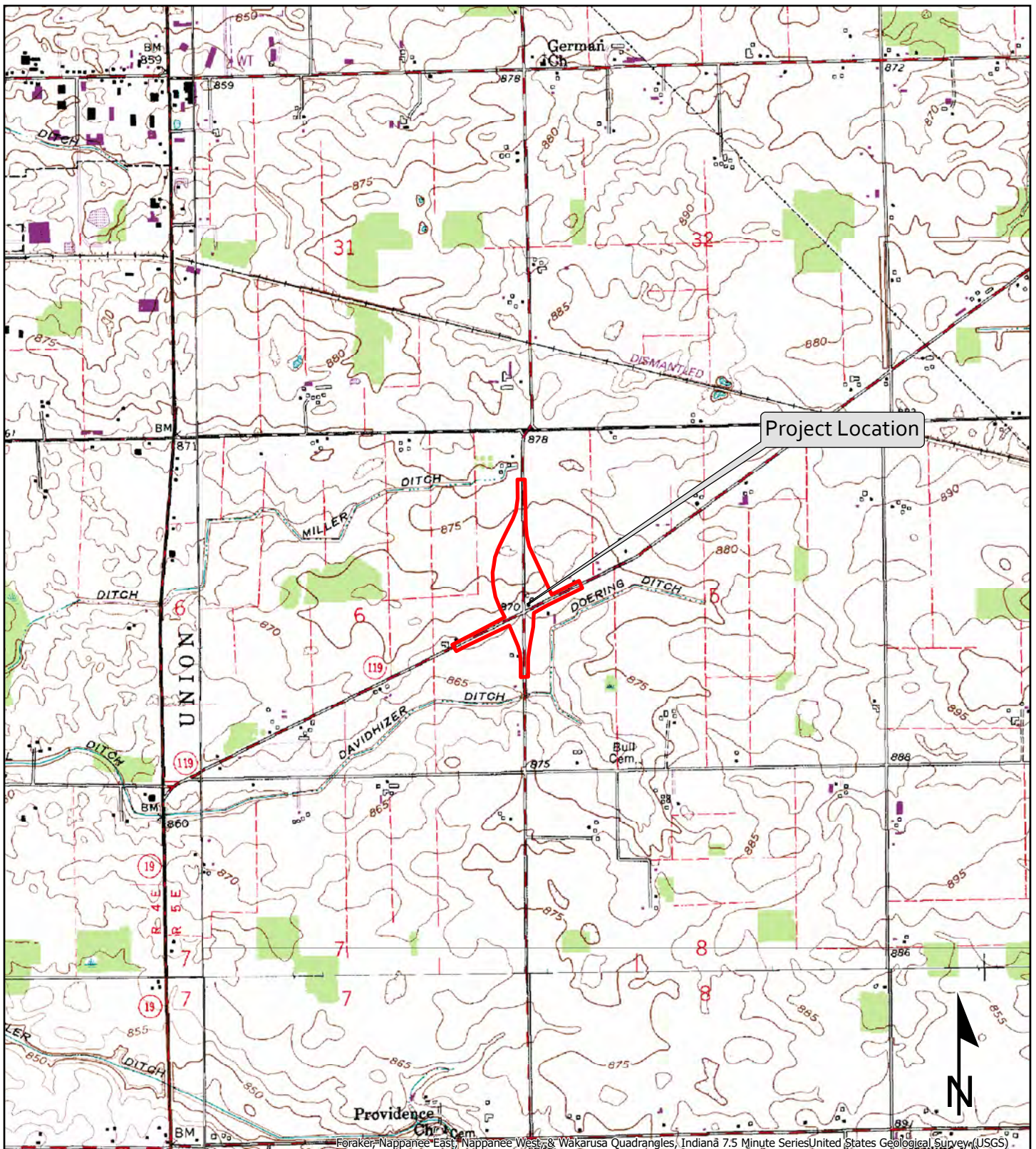
1 inch = 600 ft

Project Aerial Map

SR 119 at CR 7, 1.35 miles east of SR 19
Intersection Improvement
Elkhart County, Indiana

HNTB

Graphics created by HNTB Corporation (2022)



 Project Area

0 1,000 2,000
Feet

USGS (1:24,000 scale) Topographic Map

SR 119 at CR 7, 1.35 miles east of SR 19

Intersection Improvement

Elkhart County, Indiana

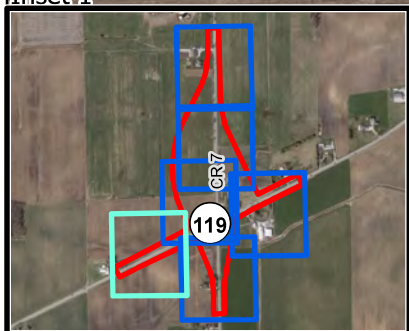
Des. No. 1800045

1 inch = 2,000 ft

HNTB

Graphics created by HNTB Corporation (2022)

Inset 1



 Investigated Area

 Photo Location

 Map Page

 Current Extent

0 50 100
Feet

Photo Location Map

SR 119 at CR 7, 1.35 miles east of SR 19
Intersection Improvement
Elkhart County, Indiana

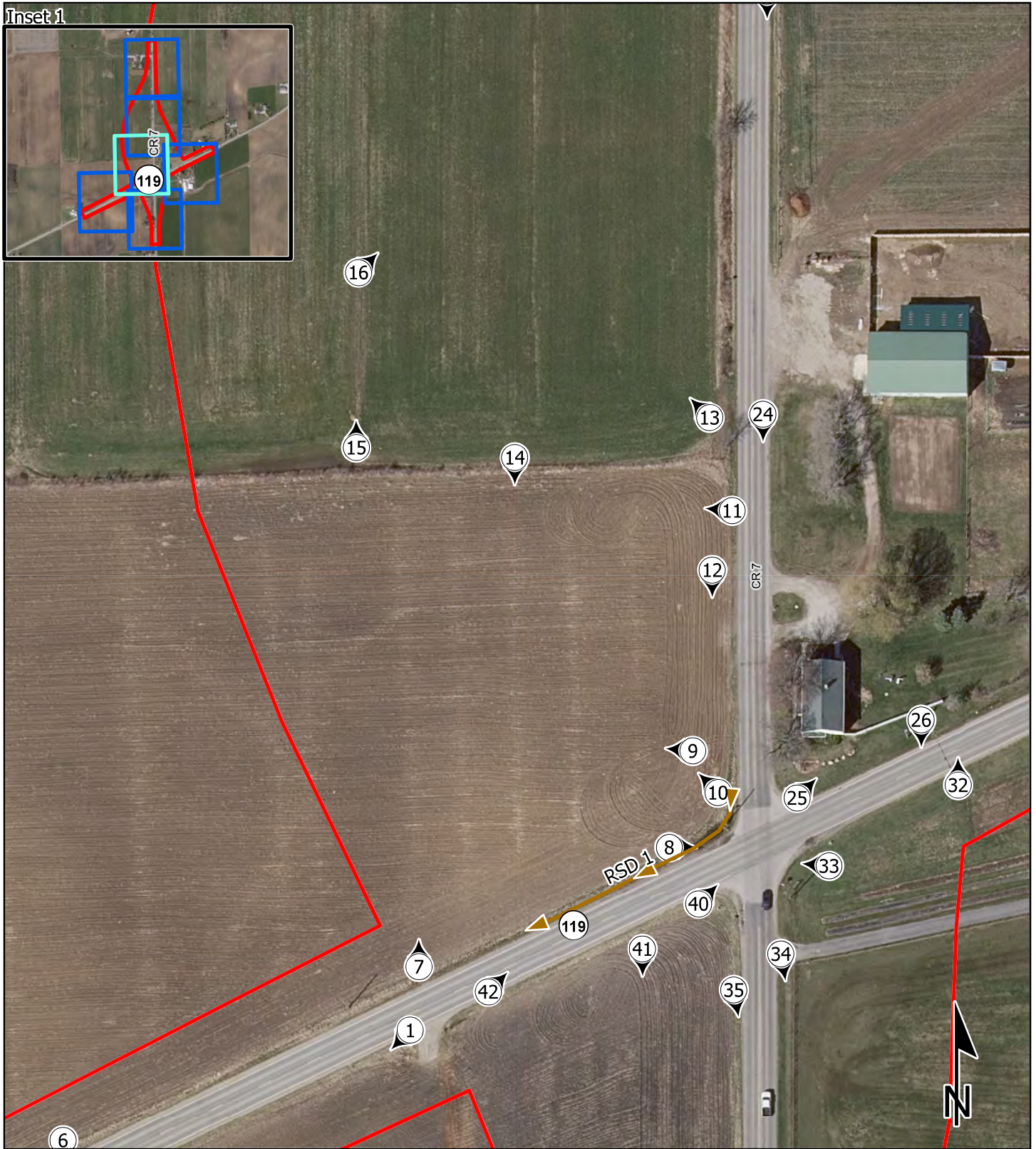
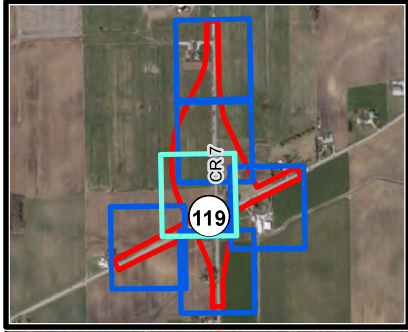
Des. No. 1800045

1 inch = 100 ft

HNTB

Graphics created by HNTB Corporation (2022)

Inset 1



Investigated Area

Photo Location

Map Page

Current Extent

0 50 100
Feet

Photo Location Map

SR 119 at CR 7, 1.35 miles east of SR 19
Intersection Improvement
Elkhart County, Indiana

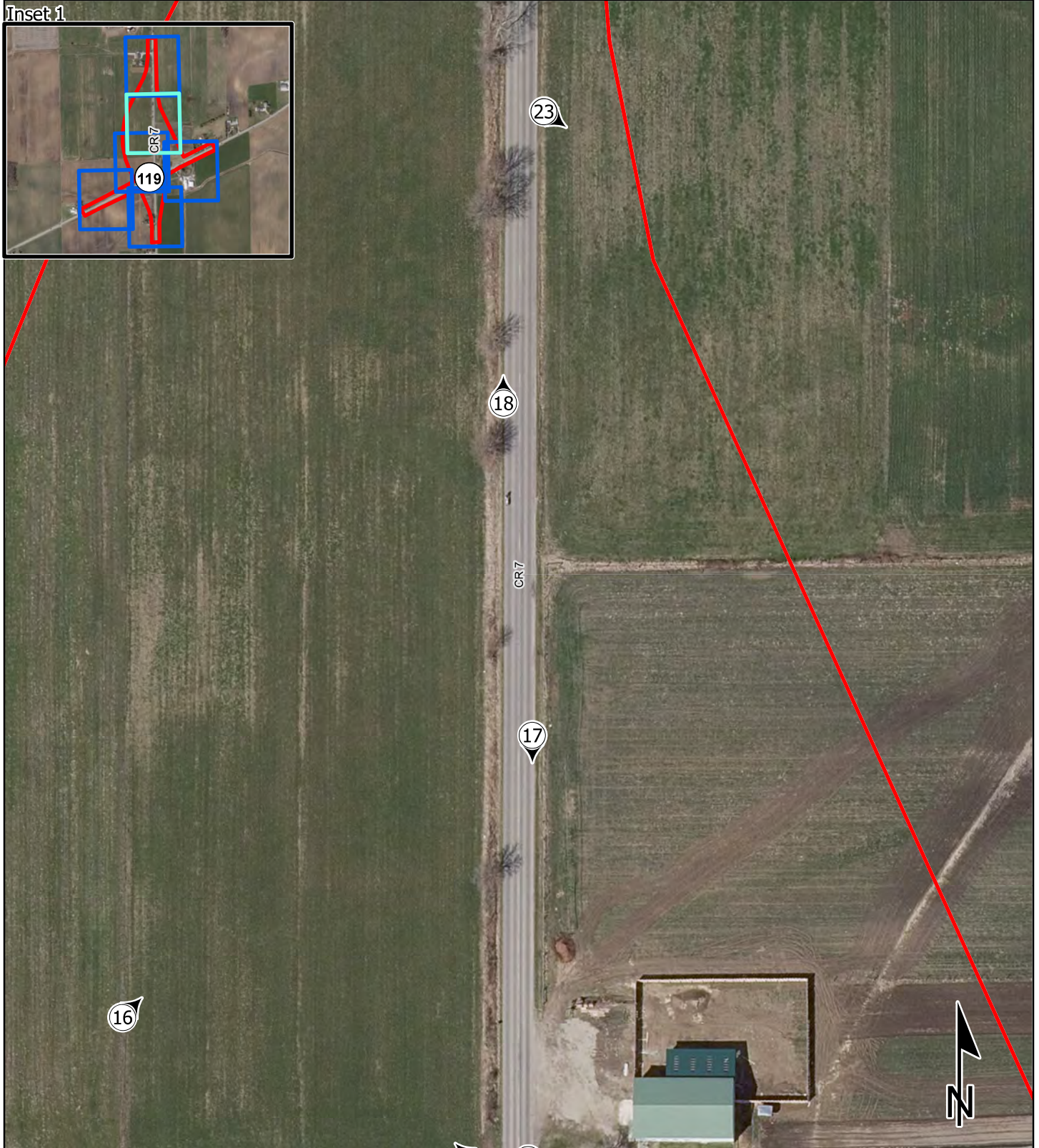
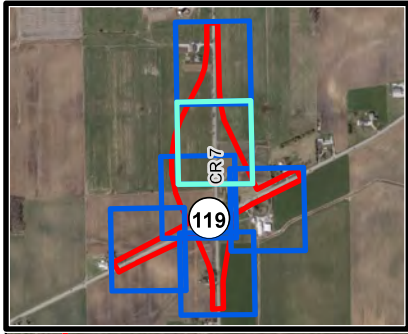
Des. No. 1800045

1 inch = 100 ft

HNTB

Graphics created by HNTB Corporation (2022)

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 Investigated Area

 Photo Location

 Map Page

 Current Extent


0 50 100
 Feet

Photo Location Map

SR 119 at CR 7, 1.35 miles east of SR 19
Intersection Improvement
Elkhart County, Indiana

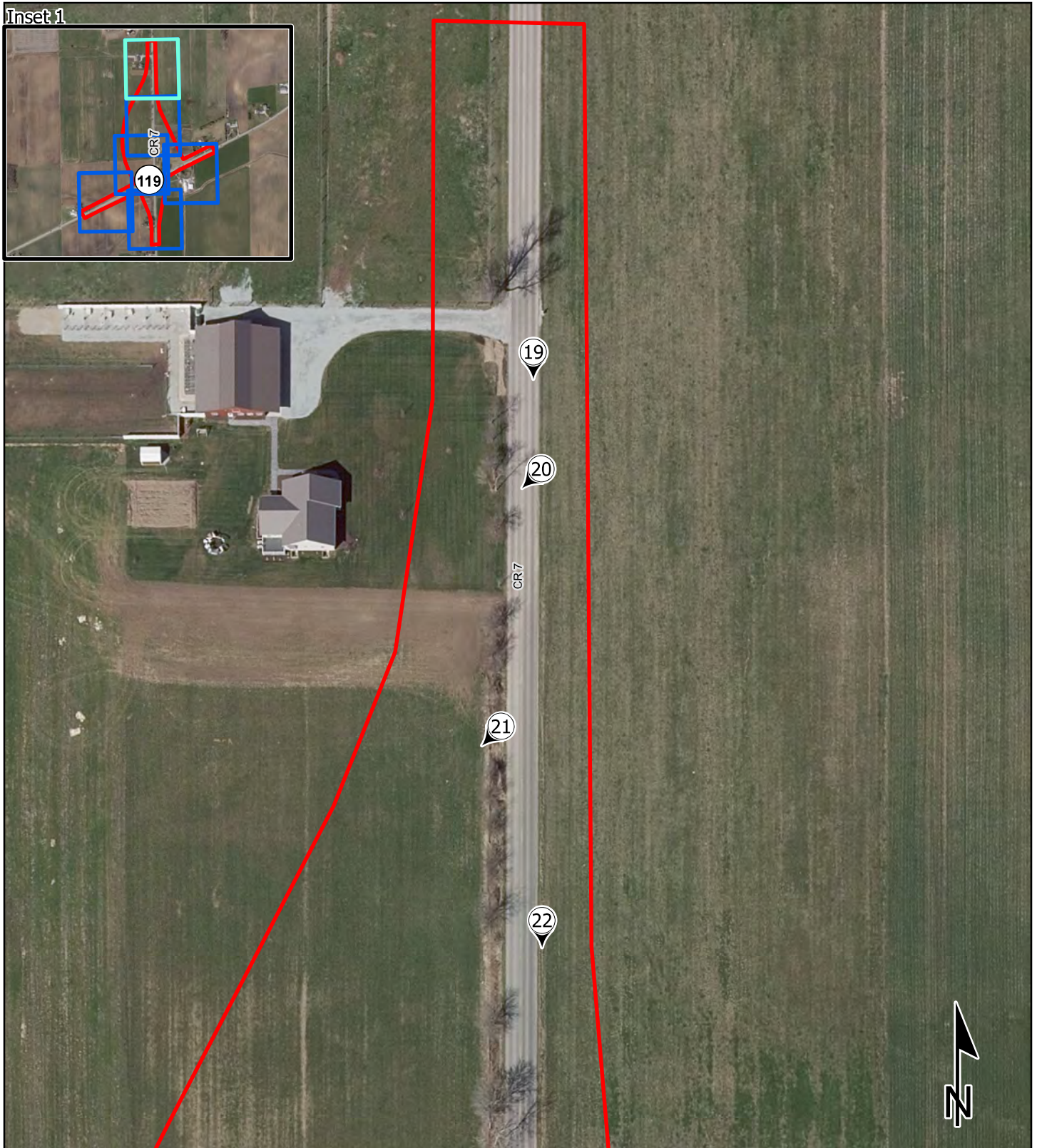
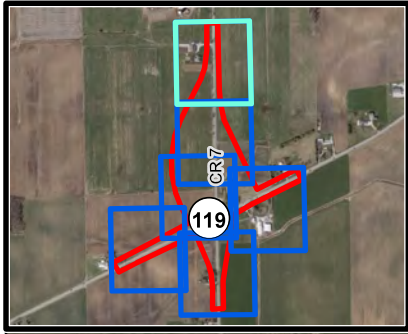
Des. No. 1800045

1 inch = 100 ft

HNTB

Graphics created by HNTB Corporation (2022)

Inset 1



 Investigated Area

 Photo Location

 Map Page

 Current Extent


0 50 100
 Feet

Photo Location Map

SR 119 at CR 7, 1.35 miles east of SR 19
Intersection Improvement
Elkhart County, Indiana

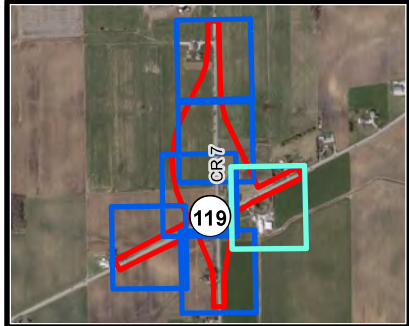
Des. No. 1800045

1 inch = 100 ft

HNTB

Graphics created by HNTB Corporation (2022)

Inset 1



Investigated Area

 Photo Location

Map Page

Current Extent

0 50 100
Feet

Photo Location Map

SR 119 at CR 7, 1.35 miles east of SR 19
Intersection Improvement
Elkhart County, Indiana

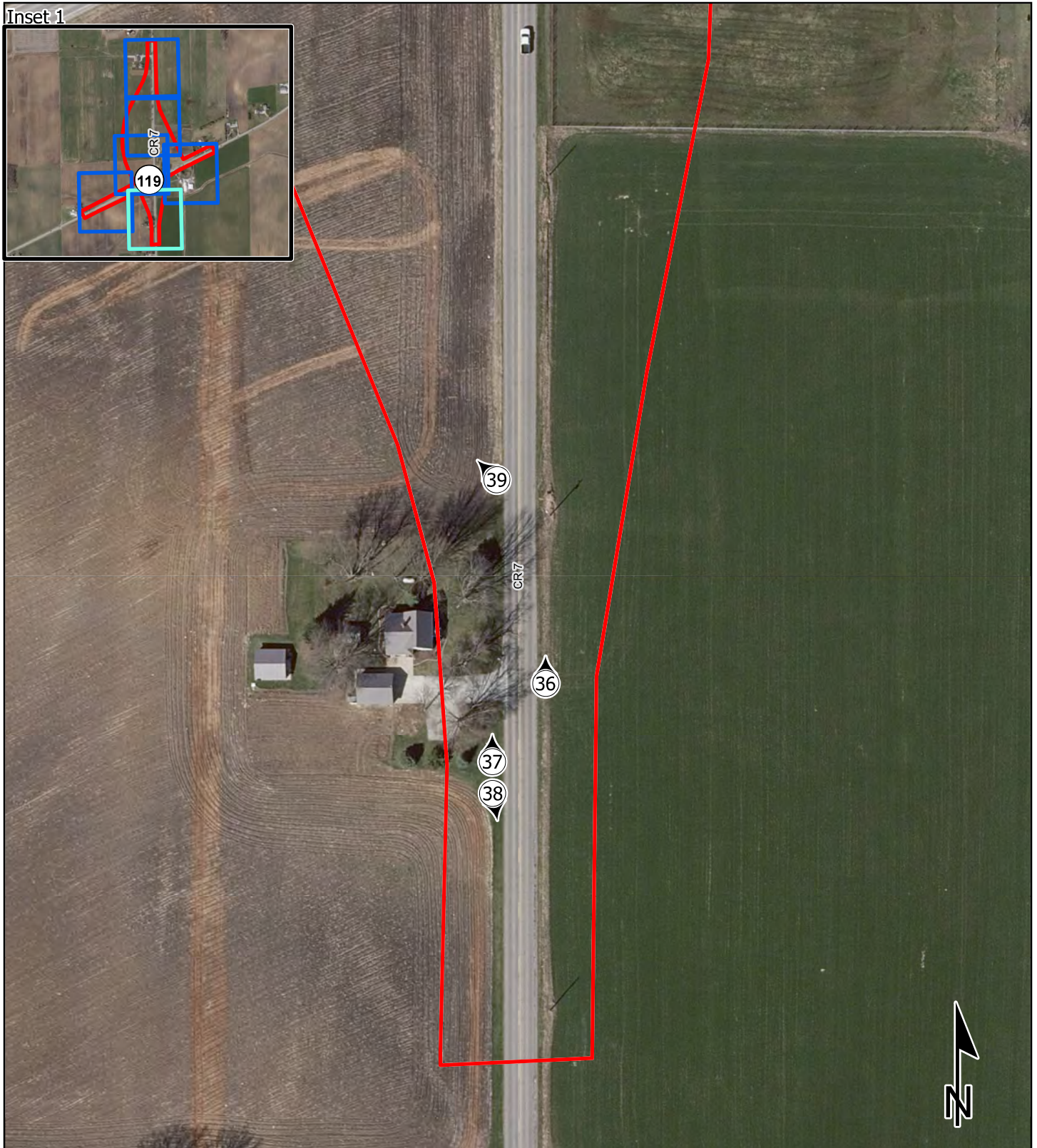
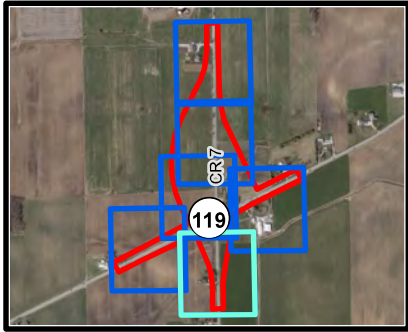
Des. No. 1800045

1 inch = 100 ft

HNTB

Graphics created by HNTB Corporation (2022)

Inset 1



 Investigated Area

 Photo Location

 Map Page

 Current Extent

0 50 100
Feet

Photo Location Map

SR 119 at CR 7, 1.35 miles east of SR 19
Intersection Improvement
Elkhart County, Indiana

Des. No. 1800045

1 inch = 100 ft

HNTB

Graphics created by HNTB Corporation (2022)



1. Looking southwest along the south side of SR 119



2. Looking north at culvert under the south side SR 119



3. Looking northeast along the south side of SR 119



4. Looking northeast along the north side of SR 119



5. Looking northeast along the north side of SR 119



6. Looking south at culvert inlet from the north side of SR 119



7. Looking north at agricultural field from the north side of SR 119

Photos Taken: June 1, 2022



8. Looking east at SR 119 and CR 7 intersection, note RSD 1 in northeast quadrant of the intersection



9. Looking west toward agricultural field along the west side of CR 7



10. Looking northwest along the west side of CR 7



11. Looking west at an agricultural field



12. Looking south along the west side of CR 7



13. Looking northwest at an agricultural field



14. Looking south at an agricultural field



15. Looking north at an agricultural field



16. Looking northeast at an agricultural field



17. Looking south along the west side of CR 7



18. Looking north along the west side of CR 7



19. Looking south along the east side of CR 7



20. Looking southwest along the east side of CR 7



21. Looking southwest along the west side of CR 7



22. Looking south along the east side of CR 7



23. Looking southeast toward residential property along the east side of CR 7



24. Looking south along the east side of CR 7 toward SR 119 and CR 7 intersection



25. Looking northeast along the north side of SR 119



26. Looking south at culvert under the north side of SR 119



27. Looking northwest at residential property north of SR 119

Photos Taken: June 1, 2022



28. Looking southwest along the north side of SR 119



29. Looking southwest along the south side of SR 119



30. Looking southwest along the south side of SR 119



31. Looking northeast along the south side of SR 119



32. Looking north at culvert under the south side of SR 119



33. Looking west in the southeast quadrant at CR 7 and SR 119 intersection



34. Looking south along the east side of CR 7



35. Looking south along the west side of CR 7



36. Looking north along the east side of CR 7



37. Looking north along the west side of CR 7



38. Looking south along the west side of CR 7



39. Looking northwest at agricultural field along the west side of CR 7



40. Looking northeast along the south side of SR 119



41. Looking south at agricultural field in the southwest quadrant

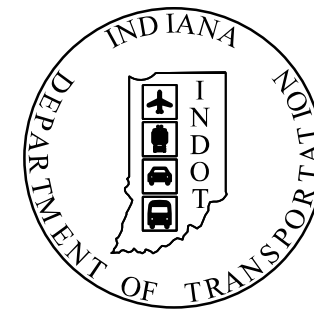


42. Looking northeast along the south side of SR 119

PROJECT	DESIGNATION
1800045	1800045
CONTRACT	
R-43314	

KIN DESIGNATION TABLE	
DESIGNATION	DESCRIPTION
1800045	SR 119 at CR 7 Intersection Improvement
2000024	SR 15 at CR 146 Intersection Improvement
2001821 (Lead)	SR 120 from 0.41 mi. East of SR 15 East Jct. to SR 13

INDIANA DEPARTMENT OF TRANSPORTATION



ROAD PLANS

ROUTE: SR 119/CR 7

PROJECT NO.

1800045 P.E

1800045 R/W

1800045 CONST.

PROJECT DESCRIPTION

INTERSECTION IMPROVEMENTS ON SR 119 AT CR 7
LOCATED APPROXIMATELY 1.35 MILES EAST OF SR 19
IN SECTION 5 & 6, UNION TOWNSHIP, ELKHART
COUNTY, INDIANA.

TRAFFIC DATA SR 119		
A.A.D.T.	(2024)	3,700
A.A.D.T.	(2044)	3,900
D.H.V	(2044)	360
DIRECTIONAL DISTRIBUTION		49.11% IN POSITIVE DIRECTION
TRUCKS		6.91% OF AADT
		2.64% OF DHV

DESIGN DATA SR 119	
DESIGN SPEED	55 MPH
PROJECT DESIGN CRITERIA	3R (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	STATE COLLECTOR
RURAL/URBAN	RURAL
TERRAIN	LEVEL
ACCESS CONTROL	NONE

TRAFFIC DATA CR 7		
A.A.D.T.	(2024)	2,600
A.A.D.T.	(2044)	2,600
D.H.V	(2044)	290
DIRECTIONAL DISTRIBUTION		52.39% IN POSITIVE DIRECTION
TRUCKS		4.22% OF AADT
		11% OF DHV

DESIGN DATA CR 7	
DESIGN SPEED	35 MPH
PROJECT DESIGN CRITERIA	3R (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	LOCAL AGENCY COLLECTOR
RURAL/URBAN	RURAL
TERRAIN	LEVEL
ACCESS CONTROL	NONE

ELKHART COUNTY

PROJECT LOCATION SHOWN BY

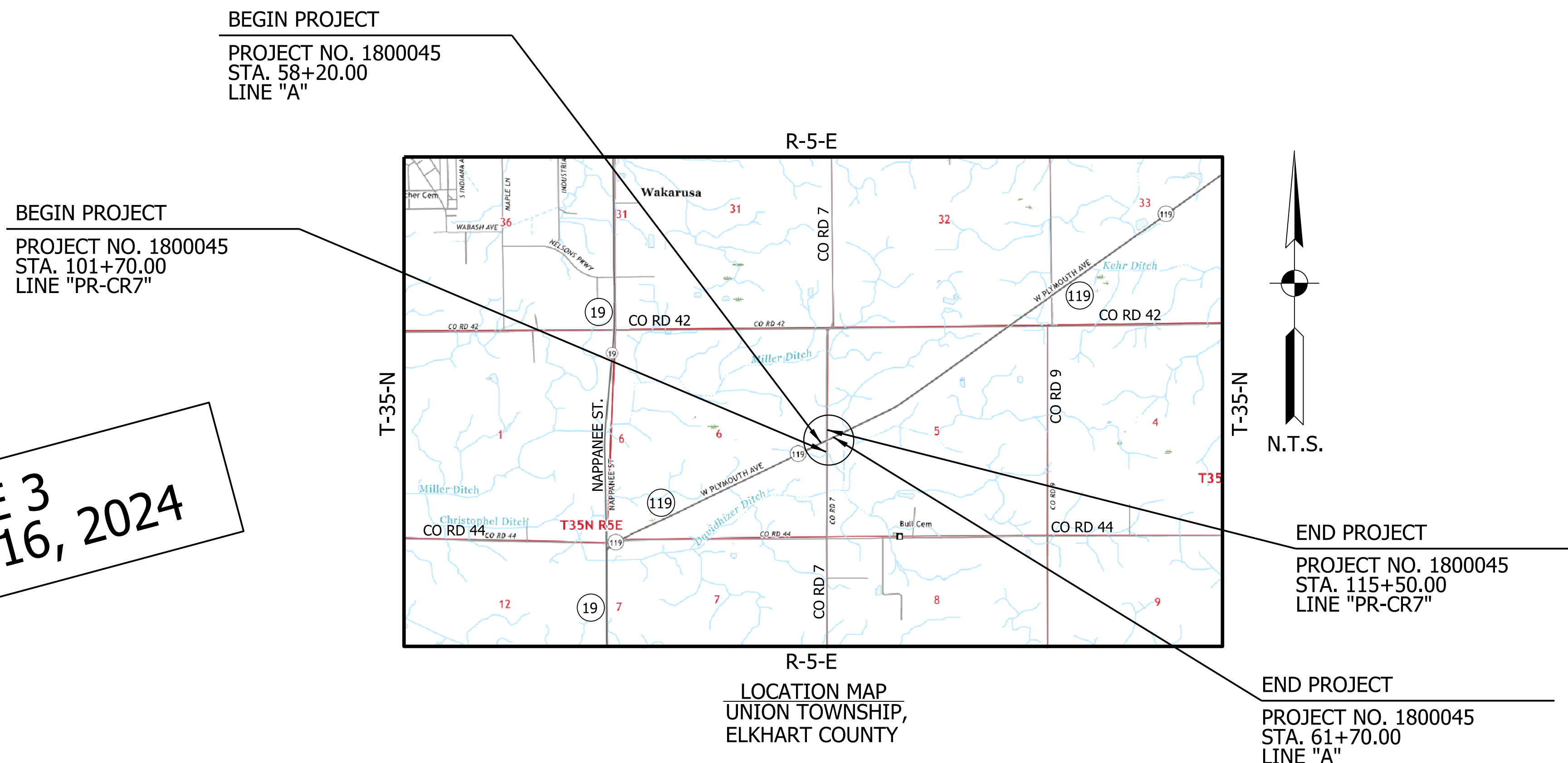
LATITUDE: 41°30'52.2" N LONGITUDE: 85°58'57.6" W

GROSS LENGTH:	0.261 MI.
NET LENGTH:	0.261 MI.
MAX. GRADE:	3.18%

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2024
TO BE USED WITH THESE PLANS

	BRIDGE FILE		
	N/A		
	DESIGNATION		
	1800045		
SURVEY BOOK	SHEETS		TI-01
ELECTRONIC	1	of	66
CONTRACT	PROJECT		
R-43314	1800045		

STAGE 3
FEBRUARY 16, 2024



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HNTB

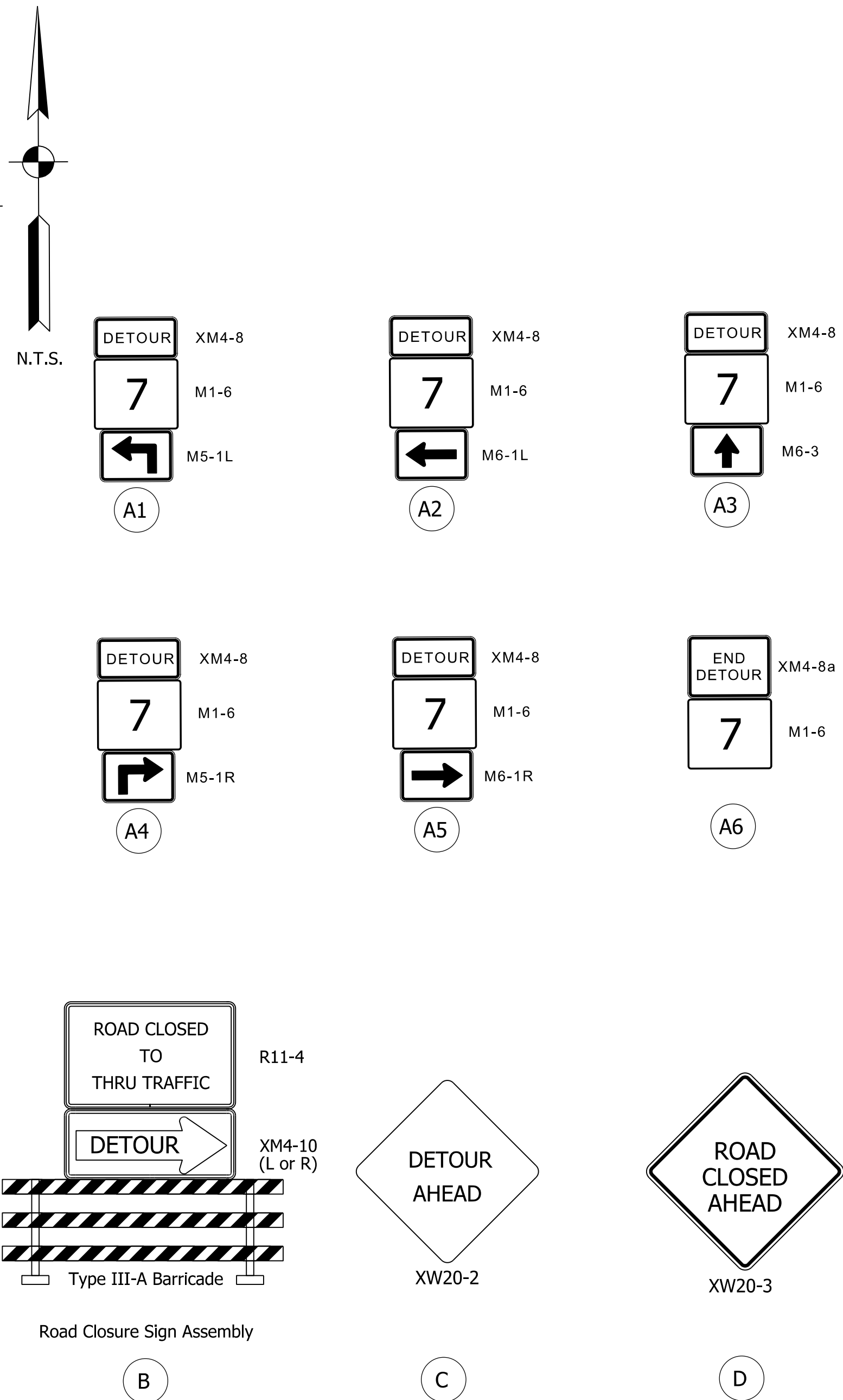
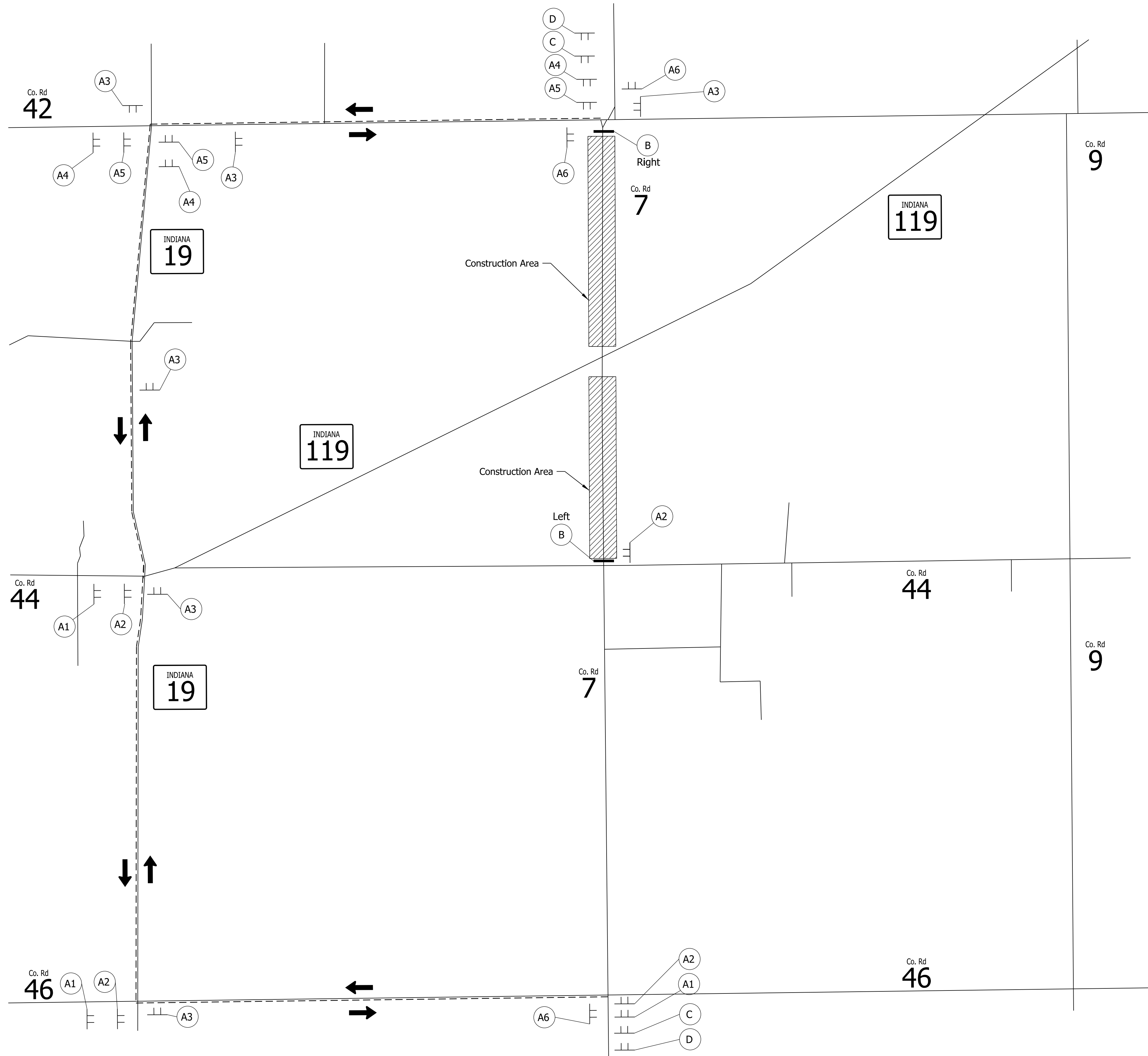
HNTB CORPORATION
THE HNTB COMPANIES
INFRASTRUCTURE SOLUTIONS

111 MONUMENT CIRCLE
SUITE 1200
INDIANAPOLIS, IN 46204

DRAFT
NOT FOR CONSTRUCTION

PLANS PREPARED BY:	HNTB INDIANA, INC.	(317) 636-4682
		PHONE NUMBER
CERTIFIED BY:		
APPROVED FOR LETTING:	INDIANA DEPARTMENT OF TRANSPORTATION	DATE

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LEGEND

- Detour Route
- Detour Route Sign Assembly
- Type III-B Barricade

Maintenance of Traffic Summary of Quantities		
Item	Quantity	Unit
Road Closure Sign Assembly	10	EACH
Detour Route Sign Assembly	22	EACH
Construction Sign, Type A	18	EACH
Construction Sign, Type B	6	EACH
Barricade, Type III-A	565	LFT
Barricade Type III-B	42	LFT

DRAFT
NOT FOR CONSTRUCTION

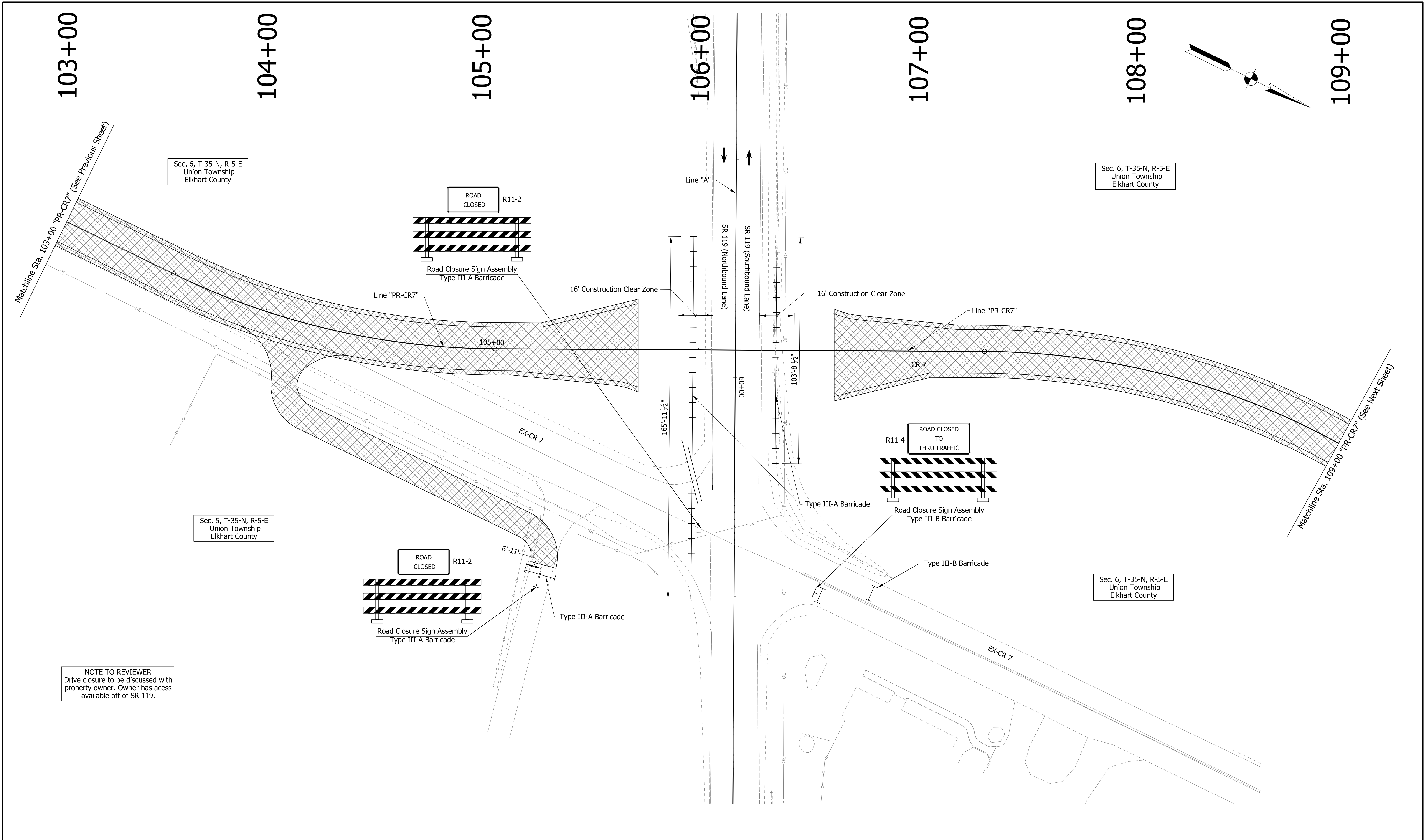
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ICH	DRAWN: RRS	
CHECKED: MDC	CHECKED: JMA	

INDIANA
DEPARTMENT OF TRANSPORTATION

DETOUR ROUTE

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800045
SURVEY BOOK	SHEETS
ELECTRONIC	10 of 66
CONTRACT	PROJECT
R-43314	1800045

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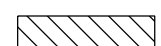


NOTE TO REVIEWER
Drive closure to be discussed with
property owner. Owner has access
available off of SR 119.

MAINTENANCE OF TRAFFIC LEGEND



Construction Area



Pavement Removal

Construction Zone Design Speed= 45 mph

Construction Clear Zone= 16'



Construction Sign



Barricade, Type III

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED
FOR APPROVAL

DESIGN ENGINEER

DATE

DESIGNED: ICH

DRAWN: CEB

CHECKED: MDC

CHECKED: JMA

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC- PHASE 1
LINE "PR-CR7"

HORIZONTAL SCALE

1"=20'

VERTICAL SCALE

N/A

N/A

1800045

SURVEY BOOK

ELECTRONIC

CONTRACT

R-43314

BRIDGE FILE

N/A

DESIGNATION

1800045

SHEETS

12 of 66

PROJECT

1800045

MOT-02

PROJECT

1800045

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109+00

110+00

111+00

112+00

113+00

114+00

Sec. 6, T-35-N, R-5-E
Union Township
Elkhart County

Sec. 6, T-35-N, R-5-E
Union Township
Elkhart County

Sec. 5, T-35-N, R-5-E
Union Township
Elkhart County

Matchline Sta. 109+00 "PR-CR7"
(See Previous Sheet)

Matchline Sta. 114+75 "PR-CR7" (See Next Sheet)

Line "PR-CR7"

110+00

CR 7

Line "PR-CR7"

EX-CR 7

ROAD
CLOSED

R11-2

Road Closure Sign Assembly
Type III-A Barricade

Type III-A Barricade

MAINTENANCE OF TRAFFIC LEGEND



Construction Area



Pavement Removal

Construction Zone Design Speed= 45 mph
Construction Clear Zone= 16'



Construction Sign



Barricade, Type III

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED
FOR APPROVAL

DESIGN ENGINEER

DATE

DESIGNED: ICH

DRAWN: CEB

CHECKED: MDC

CHECKED: JMA

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC- PHASE 1
LINE "PR-CR7"

HORIZONTAL SCALE

1"=20'

VERTICAL SCALE

N/A

N/A

1800045

SURVEY BOOK

ELECTRONIC

CONTRACT

R-43314

BRIDGE FILE

N/A

DESIGNATION

1800045

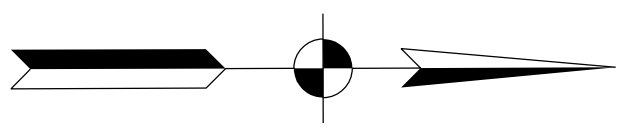
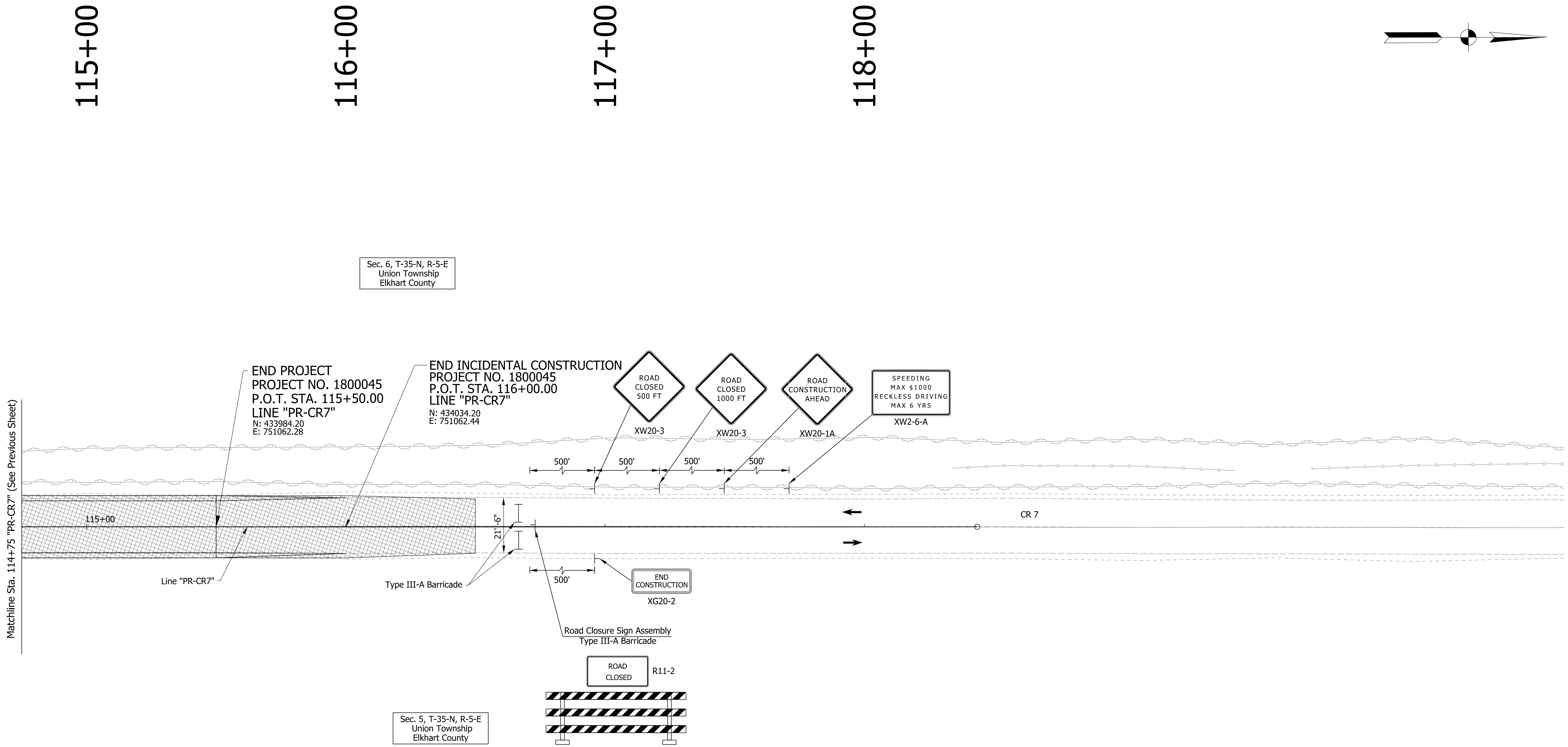
SHEETS

13 of 66

PROJECT

1800045

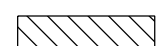
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MAINTENANCE OF TRAFFIC LEGEND



Construction Area



Pavement Removal

Construction Zone Design Speed= 45 mph

Construction Clear Zone= 16'



Construction Sign



Barricade, Type III

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED
FOR APPROVAL

DESIGN ENGINEER

DATE

DESIGNED: ICH

DRAWN: CEB

CHECKED: MDC

CHECKED: JMA

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC- PHASE 1
LINE "PR-CR7"

HORIZONTAL SCALE

1"=20'

VERTICAL SCALE

N/A

N/A

1800045

SURVEY BOOK

ELECTRONIC

CONTRACT

R-43314

BRIDGE FILE

N/A

DESIGNATION

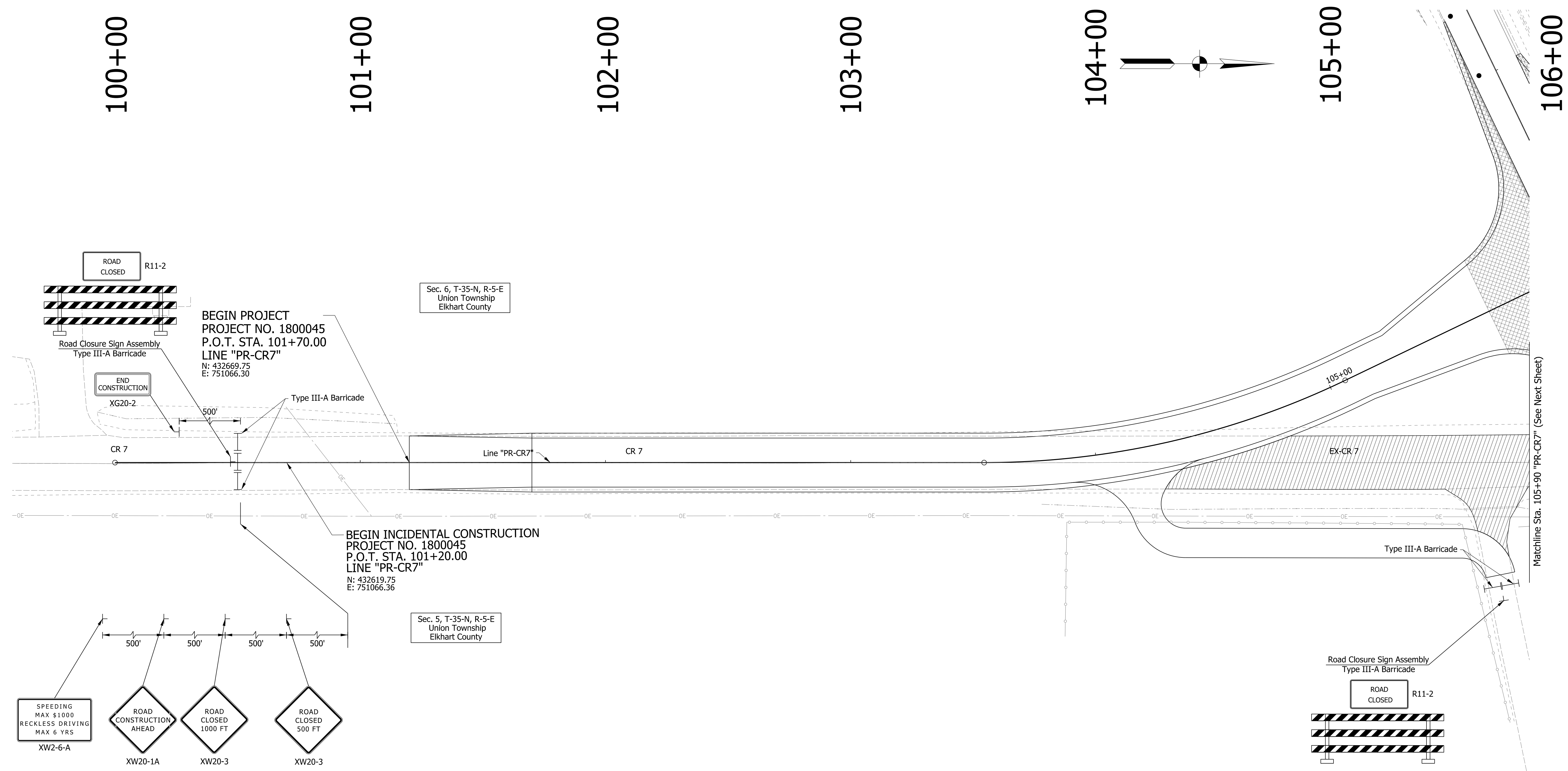
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SHEETS

14 of 66

PROJECT

1800045



CONSTRUCTION SEQUENCE

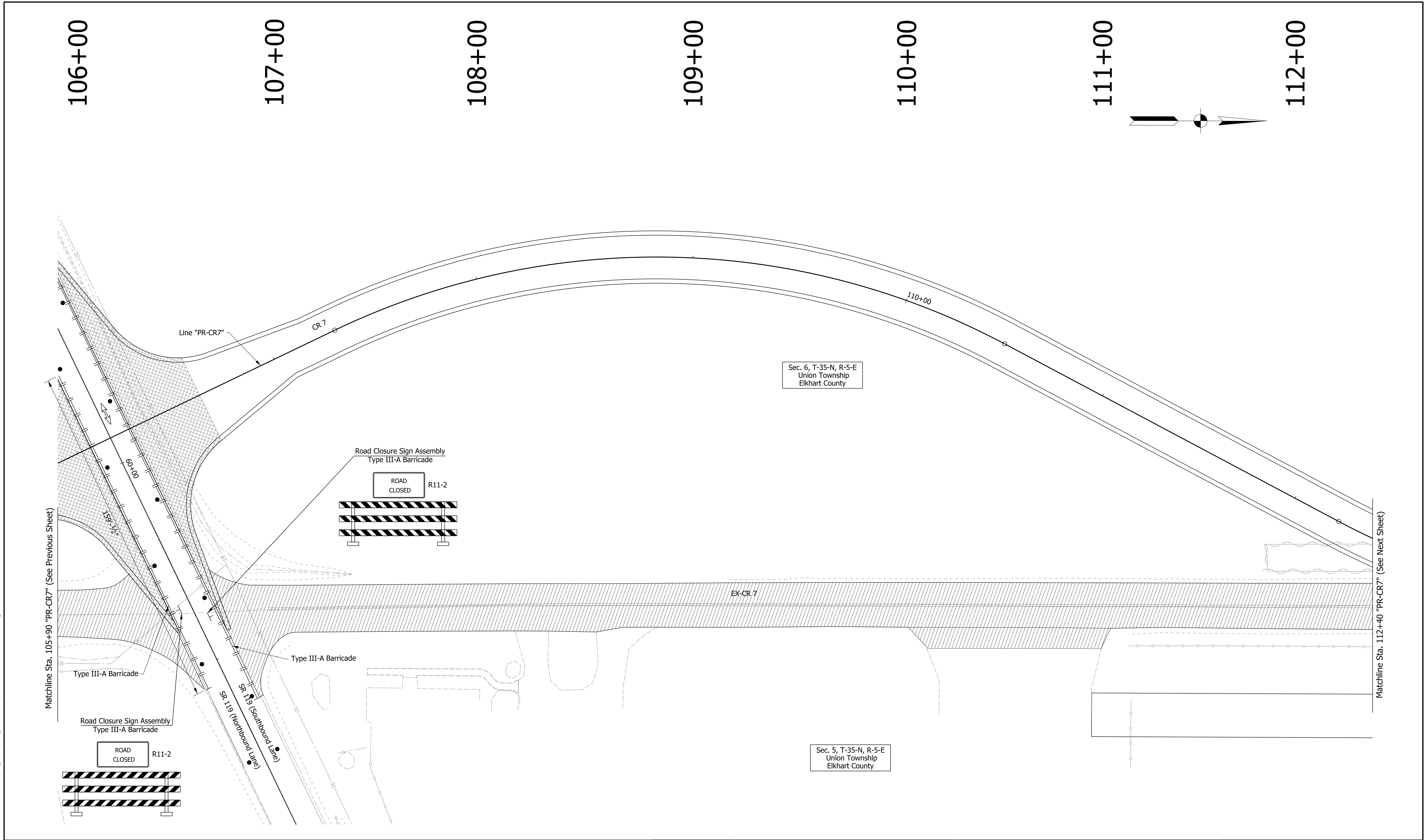
Phase 2:

1. Maintain advanced warning signs along CR 7 and SR 119.
2. Keep CR 7 closed to thru traffic.
3. Complete construction activities as detailed in plans for tying proposed CR 7 into existing SR 119 along the North and South approaches under flagging operations.

<div>MAINTENANCE OF TRAFFIC LEGEND</div> <div><div><div><div><div></div></div><div>Construction Area</div></div><div><div><div></div></div><div>Construction Sign</div></div><div><div><div></div></div><div>Barricade, Type III</div></div></div><div><div><div></div></div><div>Pavement Removal</div></div><div>Construction Zone Design Speed= 45 mph Construction Clear Zone= 16'</div></div>			<div>DRAFT</div> <div>NOT FOR CONSTRUCTION</div>	<div>RECOMMENDED FOR APPROVAL</div> <div>DESIGN ENGINEER</div> <div>DATE</div>	<div>INDIANA</div> <div>DEPARTMENT OF TRANSPORTATION</div>		<div>HORIZONTAL SCALE</div> <div>1"=20'</div> <div>VERTICAL SCALE</div> <div>N/A</div>	<div>BRIDGE FILE</div> <div>N/A</div> <div>DESIGNATION</div> <div>1800045</div>
				<div>DESIGNED: ICH</div> <div>DRAWN: CEB</div> <div>CHECKED: MDC</div> <div>CHECKED: JMA</div>	<div>MAINTENANCE OF TRAFFIC- PHASE 2</div> <div>LINE "PR-CR7"</div>	<div>SURVEY BOOK</div> <div>ELECTRONIC</div> <div>CONTRACT</div> <div>R-43314</div>	<div>SHEETS MOT-05</div> <div>15 of 66</div> <div>PROJECT</div> <div>1800045</div>	

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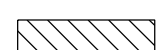
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MAINTENANCE OF TRAFFIC LEGEND



Construction Area



Pavement Removal

Construction Zone Design Speed= 45 mph

Construction Clear Zone= 16'



Construction Sign



Barricade, Type III

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED
FOR APPROVAL

DESIGNED: ICH

CHECKED: MDC

DESIGN ENGINEER

DATE

DRAWN: CEB

CHECKED: JMA

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC- PHASE 2
LINE "PR-CR7"

HORIZONTAL SCALE

1"=20'

VERTICAL SCALE

N/A

N/A

SURVEY BOOK

ELECTRONIC

CONTRACT

R-43314

BRIDGE FILE

N/A

DESIGNATION

1800045

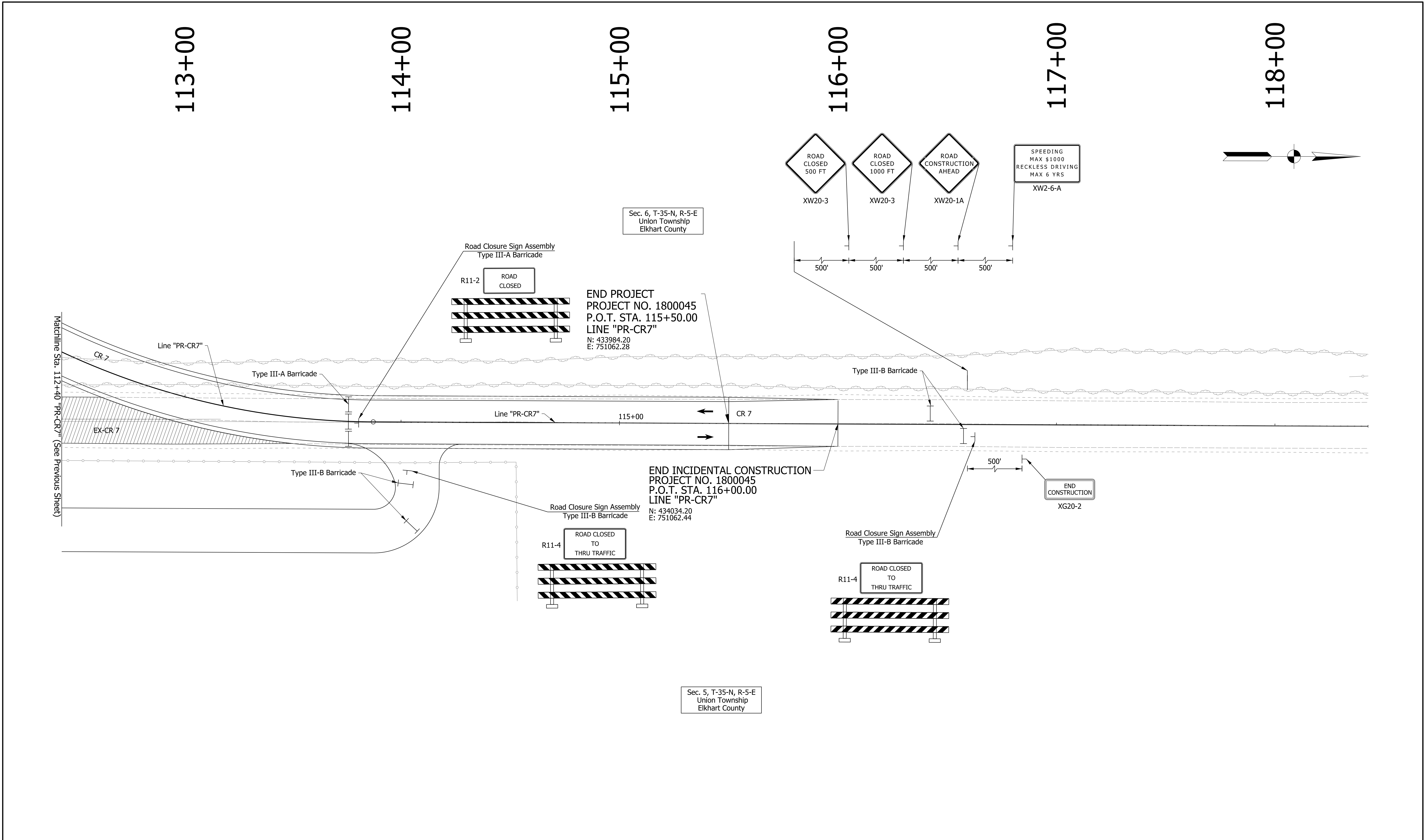
SHEETS

16 of 66

PROJECT

1800045

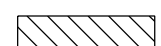
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MAINTENANCE OF TRAFFIC LEGEND



Construction Area



Pavement Removal

Construction Zone Design Speed= 45 mph

Construction Clear Zone= 16'



Construction Sign



Barricade, Type III

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGNED: ICH

CHECKED: MDC

DRAWN: CEB

CHECKED: JMA

DATE

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC- PHASE 2
LINE "PR-CR7"

HORIZONTAL SCALE

1"=20'

VERTICAL SCALE

N/A

N/A

1800045

R-43314

BRIDGE FILE

N/A

DESIGNATION

1800045

1800045

SURVEY BOOK

ELECTRONIC

CONTRACT

SHEETS

17 of 66

PROJECT

1800045

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57+00

58+00

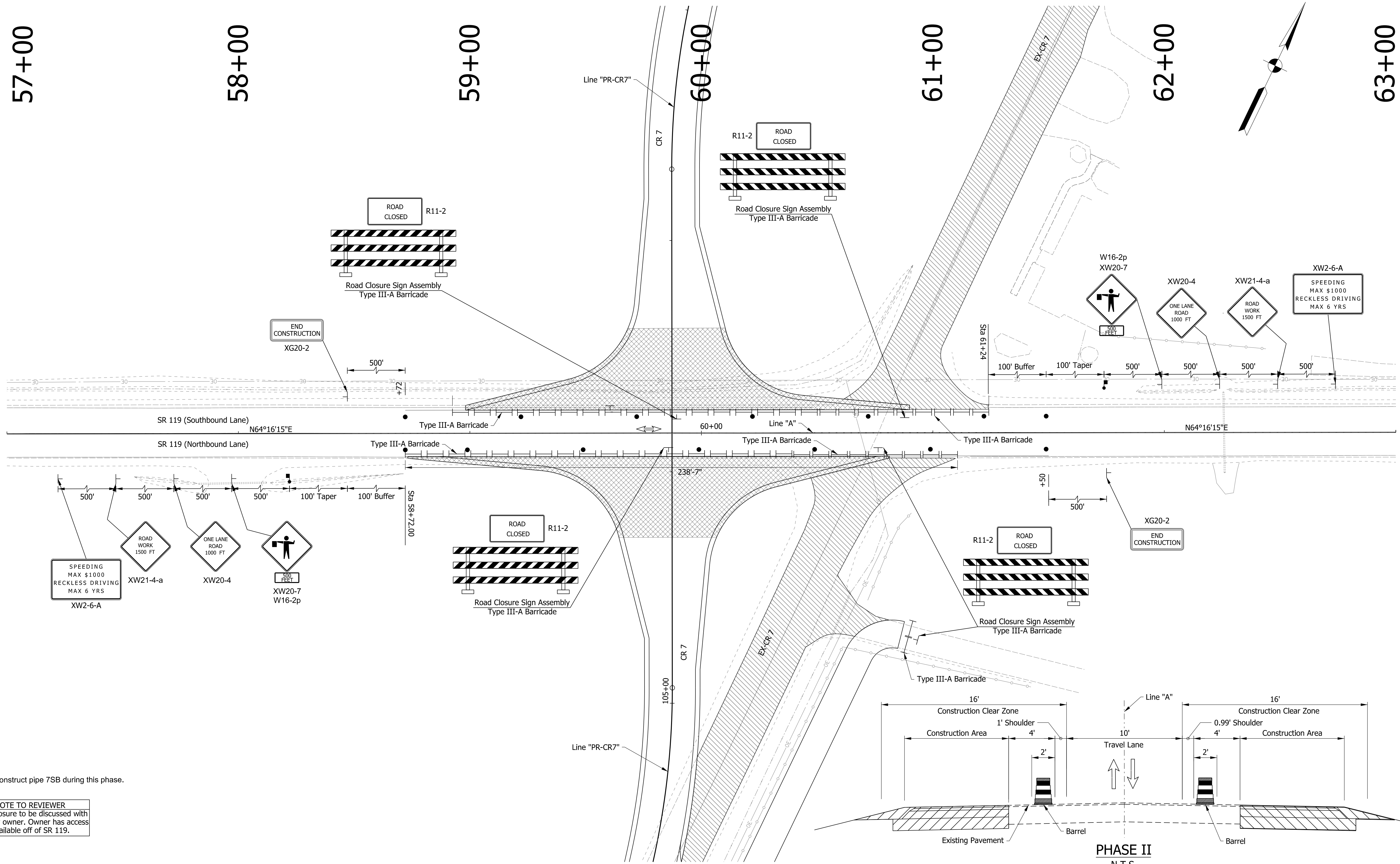
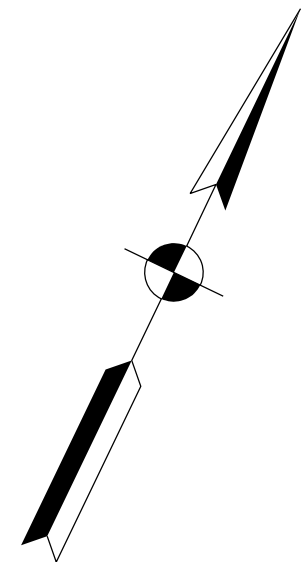
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60+00

61+00

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63+00



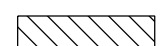
Note: Construct pipe 7SB during this phase.

NOTE TO REVIEWER
Drive closure to be discussed with
property owner. Owner has access
available off of SR 119.

MAINTENANCE OF TRAFFIC LEGEND



Construction Area



Pavement Removal

Construction Zone Design Speed= 45 mph

Construction Clear Zone= 16'



Construction Sign



Barricade, Type III

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED
FOR APPROVAL

DESIGN ENGINEER DATE

DESIGNED: ICH

DRAWN: CEB

CHECKED: MDC

CHECKED: JMA

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC- PHASE 2
LINE "A"

HORIZONTAL SCALE

1"=20'

VERTICAL SCALE

N/A

DESIGNATION

1800045

SURVEY BOOK

ELECTRONIC

CONTRACT

R-43314

BRIDGE FILE

N/A

DESIGNATION

1800045

SHEETS MOT-08

18 of 66

PROJECT

1800045

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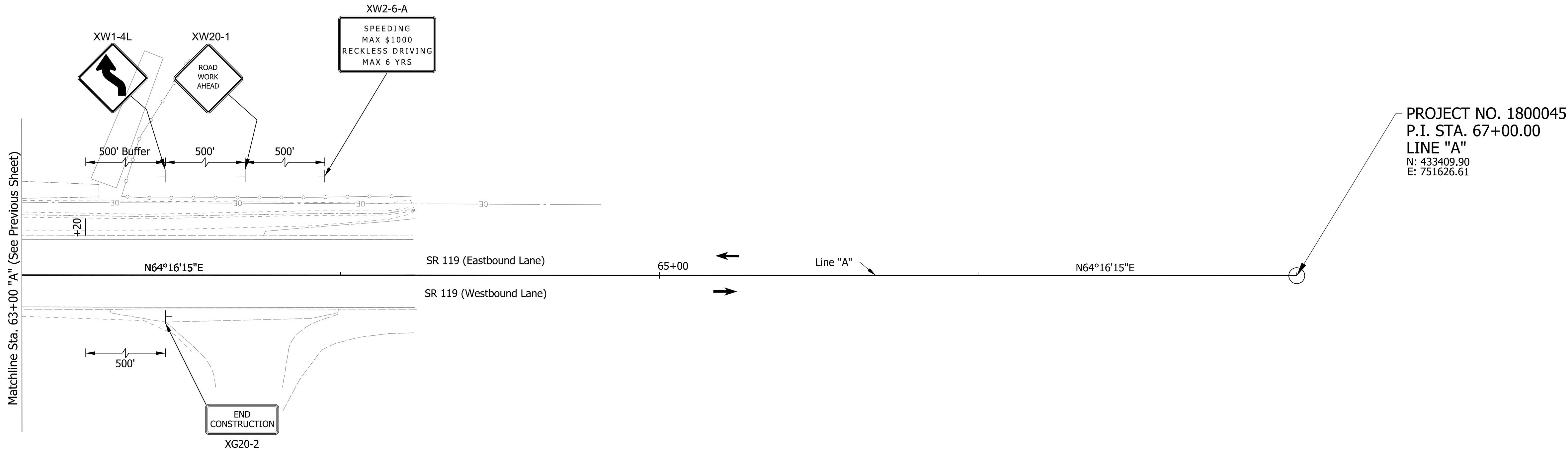
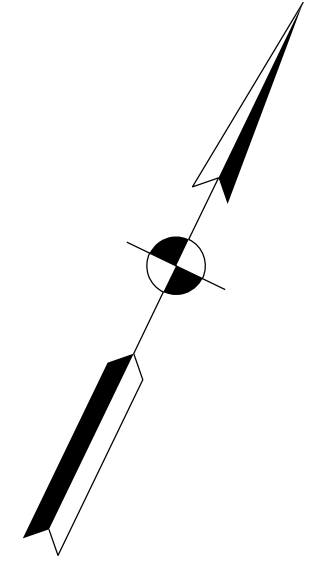
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66+00

67+00



DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____		
DESIGN ENGINEER _____		DATE _____
DESIGNED: _____ ICH	DRAWN: _____ CEB	
CHECKED: _____ MDC	CHECKED: _____ JMA	

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC- PHASE 2
LINE "A"

HORIZONTAL SCALE		BRIDGE FILE	
1"=20'		N/A	
VERTICAL SCALE		DESIGNATION	
N/A		1800045	
SURVEY BOOK		SHEETS MOT-09	
ELECTRONIC		19	of 66
CONTRACT		PROJECT	
R-43314		1800045	

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CONSTRUCTION SEQUENCE

Phase 3:

1. Maintain advanced warning signs along CR 7 and SR 119.
2. Keep CR 7 closed to thru traffic.
3. Complete mill and overlay on SR 119. Each direction will be constructed separately while traffic is maintained on the opposing side under flagging operations.

MAINTENANCE OF TRAFFIC LEGEND



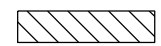
Construction Area



Construction Sign



Barricade, Type III



Pavement Removal

Construction Zone Design Speed= 45 mph

Construction Clear Zone= 16'

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED
FOR APPROVAL

DESIGNED: ICH

CHECKED: MDC

DRAWN: CEB

CHECKED: JMA

DATE

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC- PHASE 3
LINE "PR-CR7"

HORIZONTAL SCALE

1"=20'

VERTICAL SCALE

N/A

N/A

1800045

R-43314

BRIDGE FILE

N/A

DESIGNATION

1800045

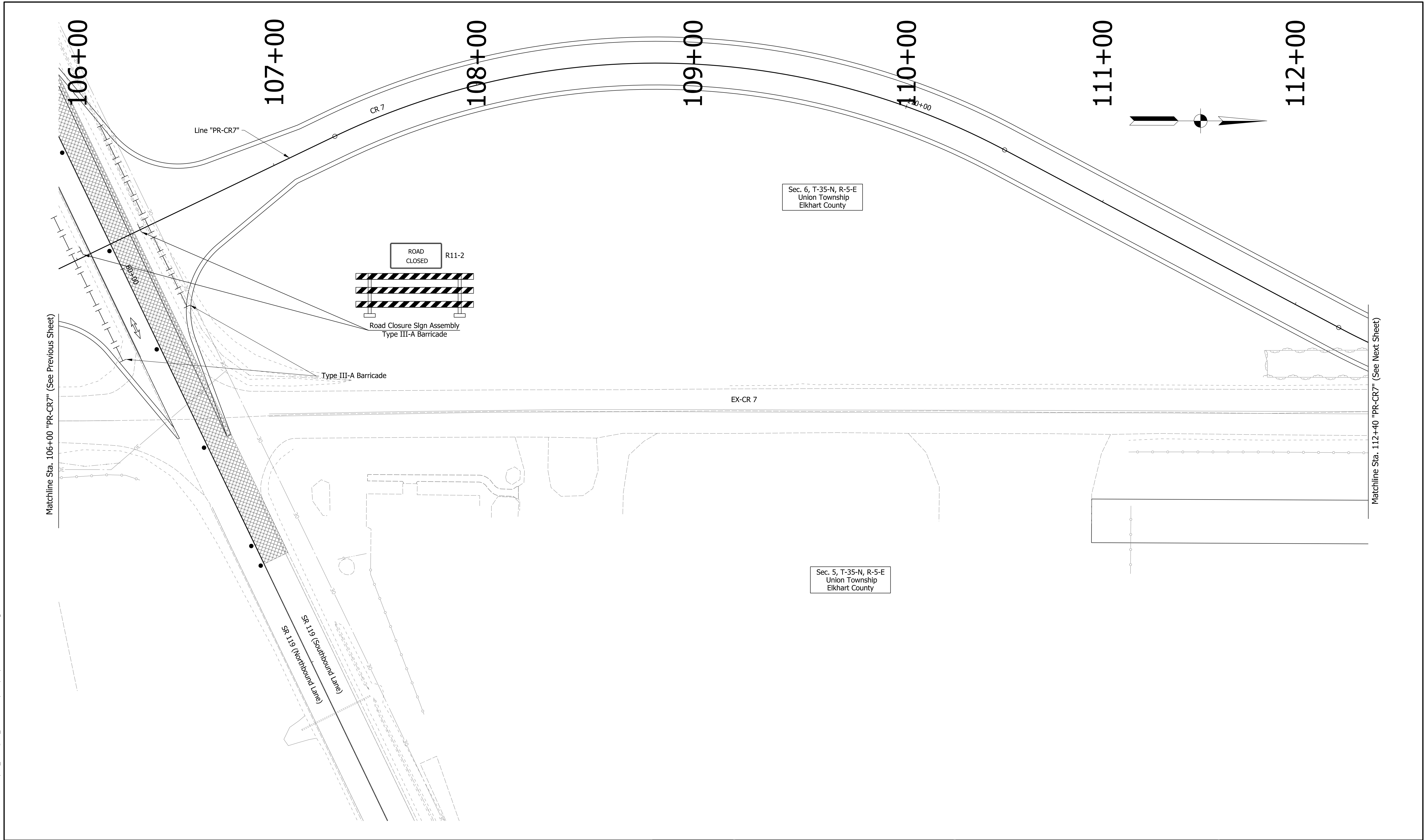
SHEETS MOT-10

20 of 66

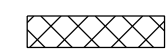
PROJECT

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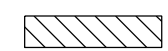
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MAINTENANCE OF TRAFFIC LEGEND



Construction Area



Pavement Removal

Construction Zone Design Speed= 45 mph

Construction Clear Zone= 16'



Construction Sign



Barricade, Type III

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED
FOR APPROVAL

DESIGN ENGINEER

DATE

DESIGNED: ICH

DRAWN: CEB

CHECKED: MDC

CHECKED: JMA

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC- PHASE 3
LINE "PR-CR7"

HORIZONTAL SCALE

1"=20'

VERTICAL SCALE

N/A

N/A

1800045

SURVEY BOOK

ELECTRONIC

CONTRACT

R-43314

BRIDGE FILE

N/A

DESIGNATION

1800045

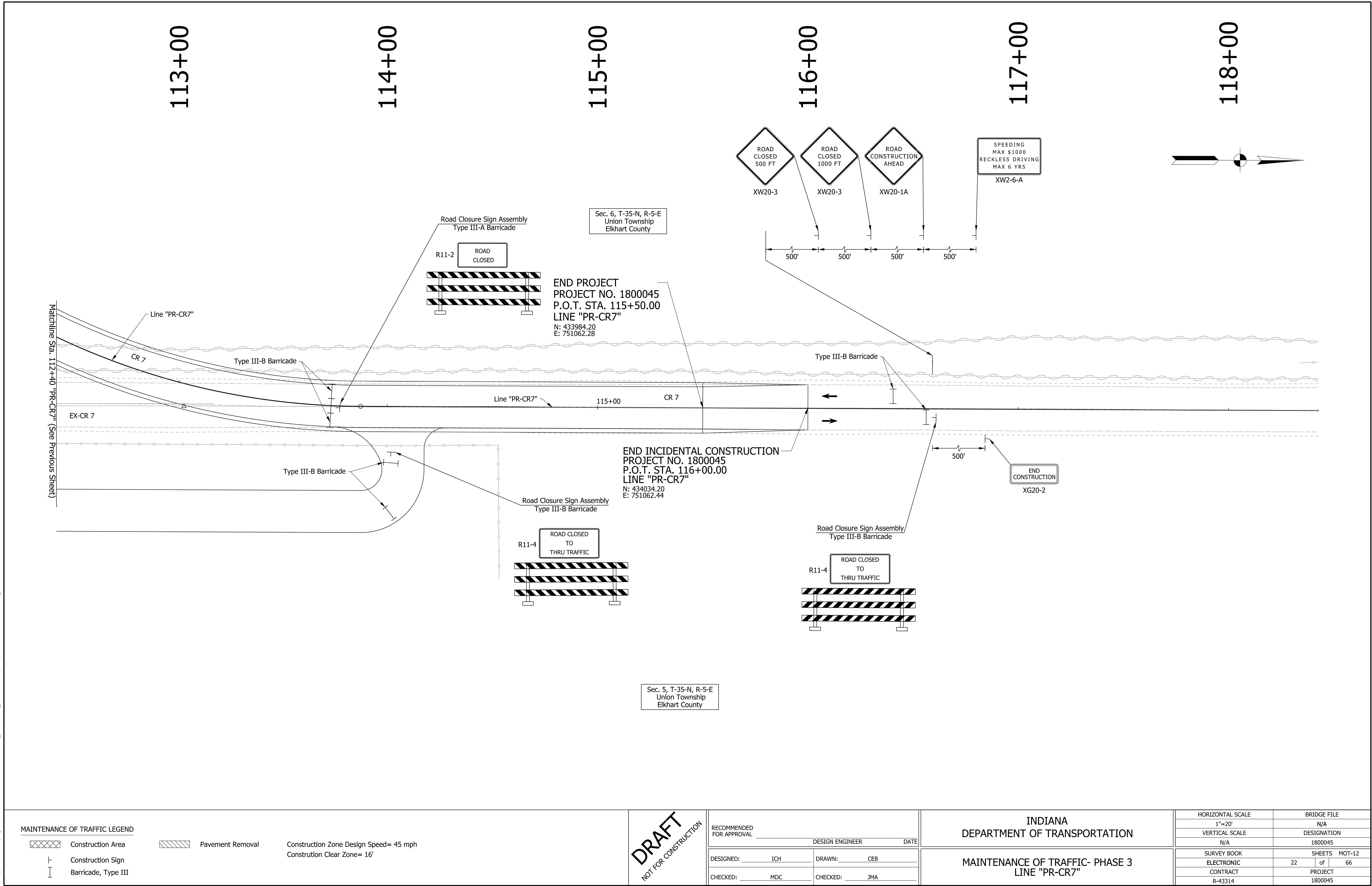
SHEETS

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PROJECT

1800045

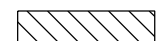
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MAINTENANCE OF TRAFFIC LEGEND



Construction Area



Pavement Removal

Construction Zone Design Speed= 45 mph

Construction Clear Zone= 16'



Construction Sign



Barricade, Type III

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED
FOR APPROVAL

DESIGNED: ICH

CHECKED: MDC

DESIGN ENGINEER

DRAWN: CEB

CHECKED: JMA

DATE

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC- PHASE 3
LINE "PR-CR7"

HORIZONTAL SCALE

1"=20'

VERTICAL SCALE

N/A

N/A

SURVEY BOOK

ELECTRONIC

CONTRACT

R-43314

BRIDGE FILE

N/A

DESIGNATION

1800045

SHEETS

22 of 66

PROJECT

1800045

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57+00

58+00

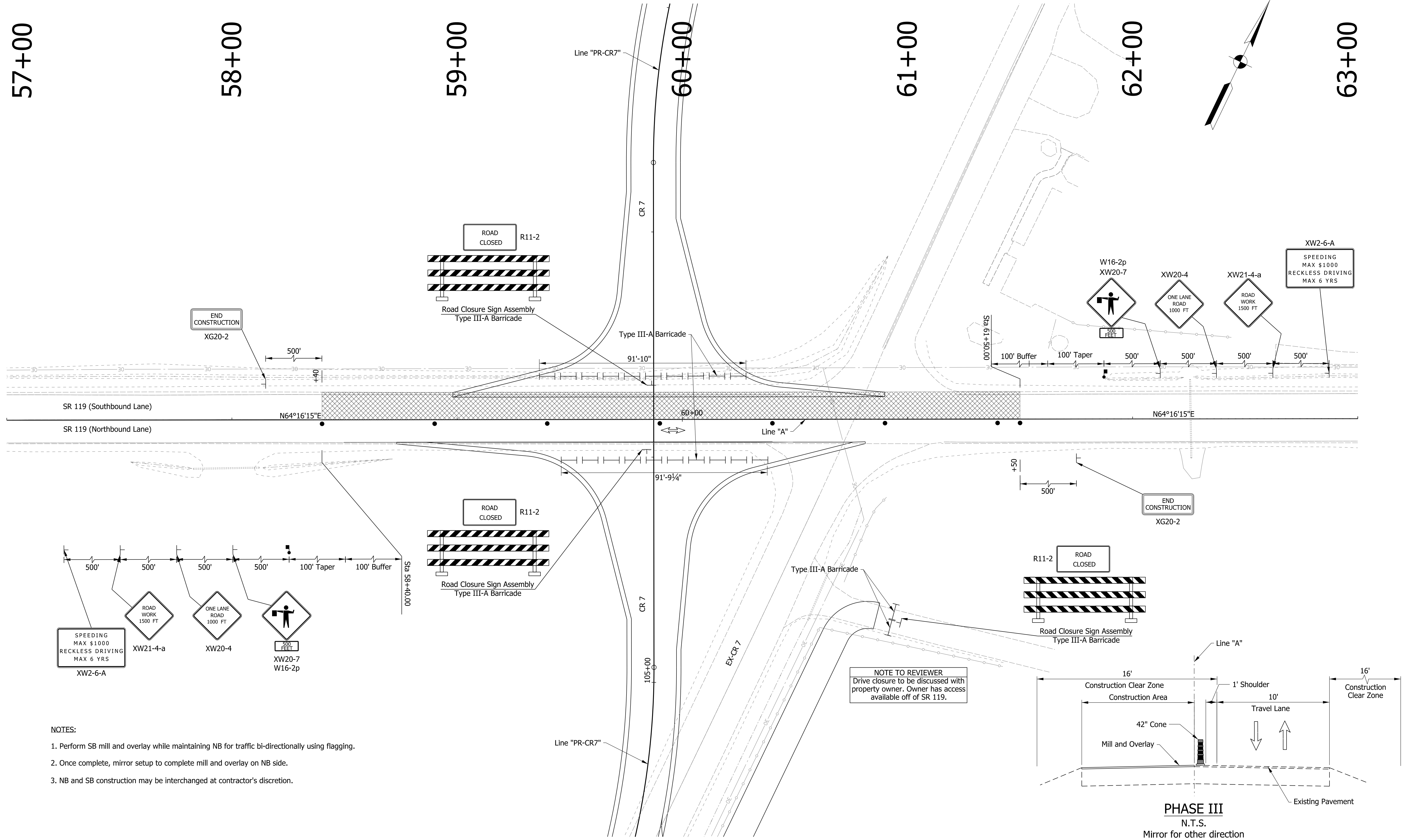
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60+00

61+00

62+00

63+00



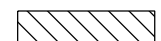
NOTES:

1. Perform SB mill and overlay while maintaining NB for traffic bi-directionally using flagging.
2. Once complete, mirror setup to complete mill and overlay on NB side.
3. NB and SB construction may be interchanged at contractor's discretion.

MAINTENANCE OF TRAFFIC LEGEND



Construction Area



Pavement Removal

Construction Zone Design Speed= 45 mph

Construction Clear Zone= 16'



Construction Sign



Barricade, Type III

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED
FOR APPROVAL

DESIGN ENGINEER DATE

DESIGNED: ICH

DRAWN: CEB

CHECKED: MDC

CHECKED: JMA

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC- PHASE 3
LINE "A"

HORIZONTAL SCALE

1"=20'

VERTICAL SCALE

N/A

1800045

SURVEY BOOK

ELECTRONIC

CONTRACT

R-43314

BRIDGE FILE

N/A

DESIGNATION

1800045

SHEETS

MOT-13

23 of 66

PROJECT

1800045

PHASE III

N.T.S.

Mirror for other direction

sschein
2/9/2024 11:32:30 am
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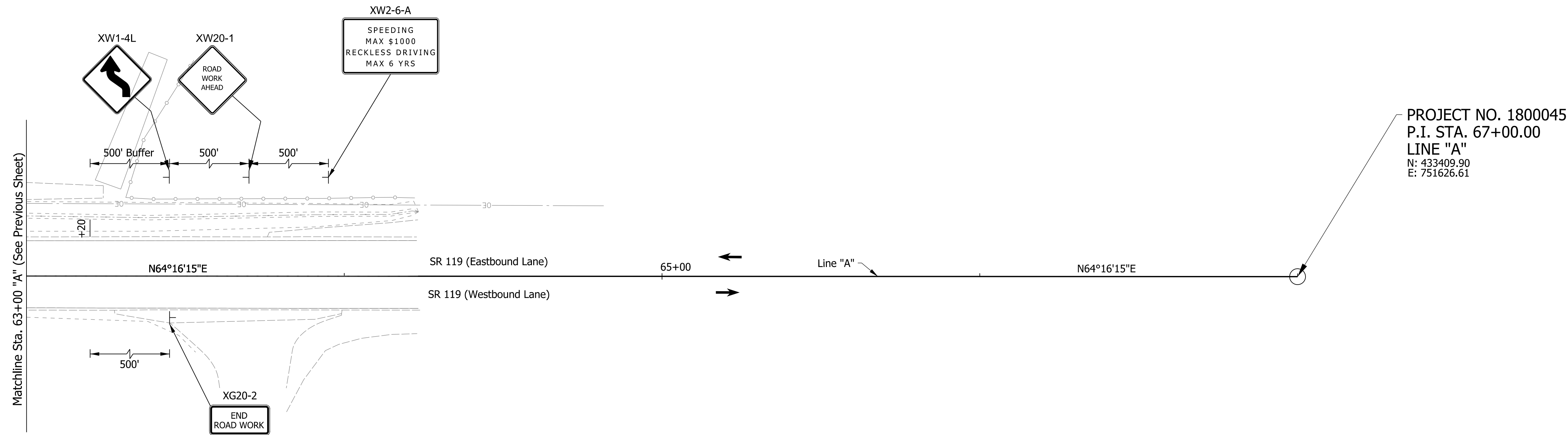
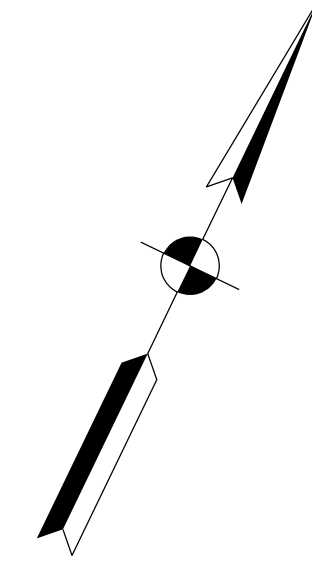
63+00

64+00

65+00

66+00

67+00



PROJECT NO. 1800045
P.I. STA. 67+00.00
LINE "A"
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E: 751626.61

DRAFT
NOT FOR CONSTRUCTION

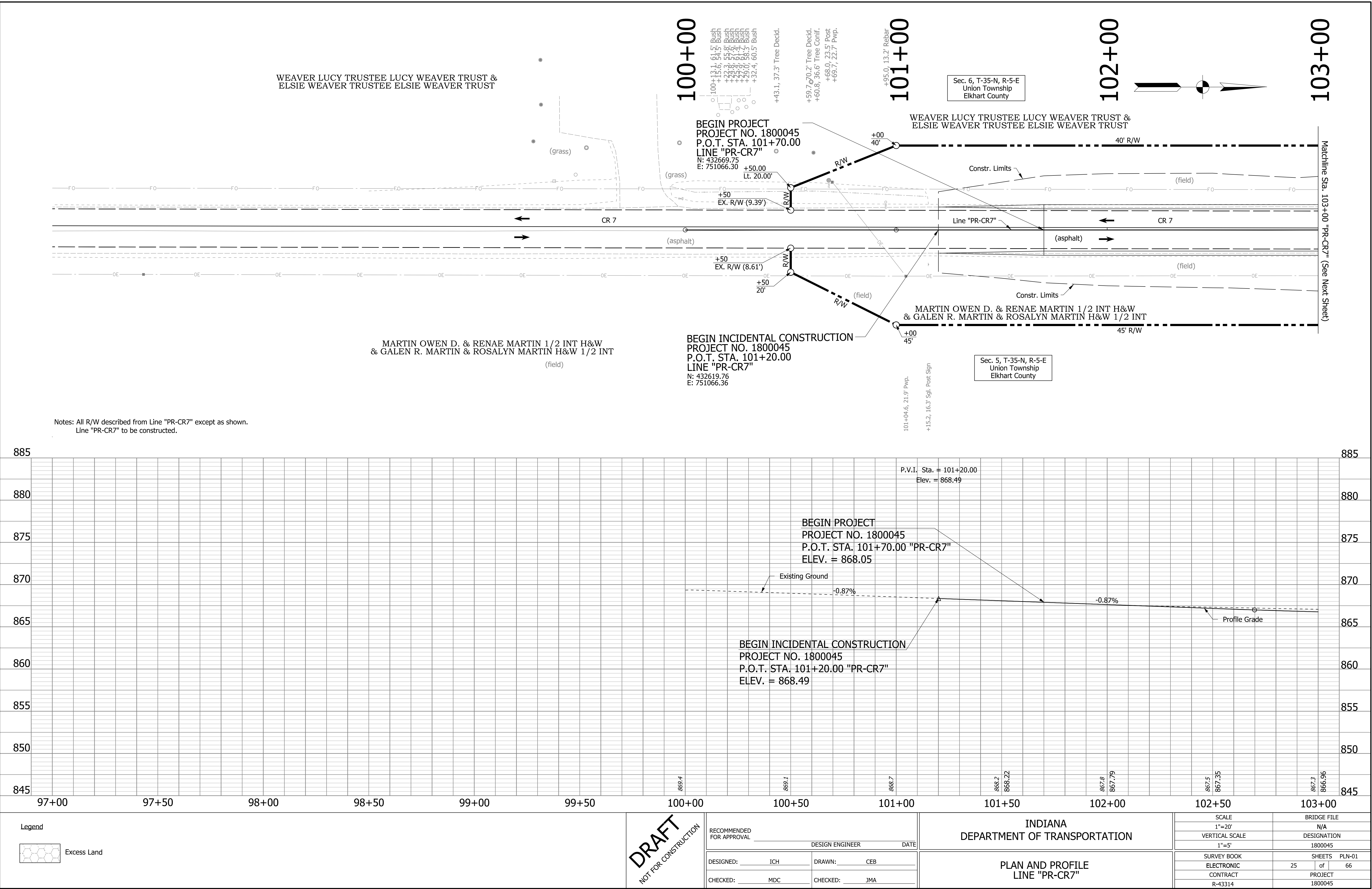
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DESIGN ENGINEER _____		DATE _____
DESIGNED: _____ ICH	DRAWN: _____ CEB	
CHECKED: _____ MDC	CHECKED: _____ JMA	

INDIANA
DEPARTMENT OF TRANSPORTATION

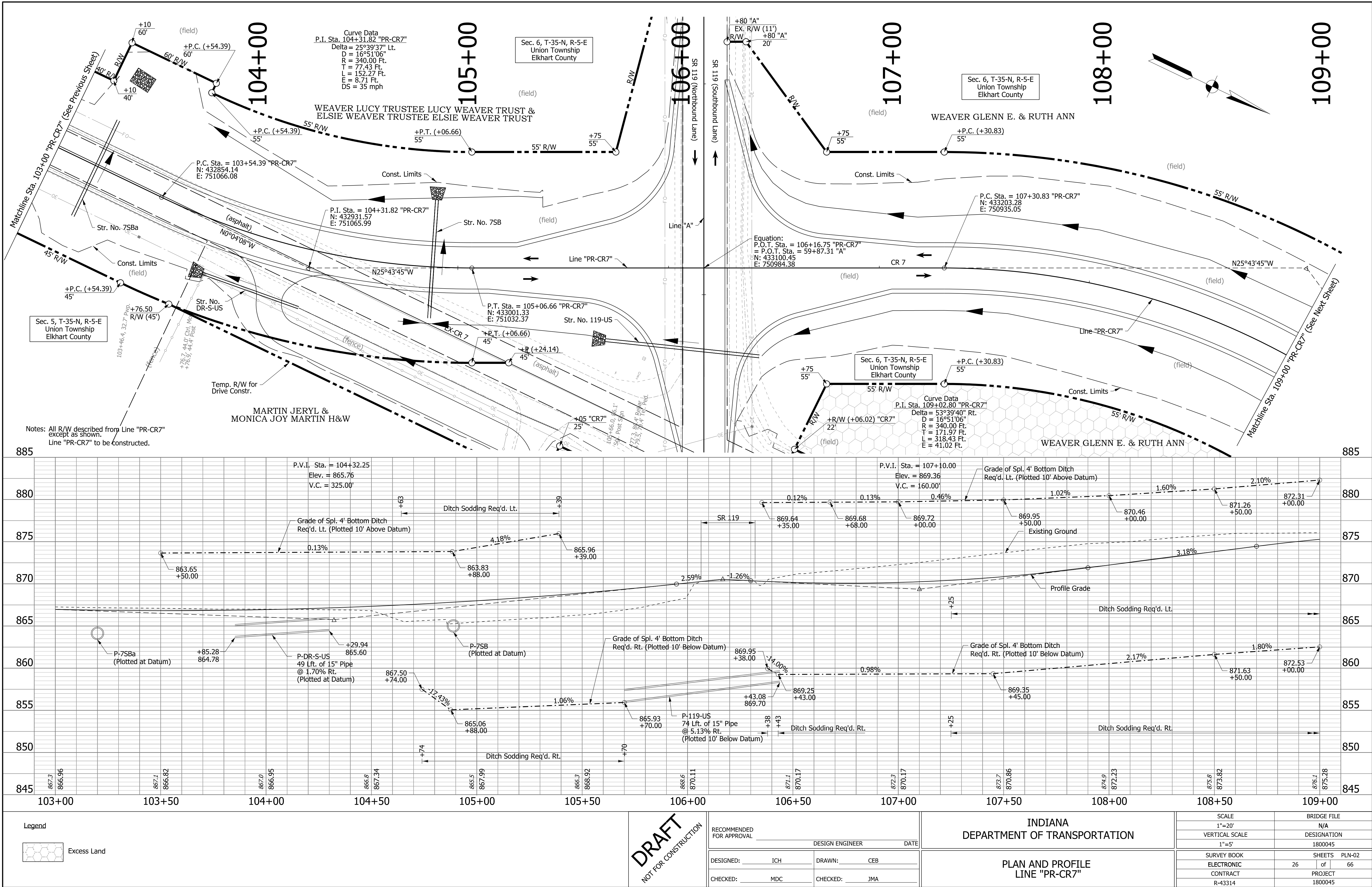
MAINTENANCE OF TRAFFIC- PHASE 3
LINE "A"

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N/A		1800045	
SURVEY BOOK		SHEETS MOT-14	
ELECTRONIC		24	of 66
CONTRACT		PROJECT	
R-43314		1800045	

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jeavander
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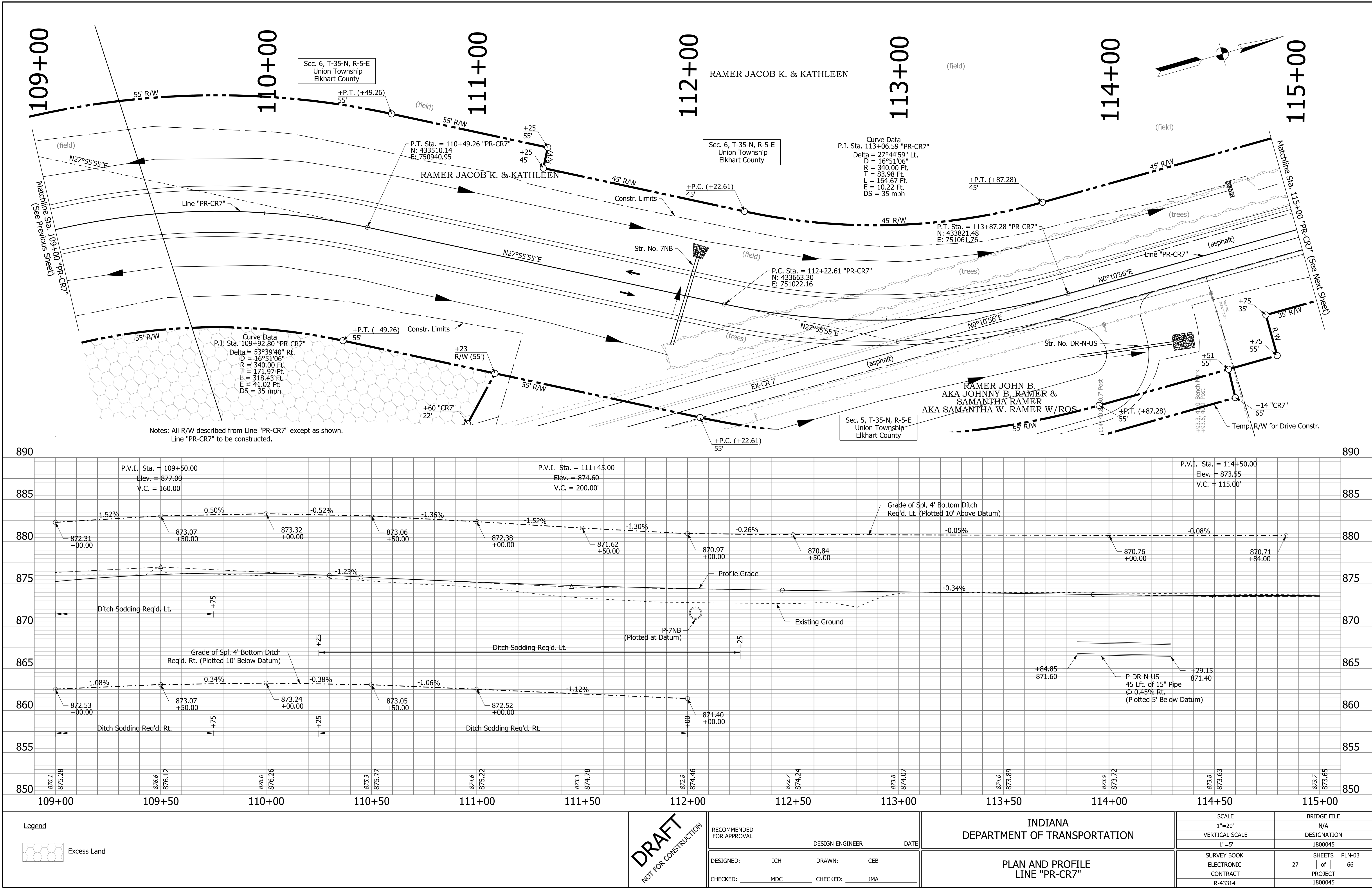
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DESIGNED:	ICH	DRAWN:	CEB		
CHECKED:	MDC	CHECKED:	JMA		

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "PR-CR7"

SCALE		BRIDGE FILE	
1"=20'		N/A	
VERTICAL SCALE		DESIGNATION	
1"=5'		1800045	
SURVEY BOOK		SHEETS	
ELECTRONIC		26	of 66
CONTRACT		PROJECT	
R-43314		1800045	

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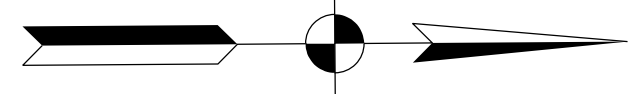
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115+00

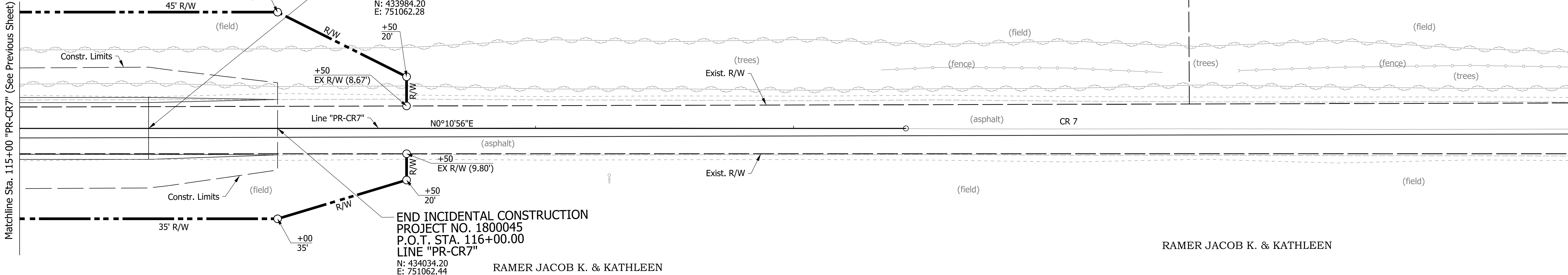
116+00

117+00

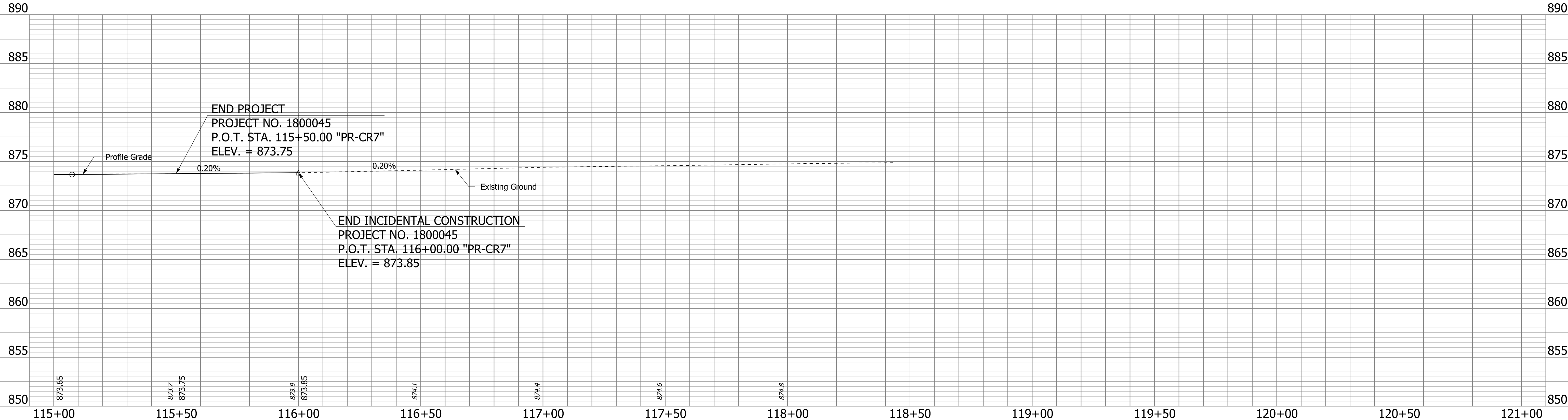
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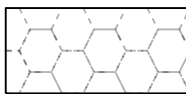
RAMER JACOB K. & KATHLEEN



Notes: All R/W described from Line "PR-CR7" except as shown.
Line "PR-CR7" to be constructed.



Legend



Excess Land

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED
FOR APPROVAL

DESIGN ENGINEER

DATE

DESIGNED: ICH

DRAWN: CEB

CHECKED: MDC

CHECKED: JMA

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "PR-CR7"

SCALE

1"=20'

VERTICAL SCALE

1"=5'

SURVEY BOOK

ELECTRONIC

CONTRACT

R-43314

BRIDGE FILE

N/A

DESIGNATION

1800045

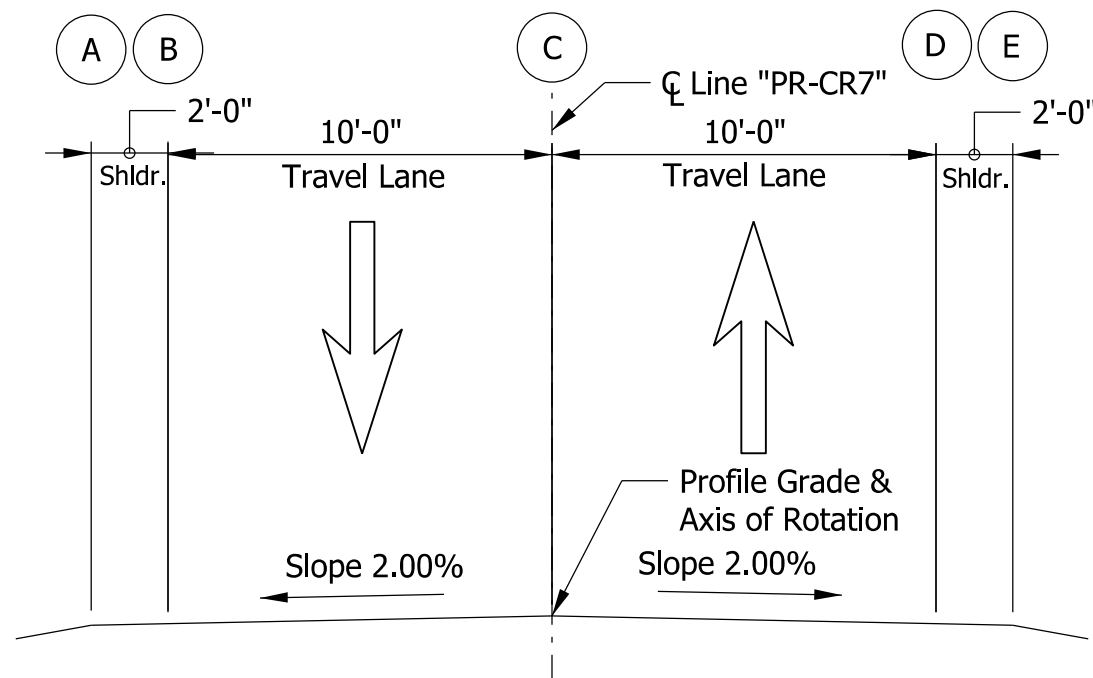
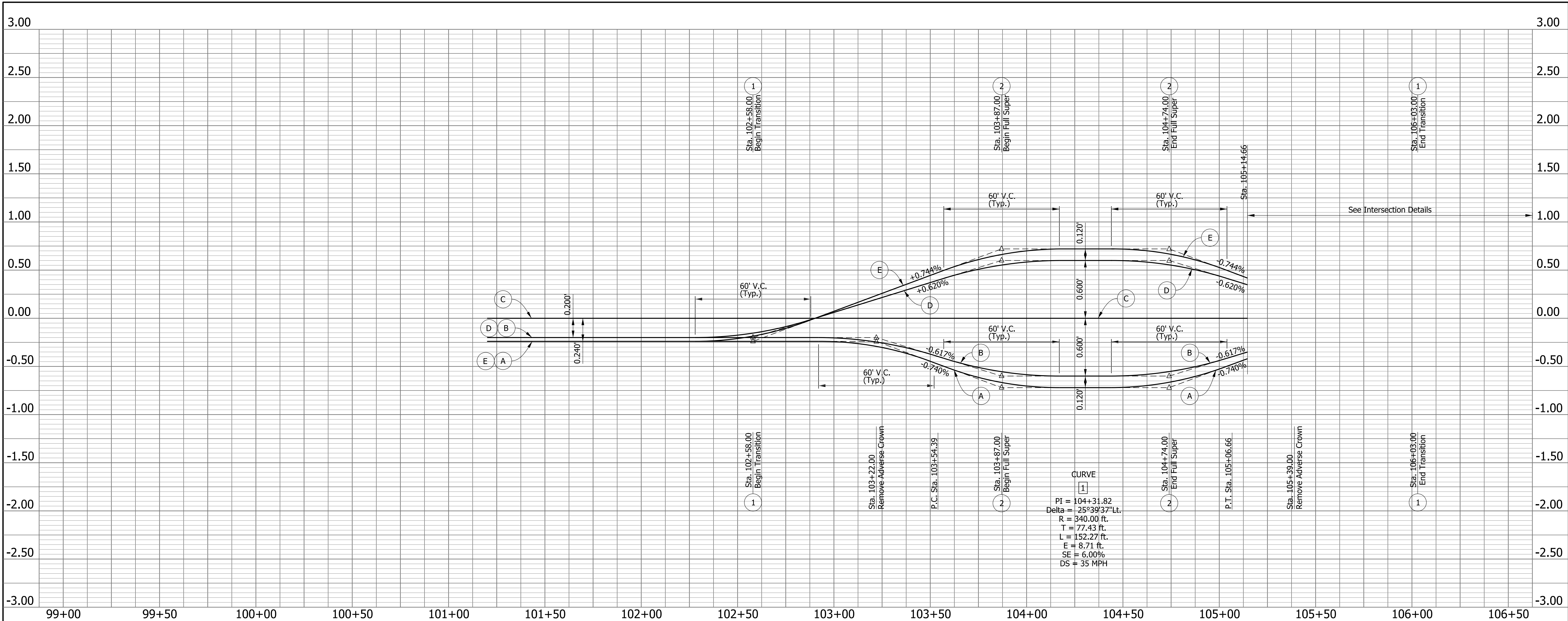
SHEETS

28 of 66

PROJECT

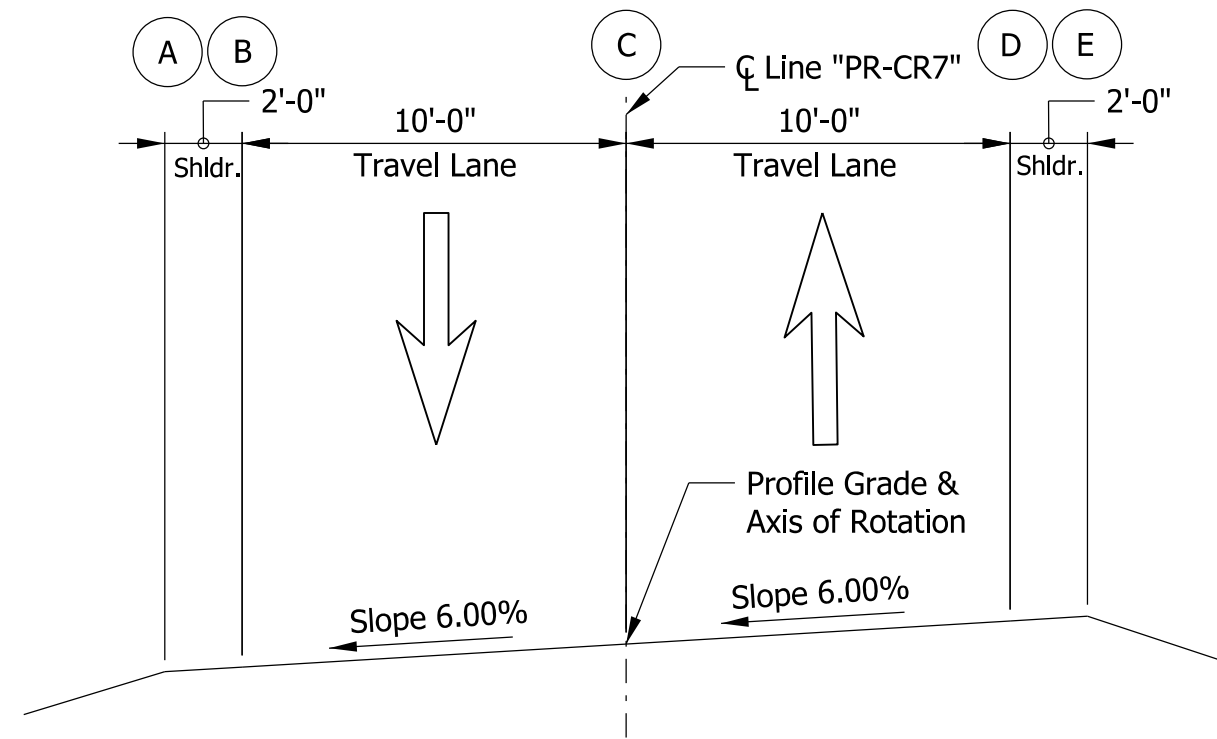
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MAINLINE TYPICAL SECTION IN TANGENT

1



MAINLINE TYPICAL SECTION IN SUPERELEVATION

2

DRAFT
NOT FOR CONSTRUCTION

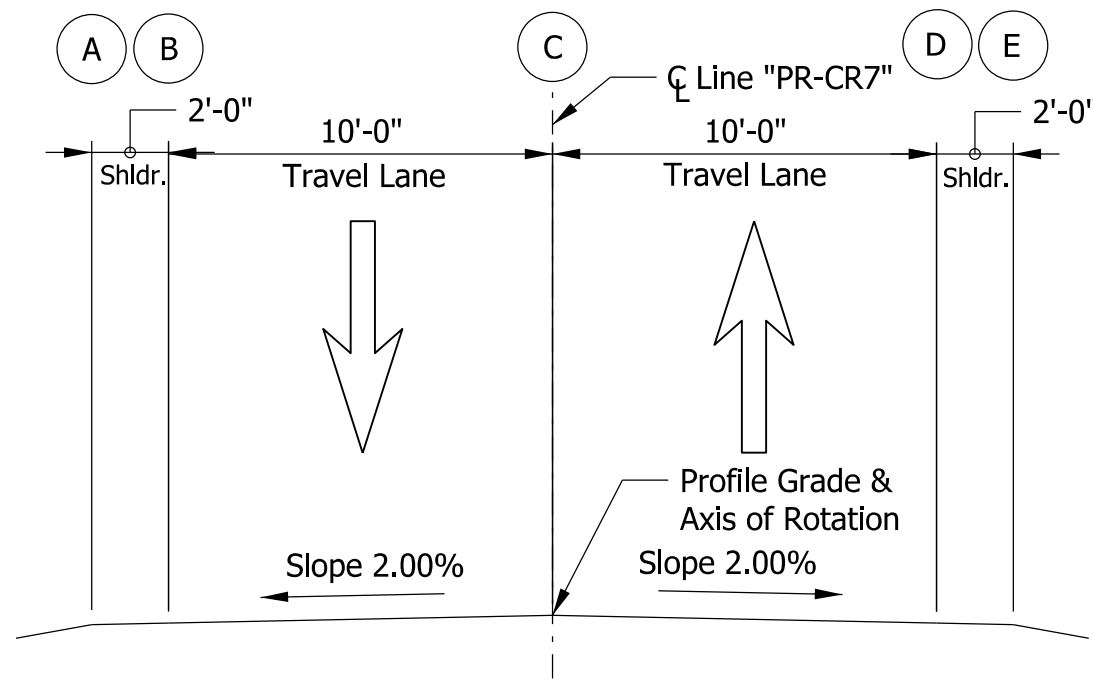
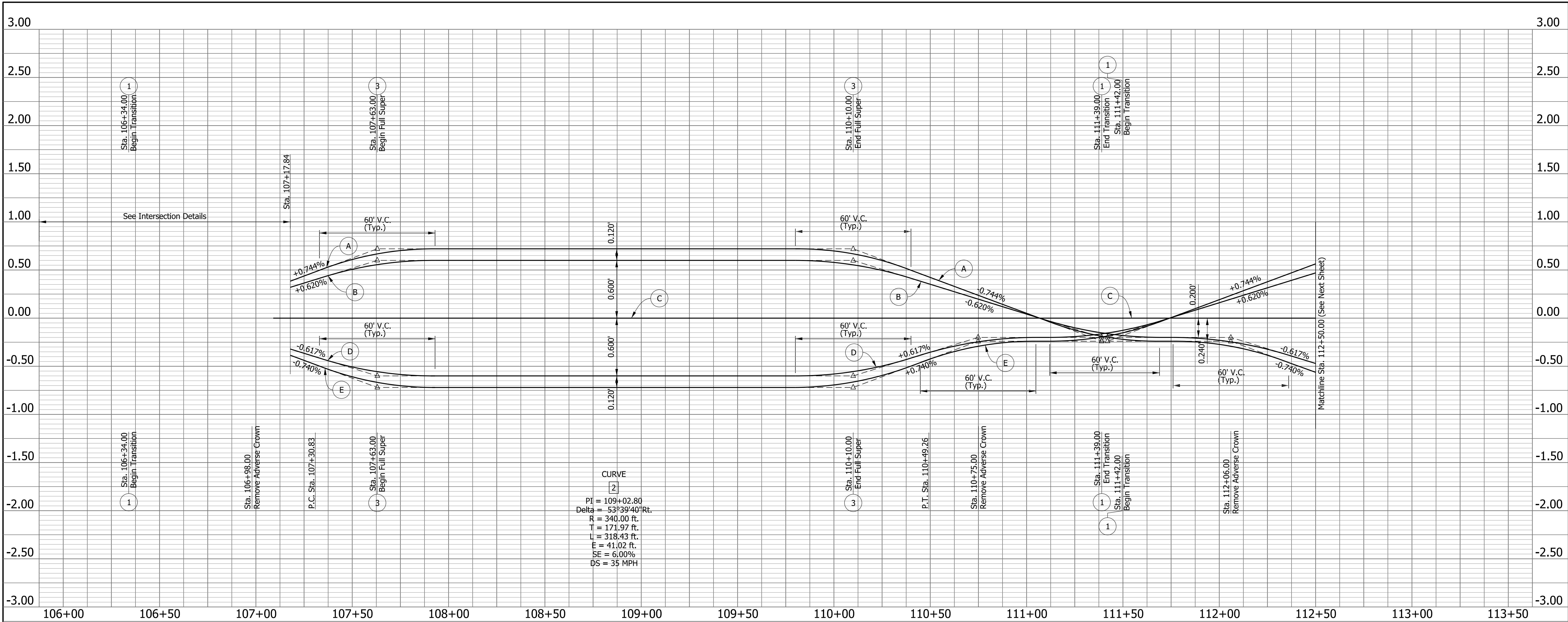
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ICH	DRAWN: MBM	
CHECKED: MDC	CHECKED: JMA	

INDIANA
DEPARTMENT OF TRANSPORTATION

SUPERELEVATION DIAGRAMS
LINE "PR-CR7"

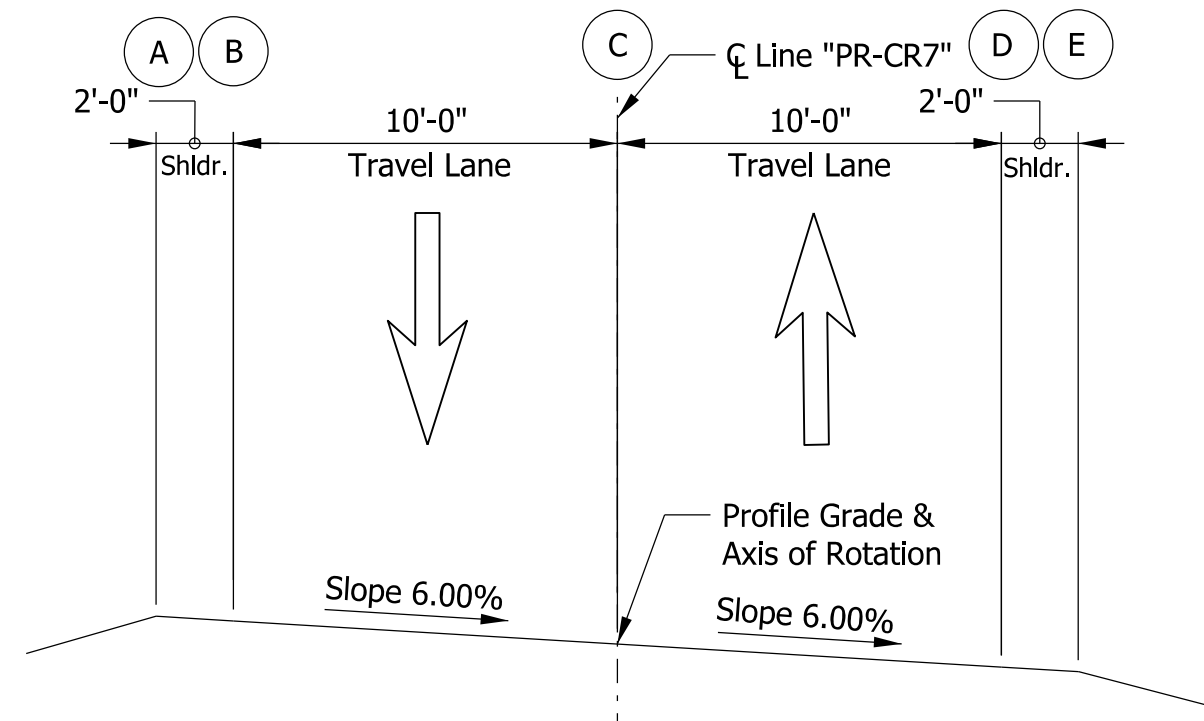
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1"=25'	N/A
VERTICAL SCALE	DESIGNATION
1"=0.50'	1800045
SURVEY BOOK	SHEETS SE-01
ELECTRONIC	29 of 66
CONTRACT	PROJECT
R-43314	1800045

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MAINLINE TYPICAL SECTION IN TANGENT

1



MAINLINE TYPICAL SECTION IN SUPERELEVATION

3

DRAFT
NOT FOR CONSTRUCTION

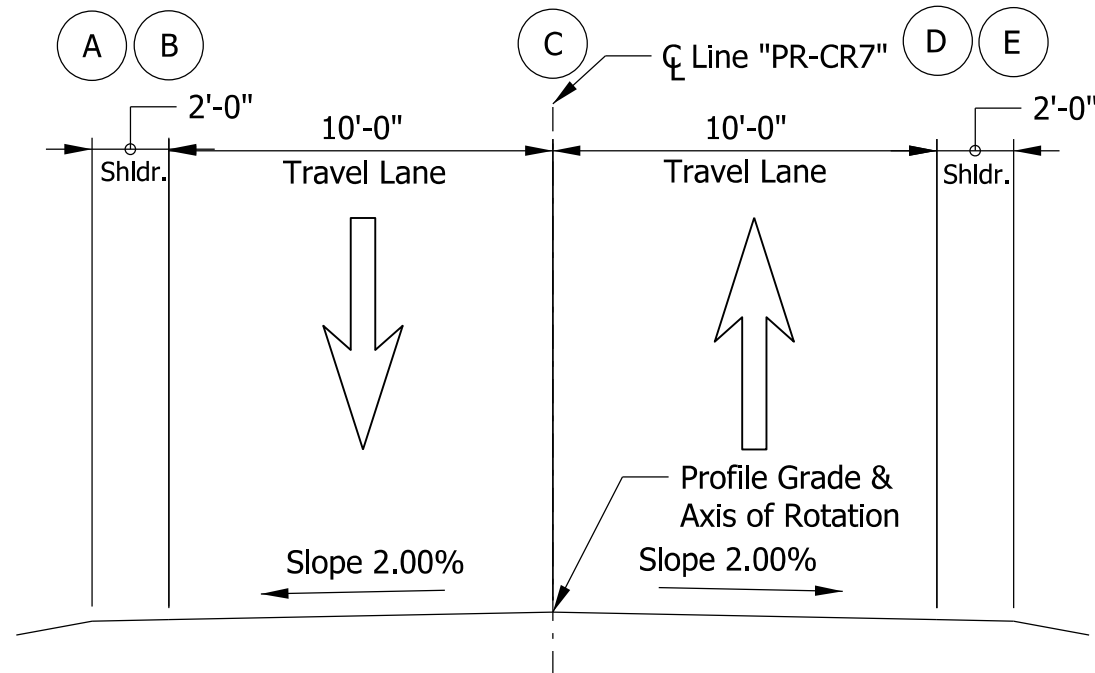
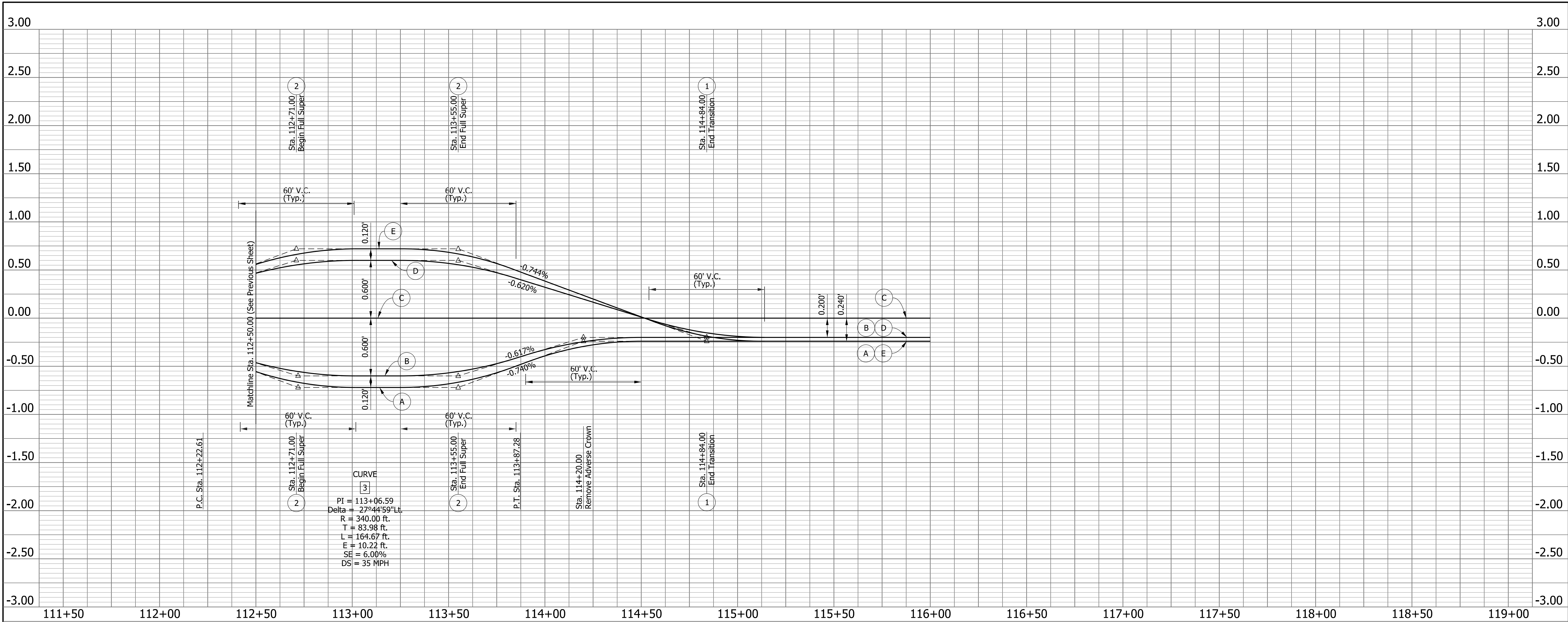
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ICH	DRAWN: MBM	
CHECKED: MDC	CHECKED: JMA	

INDIANA
DEPARTMENT OF TRANSPORTATION

SUPERELEVATION DIAGRAMS
LINE "PR-CR7"

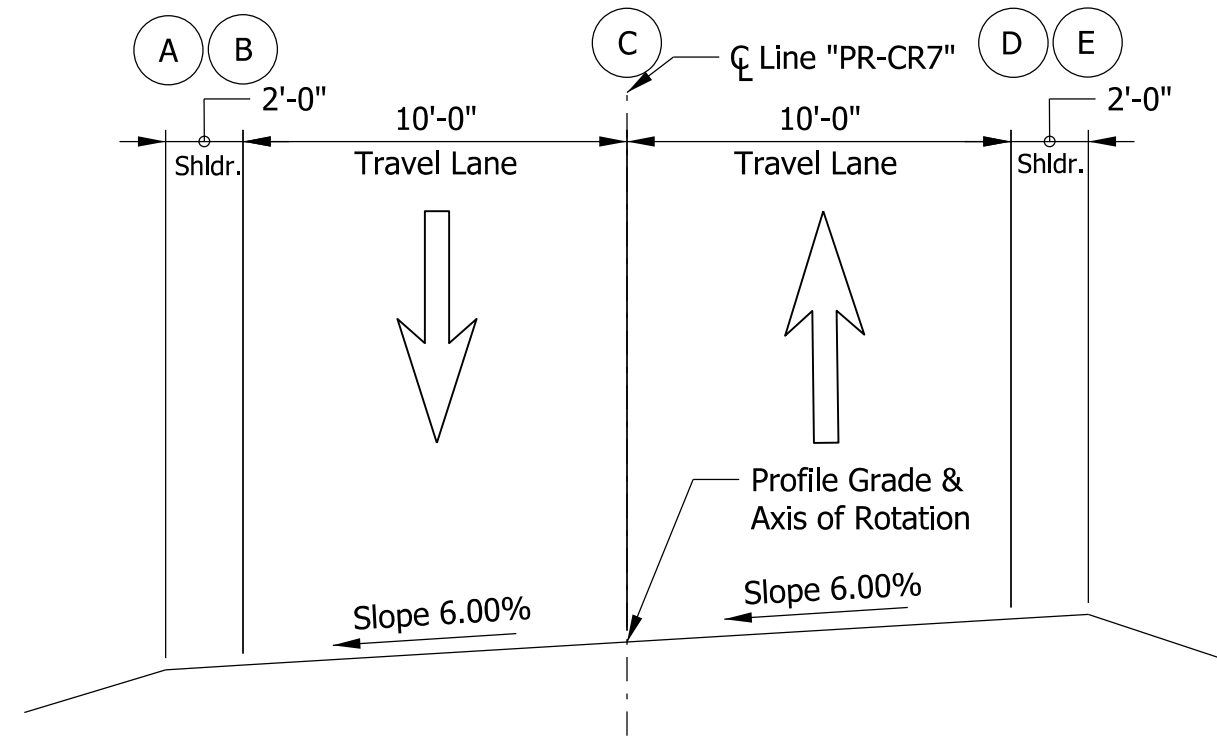
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1"=25'	N/A
VERTICAL SCALE	DESIGNATION
1"=0.50'	1800045
SURVEY BOOK	SHEETS SE-02
ELECTRONIC	30 of 66
CONTRACT	PROJECT
R-43314	1800045

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MAINLINE TYPICAL SECTION IN TANGENT

1



MAINLINE TYPICAL SECTION IN SUPERELEVATION

2

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ICH	DRAWN: MBM	
CHECKED: MDC	CHECKED: JMA	

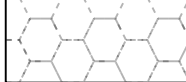
INDIANA DEPARTMENT OF TRANSPORTATION
SUPERELEVATION DIAGRAMS LINE "PR-CR7"

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VERTICAL SCALE 1"=0.50'	DESIGNATION 1800045
SURVEY BOOK ELECTRONIC	SHEETS 31 of 66
CONTRACT R-43314	PROJECT 1800045

jealexander
2/19/2024 9:36:58 am
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file: \\indw01\289\projects\79749_indot-1_intersections\010_sr119@cr7_des1800045\cadd\cda\79749-rd-s-cd01.dgn

Note:
* All R/W described from Line "PR-CR7" unless noted otherwise.
** Riprap apron dimensions per IDM Fig 203-2J unless noted otherwise.

Legend



Excess Land

26

Seed Mixture, R

M

HMA for Approaches, Type B
165 #/syd HMA Surface Type B on
275 #/syd HMA Intermediate Type B on
6" Compacted Aggregate No. 53, on
Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)

N

Compacted Aggregate, No. 53

D1

165 #/SYS QC/QA-HMA, 2, 64, Surface, 9.5 mm, on
275 #/SYS QC/QA-HMA, 2, 64, Intermediate, 19.0 mm, on
385 #/SYS QC/QA-HMA, 2, 64, Base, 19.0 mm, on
3 inches Compacted Aggregate, No. 53, on
Subgrade Treatment Type 18C

R

Mill and Overlay, 1.5" Composed of:
165 #/SYS QC/QA-HMA, 2, 64, Surface, 9.5 mm

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED
FOR APPROVAL

DESIGN ENGINEER DATE

DESIGNED: ICH DRAWN: CEB

CHECKED: MDC CHECKED: JMA

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-CR7"

HORIZONTAL SCALE

1"=20'

VERTICAL SCALE

N/A

DESIGNATION

1800045

SURVEY BOOK

ELECTRONIC

CONTRACT

R-43314

BRIDGE FILE

N/A

DESIGNATION

1800045

SHEETS

CD-01

32 of 66

PROJECT

1800045

THE LUCY WEAVER TRUST ET AL.

Sec. 6, T-35-N, R-5-E
Union Township
Elkhart County

BEGIN PROJECT
PROJECT NO. 1800045
P.O.T. STA. 101+70.00
LINE "PR-CR7"
N: 432669.75
E: 751066.30

BEGIN INCIDENTAL CONSTRUCTION
PROJECT NO. 1800045
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LINE "PR-CR7"
N: 432619.75
E: 751066.36

MARTIN, OWEN D. ET AL.

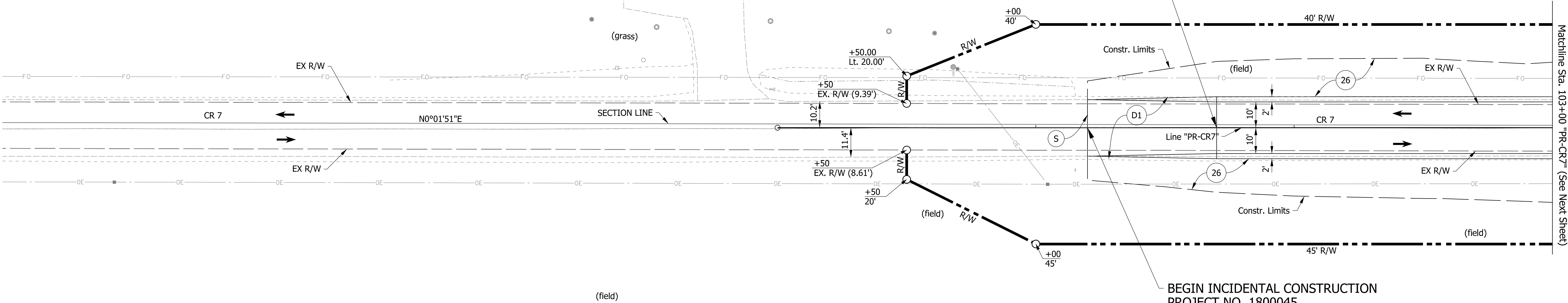
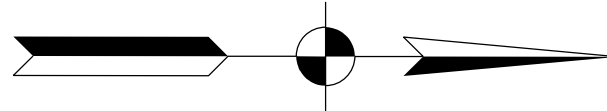
Sec. 5, T-35-N, R-5-E
Union Township
Elkhart County

100+00

101+00

102+00

103+00



Matchline Sta. 103+00 "PR-CR7" (See Next Sheet)



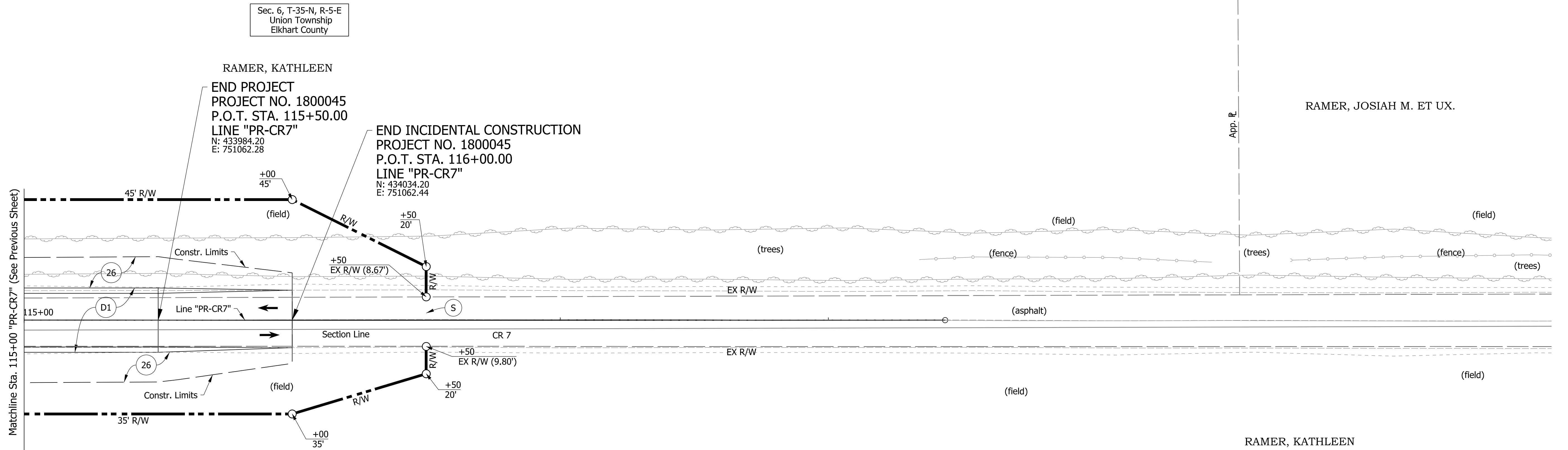
DRAFT
NOT FOR CONSTRUCTION

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-CR7"

Appendix, Page 45 of 57

118+00



RAMER, KATHLEEN

RAMER, JOSIAH M. ET UX.

RAMER, KATHLEEN
END PROJECT
PROJECT NO. 1800045
P.O.T. STA. 115+50.00
LINE "PR-CR7"
N: 433984.20
E: 751062.28

END INCIDENTAL CONSTRUCTION
PROJECT NO. 1800045
P.O.T. STA. 116+00.00
LINE "PR-CR7"
N: 434034.20
E: 751062.44

Sec. 6, T-35-N, R-5-E
Union Township
Elkhart County

Sec. 5, T-35-N, R-5-E
Union Township
Elkhart County

26 Seed Mixture, R

(N) Compacted Aggregate, No. 53

(R) Mill and Overlay, 1.5" Composed of:
165 #/SYS QC/QA-HMA, 2, 64, Surface, 9.5 mm

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED
FOR APPROVAL

DESIGN ENGINEER

DATE _____

DESIGNED: IC

DRAWN: CEB

CHECKED: MD

CHECKED: JMA

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-CR7"

HORIZONTAL SCALE

1"=20'

VERTICAL SCALE

N/A

SURVEY BOOK

ELECTRONIC

CONTRACT

R-43314

BRIDGE FILE

N/A

DESIGNATION

1800045

SHEETS CD-

	of	66
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PROJECT

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Legend

26

Seed Mixture, R

M

HMA for Approaches, Type B
165 #/syd HMA Surface Type B on
275 #/syd HMA Intermediate Type B on
6" Compacted Aggregate No. 53, on
Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)

N

Compacted Aggregate, No. 53

D1

165 #/SYS QC/QA-HMA, 2, 64, Surface, 9.5 mm, on
275 #/SYS QC/QA-HMA, 2, 64, Intermediate, 19.0 mm, on
385 #/SYS QC/QA-HMA, 2, 64, Base, 19.0 mm, on
3 inches Compacted Aggregate, No. 53, on
Subgrade Treatment Type 18C

R

Mill and Overlay, 1.5" Composed of:
165 #/SYS QC/QA-HMA, 2, 64, Surface, 9.5 mm

DRAFT

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____		DATE _____	
DESIGNED: _____	ICH _____	DRAWN: _____	CEB _____		
CHECKED: _____	MDC _____	CHECKED: _____	JMA _____		

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "A"

HORIZONTAL SCALE		BRIDGE FILE	
1"=20'		N/A	
VERTICAL SCALE		DESIGNATION	
N/A		1800045	
SURVEY BOOK		SHEETS	
ELECTRONIC		36	of 66
CONTRACT		PROJECT	
R-43314		1800045	

Appendix, Page 48 of 57

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57+00

58+00

59+00

60+00

61+00

62+00

63+00

WEAVER, GLENN E. ET UX.

Sec. 6, T-35-N, R-5-E
Union Township
Elkhart County

Sec. 6, T-35-N, R-5-E
Union Township
Elkhart County

Sec. 5, T-35-N, R-5-E
Union Township
Elkhart County

Sec. 5, T-35-N, R-5-E
Union Township
Elkhart County

Sec. 6, T-35-N, R-5-E
Union Township
Elkhart County

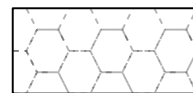
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N=433027.87
E=750833.85

STA. 106+16.67
LINE "PR-CR7"
STA. 59+87.31
LINE "A"

END PROJECT
PROJECT NO. 1800045
P.O.T. STA. 61+70.00
LINE "A"
N=433179.81
E=751149.15

- Note:
- All R/W described from Line "PR-CR7" unless noted otherwise.
 - Riprap apron dimensions per IDM Fig 203-2J unless noted otherwise.

Legend



Excess Land

26 Seed Mixture, R

M

HMA for Approaches, Type B
165 #/syd HMA Surface Type B on
275 #/syd HMA Intermediate Type B on
6" Compacted Aggregate No. 53, on
Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)

N

Compacted Aggregate, No. 53

D1

165 #/SYS QC/QA-HMA, 2, 64, Surface, 9.5 mm, on
275 #/SYS QC/QA-HMA, 2, 64, Intermediate, 19.0 mm, on
385 #/SYS QC/QA-HMA, 2, 64, Base, 19.0 mm, on
3 inches Compacted Aggregate, No. 53, on
Subgrade Treatment Type 18C

R

Mill and Overlay, 1.5" Composed of:
165 #/SYS QC/QA-HMA, 2, 64, Surface, 9.5 mm

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED
FOR APPROVAL

DESIGN ENGINEER DATE

DESIGNED: ICH

DRAWN: CEB

CHECKED: MDC

CHECKED: JMA

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "A"

HORIZONTAL SCALE

1"=20'

VERTICAL SCALE

N/A

DESIGNATION

1800045

CONTRACT

R-43314

BRIDGE FILE

N/A

DESIGNATION

1800045

SHEETS

CD-06

PROJECT

1800045

Matchline Sta. 57+00 "A" (See Previous Sheet)

Matchline Sta. 63+00 "A" (See Next Sheet)

lpham
2/1/2024 8:21:07 am
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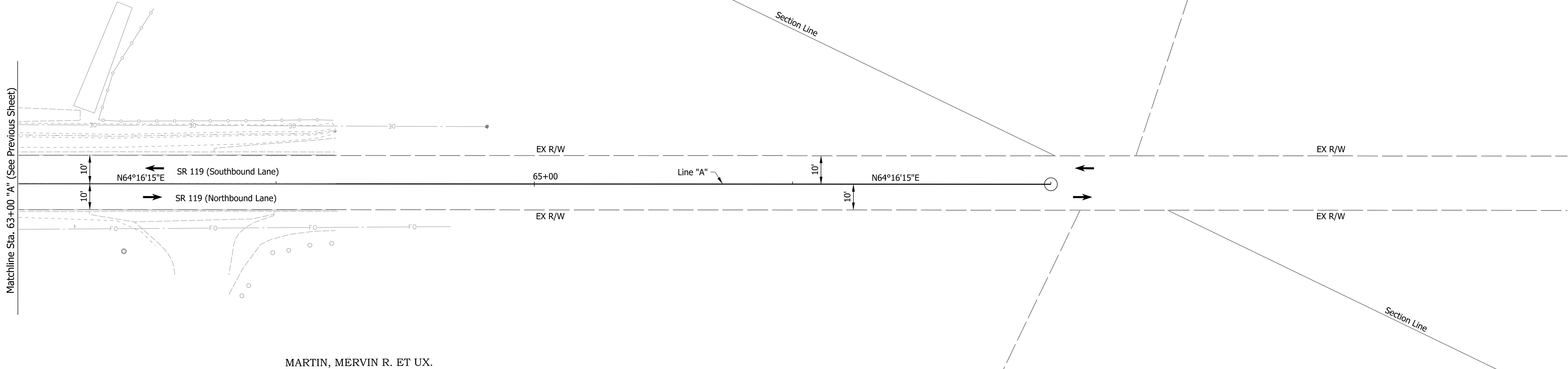
63+00

64+00

65+00

66+00

67+00



Legend



Excess Land

26

Seed Mixture, R

M

HMA for Approaches, Type B
165 #/syd HMA Surface Type B on
275 #/syd HMA Intermediate Type B on
6" Compacted Aggregate No. 53, on
Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)

N

Compacted Aggregate, No. 53

D1

165 #/SYS QC/QA-HMA, 2, 64, Surface, 9.5 mm, on
275 #/SYS QC/QA-HMA, 2, 64, Intermediate, 19.0 mm, on
385 #/SYS QC/QA-HMA, 2, 64, Base, 19.0 mm, on
3 inches Compacted Aggregate, No. 53, on
Subgrade Treatment Type 18C

R

Mill and Overlay, 1.5" Composed of:
165 #/SYS QC/QA-HMA, 2, 64, Surface, 9.5 mm

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED
FOR APPROVAL

DESIGN ENGINEER

DATE

DESIGNED: ICH

DRAWN: CEB

CHECKED: MDC

CHECKED: JMA

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "A"

HORIZONTAL SCALE

1"=20'

VERTICAL SCALE

N/A

N/A

SURVEY BOOK

ELECTRONIC

CONTRACT

R-43314

BRIDGE FILE

N/A

DESIGNATION

1800045

SHEETS

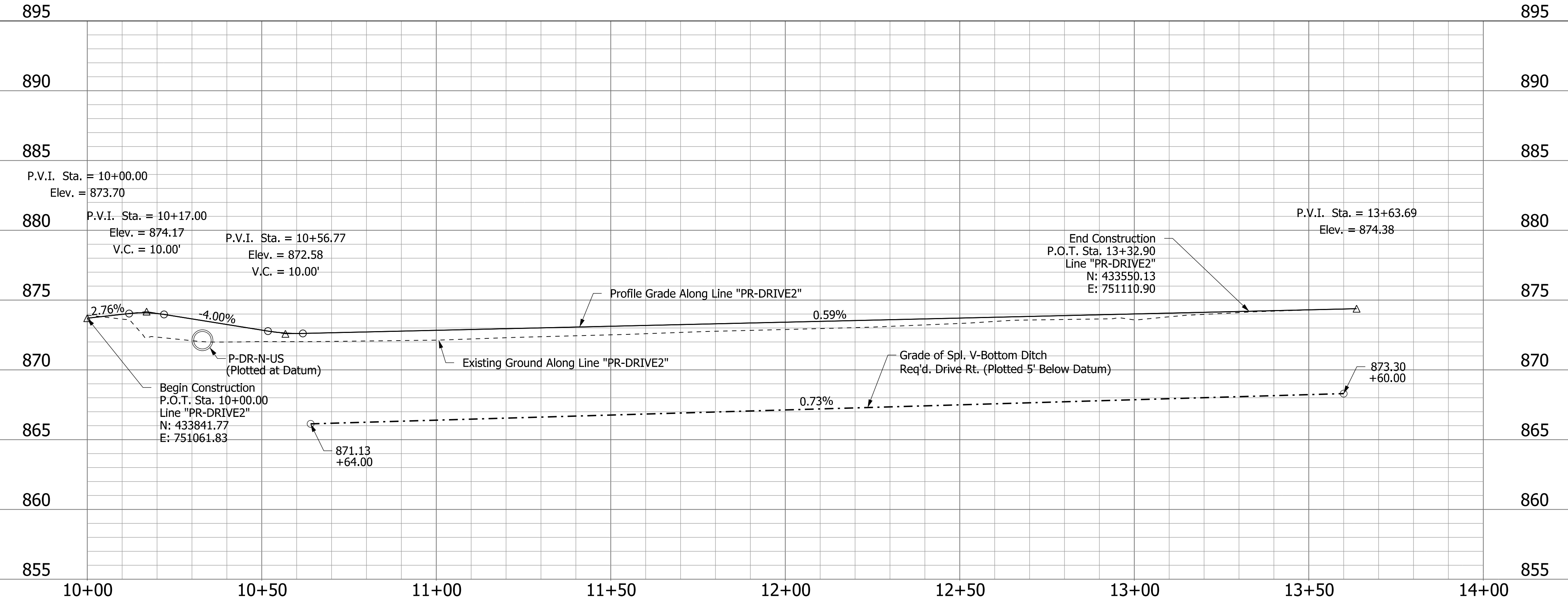
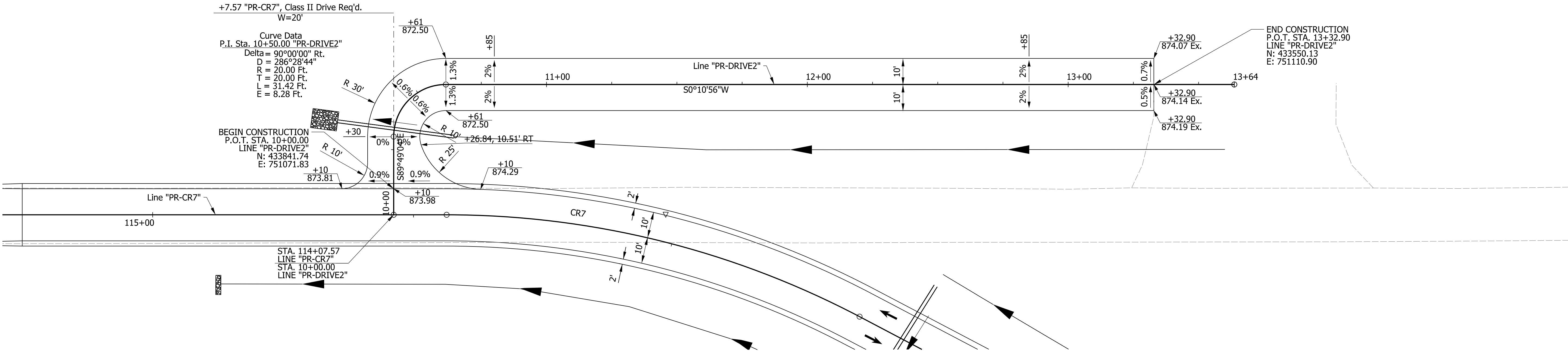
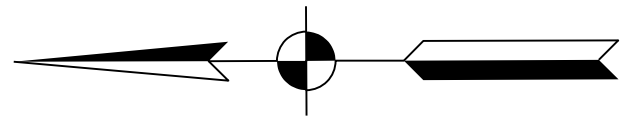
CD-07

38 of 66

PROJECT

1800045

Notes:
Line "PR-DRIVE2" to be constructed.
All labels and dimensions described from Line "PR-DRIVE2"



DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ICH	DRAWN: CEB	
CHECKED: MDC	CHECKED: JMA	

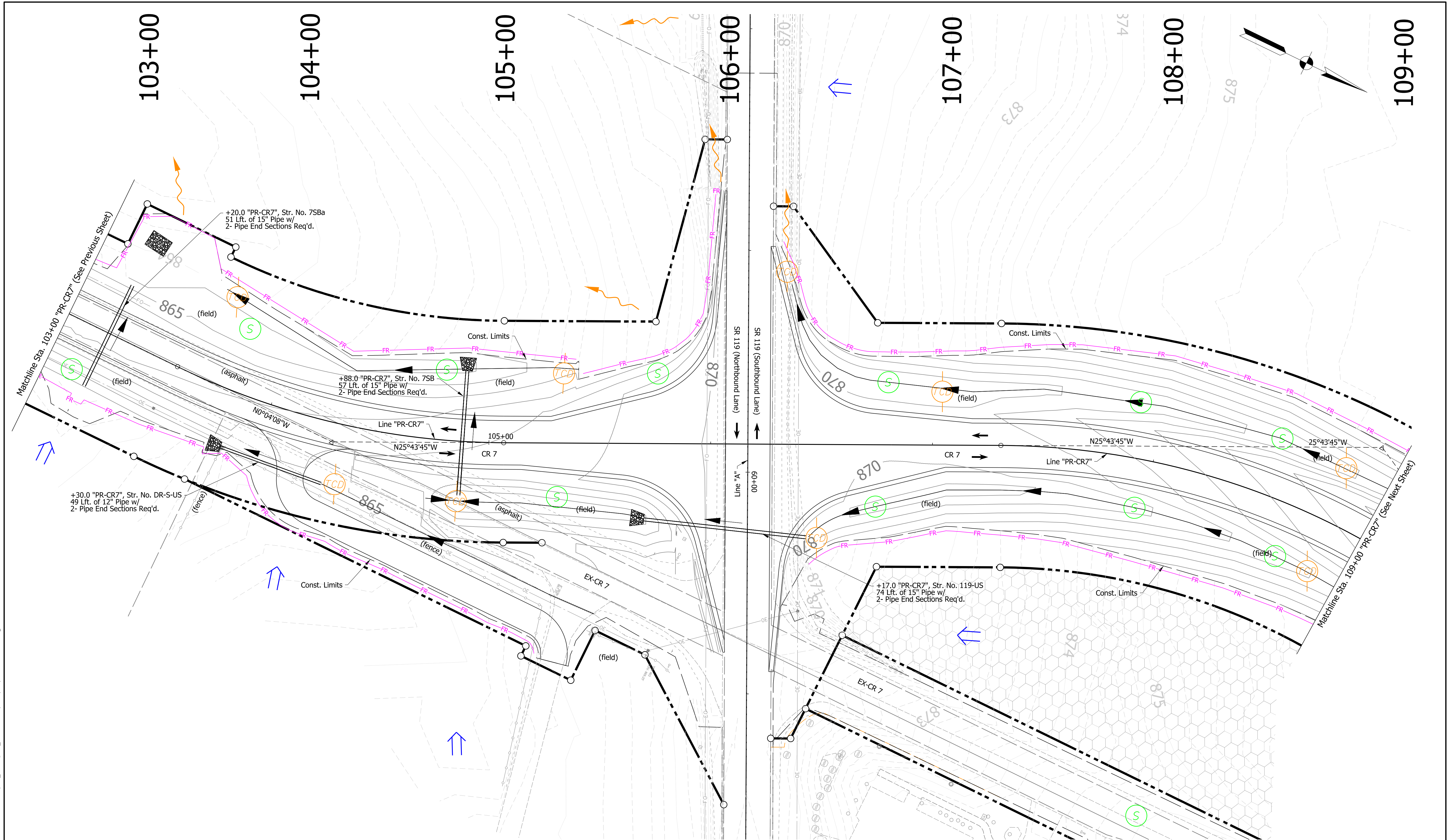
INDIANA
DEPARTMENT OF TRANSPORTATION







DRIVEWAY DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800045
SURVEY BOOK	SHEETS DD-02
ELECTRONIC	40 of 66
CONTRACT	PROJECT
R-43314	1800045

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EROSION CONTROL LEGEND			
	Temporary Check Dam, Traversable		Offsite Drainage Entering The Site
	Temporary Seeding		Water Leaving the Site
			

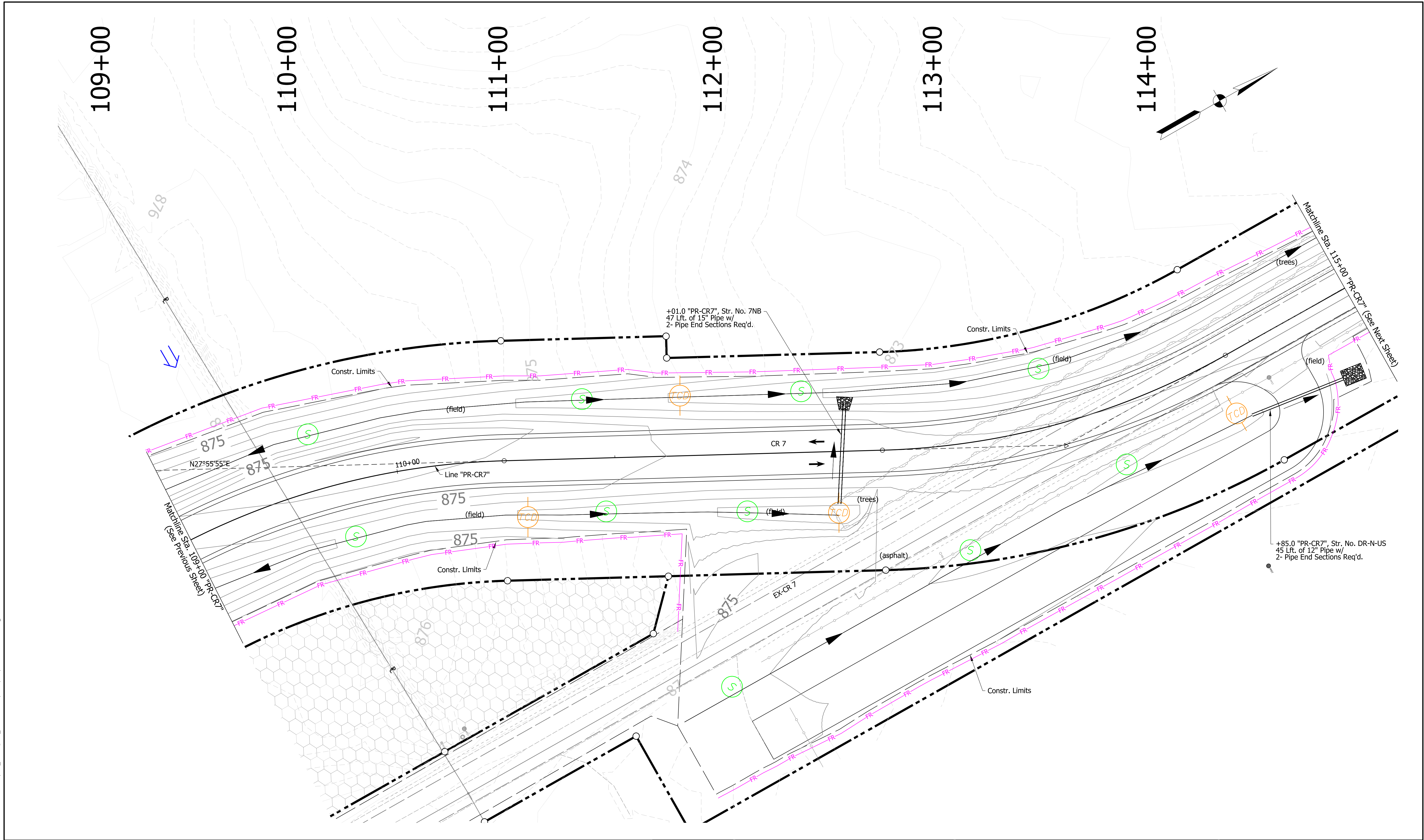
DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE	
DESIGNED:	ICH	DRAWN:	MBM		
CHECKED:	MDC	CHECKED:	JMA		

INDIANA DEPARTMENT OF TRANSPORTATION	
EROSION CONTROL PLAN LINE "PR-CR7"	

HORIZONTAL SCALE		BRIDGE FILE	
1"=20'		N/A	
VERTICAL SCALE		DESIGNATION	
N/A		1800045	
SURVEY BOOK		SHEETS	
ELECTRONIC		44	of 66
CONTRACT		PROJECT	
R-43314		1800045	

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EROSION CONTROL LEGEND		
	Temporary Check Dam, Traversable	Offsite Drainage Entering The Site
	Temporary Seeding	Water Leaving the Site
	FR	

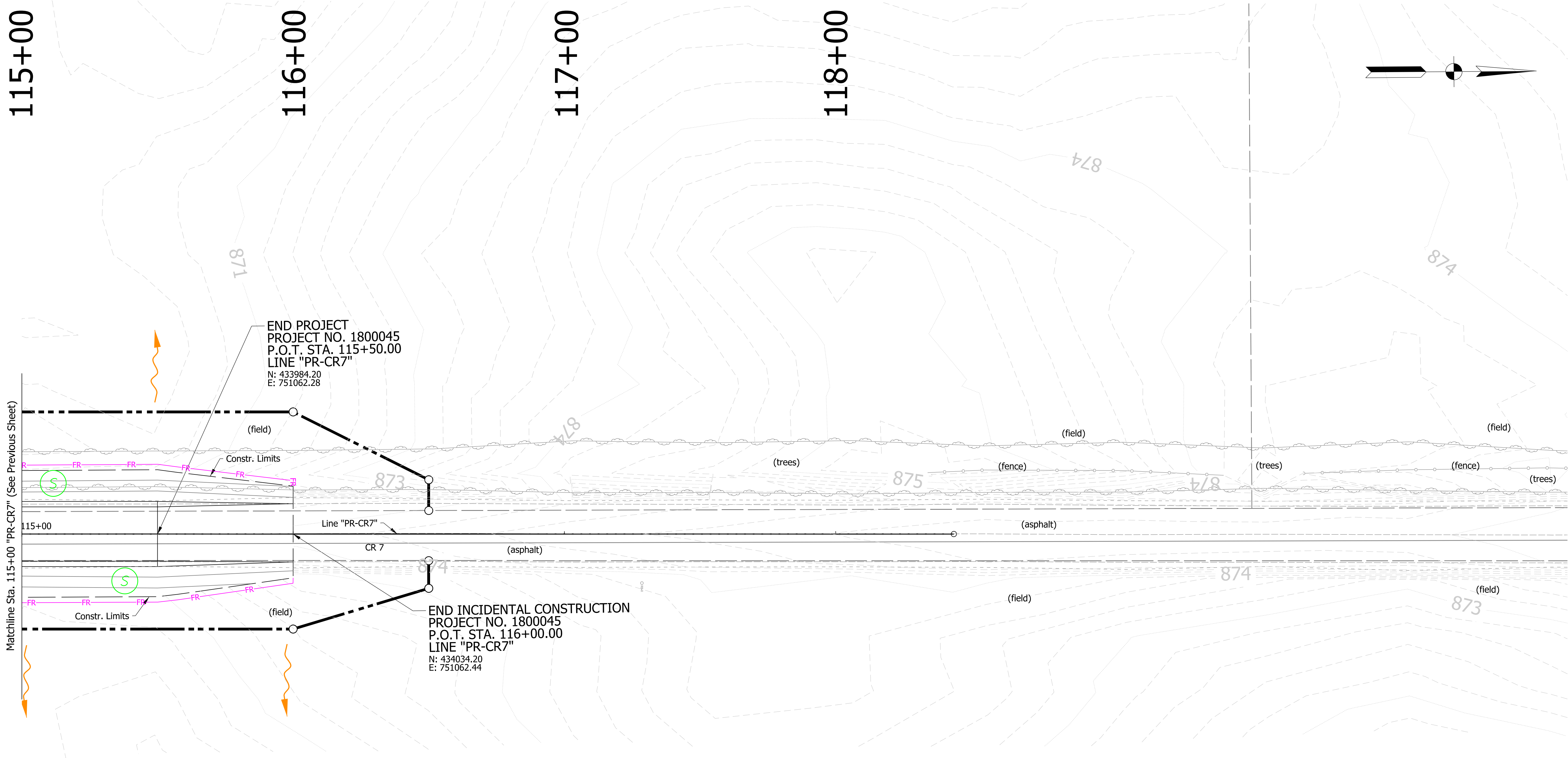
DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____		
DESIGN ENGINEER _____		DATE _____
DESIGNED: _____ ICH	DRAWN: _____ MBM	
CHECKED: _____ MDC	CHECKED: _____ JMA	

INDIANA DEPARTMENT OF TRANSPORTATION	
EROSION CONTROL PLAN LINE "PR-CR7"	

HORIZONTAL SCALE 1"=20'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1800045
SURVEY BOOK ELECTRONIC	SHEETS 45 of 66
CONTRACT R-43314	PROJECT 1800045

ssascott
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EROSION CONTROL LEGEND			
	Temporary Check Dam, Traversable		Offsite Drainage Entering The Site
	Temporary Seeding		Water Leaving the Site
	FR		Constr. Limits

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NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED:	ICH	DRAWN:	MBM
CHECKED:	MDC	CHECKED:	JMA

INDIANA DEPARTMENT OF TRANSPORTATION	
EROSION CONTROL PLAN LINE "PR-CR7"	

HORIZONTAL SCALE	BRIDGE FILE	
1"=20'	N/A	
VERTICAL SCALE	DESIGNATION	
N/A	1800045	
SURVEY BOOK	SHEETS	EC-04
ELECTRONIC	46	of 66
CONTRACT	PROJECT	
R-43314	1800045	

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STRUCTURE DATA																																				
STRUCTURE NUMBER	LOCATION					SIZE	DESCRIPTION		LENGTH	SKEW	RIM ELEVATION	FLOW LINE			SERVICE LIFE	SITE DESIGNATION	pH	METHOD	STRUCTURE BACKFILL	TYPE	SLOTTED DRAIN	GEOTEXTILES	TYPE	REVETMENT RIPRAP	RIPRAP CLASS 1	RIPRAP CLASS 2	UNIFORM RIPRAP	VIDEO INSPECTION	PIPE END SECTION	GRATED BOX END SECTION			SAFETY METAL END SECTION		CONNECT TO STR.	REMARKS
	STATION	LEFT	RIGHT	CROSS	OFFSET		PIPE TYPE	MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE				COVER	UP STREAM	DOWN STREAM																TYPE	TON	TON	TON	TON		
											FT								INCHES		LFT	ELEV.		FT	ELEV.	ELEV.	YRS.	CYS	LFT							
	DES NO. 1800045																																			
	PR-CR7																																			
7SBa	103+20			X		15	1	Roadway Culvert	51				2.53	863.45	863.35	50	N	7	1	6	1							51	2							
S	103+20	X			41.1			Level Spreader, South Outfall														14.0	1A	7.0												See detail sheet in plans.
DR-S-US	104+30		X		27.4	12	3	Drive Culvert	49				1.10	863.63	863.53	50	N	7	2	5	1		7.0	1A	2.0				49	2						
7SB	104+88			X		15	1	Roadway Culvert	57				1.01	865.19	863.83	50	N	7	1	7	1		9.0	1A	3.0				57	2						
119-US	106+17		X		45.1	15	1	Roadway Culvert	74				1.48	869.70	865.93	50	N	7	1	9	1		9.0	1A	3.0				74	2						
7NB	112+01			X		15	1	Roadway Culvert	47				2.04	871.38	870.92	50	N	7	1	6	1		9.0	1A	3.0				47	2						
DR-N-US	113+85		X		29.4	12	3	Drive Culvert	45				0.28	871.60	871.40	50	N	7	2	4	1							45	2							Structure outfalls directly to Level Spreader.
N1	114+34		X		35.0			Level Spreader, North Outfall 1														14.0	1A	7.0												See detail sheet in plans.
N2	114+79	X			24.8			Level Spreader, North Outfall 2														7.0	1A	2.0												See detail sheet in plans.
TOTALS																			37			69.0		27.0				323	12							

RIPRAP DITCH, PAVED SIDE DITCH, SEEDING AND SODDING SUMMARY TABLE																																				
LOCATION					DITCH					SEEDING						PAVED SIDE DITCH						RIPRAP						SODDING								SLOPE PROTECTION, FLEXAMAT
FROM STATION	TO STATION	LEFT	CENTER	RIGHT	ACTUAL LENGTH	WIDTH	FORESLOPE	BACKSLOPE	TYPE	MULCHING MATERIAL	WATER	FERTILIZER	SEED MIXTURE R	SEED MIXTURE D	SEED MIXTURE PRAIRIE GRASS	CUT OFF WALLS (8' EQUIVAL. LENGTH EACH)	LUGS (8' EQUIVAL. LENGTH EACH)	TOTAL EQUIVALENT PAY LENGTHS				DEPTH	CLASS 1	RIPRAP, UNIFORM	RIPRAP, REVETMENT	GEOTEXTILES FOR RIPRAP, TYPE 1A	GROUTED, 24"	FOR SPECIAL SIDE DITCHES	FOR DITCHES	FOR MEDIAN	FOR SIDE SLOPE BREAKS	SODDING AT BRIDGE CONE	NEXT TO PAVED DITCH	TOTAL SODDING		
																		TYPE																		
					LFT	LFT	#:1	#:1		TON	KGAL	LBS	LBS	LBS	LBS	EACH	EACH	LFT	LFT	LFT	LFT	FT	TONS	TONS	TONS	SYS	SYS	SYS	SYS	SYS	SYS	SYS	SYS	SYS		
Line "PR-CR7"																																				
104+63	105+39	X			76	4	4	4	Sodding		1																104							104		
104+74	105+70			X	96	4	3	3	Sodding		1																111							111		
106+38	106+43			X	5	4	4	4	Sodding		1																7							7		
107+25	109+75			X	250	4	4	4	Sodding		2																341							341		
107+25	109+75	X			250	4	4	3	Sodding		2																314							314		
110+25	112+00			X	175	4	4	4	Sodding		1																239							239		
Line "PR-DRIVE1_S_RT"																																				
10+35	11+61			X	126	1	10	5	Sodding		1																227							227		
TOTALS											8																1116							1116		

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____	INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE N/A	BRIDGE FILE N/A	
			VERTICAL SCALE N/A	DESIGNATION 1800045	
DESIGNED: _____ MRA	DRAWN: _____ CEB	SUMMARY TABLES		SURVEY BOOK ELECTRONIC	SHEETS TBL-03 55 of 66
CHECKED: _____ MDC	CHECKED: _____ JMA			CONTRACT R-43314	PROJECT 1800045

APPENDIX C: EARLY COORDINATION



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (317)233-0800
(855) INDOT4U

Eric J. Holcomb, Governor
Michael Smith, Commissioner

March 24, 2022

Early Coordination Mailing List

Re: Early Coordination Letter
Intersection Improvement Project
Des. No.: 1800045, State Road (SR) 119 at County Road (CR) 7 Intersection Improvement
Elkhart County, Indiana

To Whom it May Concern:

The Indiana Department of Transportation (INDOT), with federal funding, intends to proceed with an intersection improvement project at the intersection of SR 119 and CR 7, approximately 1.35 miles east of SR 19 in Elkhart County, Indiana. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible 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 the project's environmental impacts.

Project Location: This project is located along SR 119, approximately 1.35 miles east of SR 19 in Elkhart County. More specifically, this project is located in Sections 5 & 6 of Township 35 North, Range 5 East in Union Township, Indiana.

Existing Conditions: This section of SR 119 is a two-lane major collector with a speed limit of 55 miles per hour (mph). SR 119 has two 12-foot travel lanes, one in each direction, and a 3-foot aggregate shoulder. CR 7 is a two-lane local collector that does not have a posted speed limit; therefore, the speed limit is assumed to be 55 mph. CR 7 has two 10-foot travel lanes, one in each direction, and a 1-foot aggregate shoulder. The existing intersection has a 65-degree skew and does not have any dedicated turn lanes.

Preliminary Purpose and Need: The need for the project is due to the high number of crashes, specifically right-angle crashes, that occur at this intersection. The purpose of this project is to improve safety at this intersection.

Proposed Project: The preferred alternative for this project will realign the intersection to the west to eliminate the skew. The new intersection would be at 90-degrees. No tree clearing is anticipated as part of this project. Coordination will occur with INDOT Cultural Resources Office (CRO) to evaluate the project area for archaeological and historic resources and for Section 106 compliance. The results of this investigation will be forwarded to the State Historic Preservation Officer (SHPO) for review and concurrence as appropriate. The project is anticipated to begin construction in the summer of 2024.

Right-of-Way: Additional right-of-way (ROW) is anticipated for the project. The anticipated ROW for the preferred alternative is approximately 2.5 acres, though this amount may change during project development.

Maintenance of Traffic: The maintenance of traffic (MOT) plan for this project will utilize phased construction and lane closures.

Surrounding Resources: Land use in the vicinity of the project is primarily agricultural, with some residential properties near the project area. HNTB staff will perform waters and wetlands determination to identify water resources that may be present. The project is anticipated to qualify for the Rangewide Programmatic Agreement for the Indiana bat and northern long-eared bat. The U.S. Fish and Wildlife Service Information for Planning and Consultation (IPaC) will be utilized to determine the projects potential to affect to the Indiana bat and northern long-eared bat. A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

Comments Request: You are asked to review this information and provide comments you may have relative to the anticipated effects of the project on areas which you have jurisdiction or special expertise. Please send your comments to Sharon Anton, of HNTB Corporation, at santon@hntb.com or 317-917-5275. Please provide your response within thirty (30) calendar days from the date of this letter. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request.

If you have any questions regarding this matter, please feel free to contact Sharon Anton, of HNTB Corporation, at santon@hntb.com or 317-917-5275; or Miguel Tucker, INDOT Project Manager, at mtucker2@indot.in.gov or 260-969-8225. Thank you in advance for your input.

Sincerely,

HNTB CORPORATION

Sharon Anton
Environmental Planner II

Attachments: Project Location Map
Project Aerial Map
USGS (1:24,000 scale) Topographic Map

Cc: Miguel Tucker, INDOT Project Manager
Matthew Canada, HNTB Project Manager
Christine Meador, HNTB Environmental Project Manager

Early Coordination Mailing List:

Steven Minor, Federal Highway Administration
Regional Environmental Coordinator, Midwest Regional Office National Park Service
Erik Sandstedt, US Department of Housing and Urban Development
Christie Stanifer, Indiana Department of Natural Resources
Natural Resources Conservation Service
Arianna Papadakis, INDOT Fort Wayne District
Indiana Geological and Water Survey, via webform
United States Fish and Wildlife Service, via webform
Indiana Department of Environmental Management, via webform
Indiana Department of Environmental Management, Wetlands and Stormwater Programs
Alisha Turnbow, IDEM Groundwater Section Chief
James Turnwald, Michiana Area Council of Governments
Phil Barker, Elkhart County Surveyor
Elkhart County Highway Department
Chris Godlewski, Elkhart County Director of Planning & Development
Scott Croner, Superintendent, Wa-Nee Community Schools
Jeff Siegel, Elkhart County Sheriff
Jennifer Tobey, Elkhart County Emergency Management
Thomas Stump, President, Elkhart County Council
Suzanne Weirick, President, Elkhart County Board of Commissioners
Foraker Volunteer Fire Department
Amish Steering Committee

Attachments have been removed for brevity. Please see Appendix B for graphics.

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

DNR #: ER-24608

Request Received: March 24, 2022

Requestor: HNTB Corporation
Sharon Anton
111 Monument Circle, Suite 1200
Indianapolis, IN 46204-5178

Project: SR 119 and CR 7 intersection improvement, about 1.35 miles east of SR 19; Des #1800045

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 as long as no work occurs in the floodway of Davidhizer Ditch.

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) Forest Habitat:

We recommend a mitigation plan be developed for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation Guidelines (and plant lists) can be found online at: <http://iac.iga.in.gov/iac/20200527-IR-312200284NRA.xml.pdf>.

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

2) Wetland Habitat:

Due to the presence or potential presence of wetland habitat on site, we recommend contacting and coordinating with the Indiana Department of Environmental Management (IDEM) 401 program and also the US Army Corps of Engineers (USACE) 404 program.

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

Impacts to wetland habitat should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding.

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

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion; low endophyte tall fescue may be used in the ditch bottom and side slopes only.
2. Minimize and contain within the project limits all tree and brush clearing.
3. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
4. 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.
5. Do not excavate or place fill in any riparian wetland.

Contact Staff:

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

Christie L. Stanifer

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

Date: April 22, 2022

From: [Poiry, Jessica](#)
To: [Sharon Anton](#)
Cc: [Papadakis, Arianna](#); [Mettler, Madeline](#); [Christine Meador](#); [Tucker, Miguel](#); [Matt Canada](#)
Subject: RE: Early Coordination Letter, Des 1800045
Date: Thursday, March 31, 2022 1:20:23 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Good afternoon,

I have reviewed the enclosed early coordination packet and I do not have any environmental concerns regarding the project (Des. No. 1800045, Intersection Improvement) at this time. Therefore, I will not be providing a comment letter.

Thank you,

Jessica Poiry

Environmental Manager II

5333 Hatfield Road

Fort Wayne, IN 46808

Phone: (260) 399-7348

Email: jpoiry@indot.in.gov



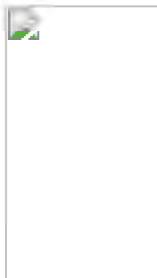
From: Papadakis, Arianna <APapadakis@indot.IN.gov>
Sent: Friday, March 25, 2022 8:18 AM
To: Poiry, Jessica <JPoiry@indot.IN.gov>
Subject: FW: Early Coordination Letter, Des 1800045

From: Sharon Anton <santon@HNTB.com>
Sent: Thursday, March 24, 2022 4:20 PM
Cc: Christine Meador <CMeador@hntb.com>; Tucker, Miguel <MTucker2@indot.IN.gov>; Matt Canada <mcanada@HNTB.com>
Subject: Early Coordination Letter, Des 1800045

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

Good afternoon,

Please see the attached early coordination letter and supporting graphics for the SR 119 Intersection



Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

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

INDOT
Ariana Papadakis
5333 Hatfield Road
Fort Wayne , IN 46808

HNTB
Sharon Anton
111 Monument Circle
Suite 1200
Indianapolis , IN 46204

Date

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The proposed alternative will realign the intersection of SR 119 and CR 7 to the west to eliminate the existing 65 degree skew. The resulting intersection will be at 90 degrees. Other project activities will include guardrail replacement on an as-needed basis, as well as grading new ditches in order to perpetuate existing drainage patterns.

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

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

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

WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful

that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

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

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

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

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>).
3. If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana . A State Isolated Wetland permit from IDEM's Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.
4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>) for the appropriate staff contact to further discuss your project.
5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the follow statutes:
 - IC 14-26-2 Lakes Preservation Act 312 IAC 11
 - IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
 - IC 14-28-1 Flood Control Act 310 IAC 6-1
 - IC 14-29-1 Navigable Waterways Act 312 IAC 6
 - IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
 - IC 14-29-4 Construction of Channels Act No related code

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

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

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

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

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

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

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

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

7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for additional 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/isdh/regsvcs/radhealth/radon.htm>), <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>), or <http://www.epa.gov/radon/index.html> (<http://www.epa.gov/radon/index.html>).

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

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

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

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

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

For more information about IDEM policy regarding asbestos removal and disposal, visit:

<http://www.in.gov/idem/4983.htm> (<http://www.in.gov/idem/4983.htm>).

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2, Asphalt Paving Rule

(<http://www.ai.org/legislative/iac/T03260/A00080.PDF>
(<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).

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

LAND QUALITY

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

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

FINAL REMARKS

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

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

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

Signature(s) of the Applicant

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

Project Description

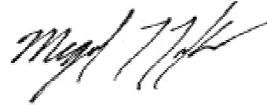
The proposed alternative will realign the intersection of SR 119 and CR 7 to the west to eliminate the existing 65 degree skew. The resulting intersection will be at 90 degrees. Other project activities will include guardrail replacement on an as-needed basis, as well as grading new ditches in order to perpetuate existing drainage patterns.

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

Date: 5-4-2023

Signature of the INDOT

Project Engineer or Other Responsible Agent

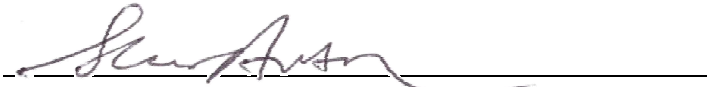


Ariana Papadakis

Date: 04 May 2023

Signature of the

For Hire Consultant



Sharon Anton

Organization and Project Information

Project ID:
Des. ID: 1800045
Project Title: SR 119 at CR 7 Intersection Improvement Project
Name of Organization: HNTB
Requested by: Sharon Anton

Environmental Assessment Report

1. Geological Hazards:
 - Moderate liquefaction potential
2. Mineral Resources:
 - Bedrock Resource: Moderate Potential
 - Sand and Gravel Resource: Low Potential
3. Active or abandoned mineral resources extraction sites:
 - None documented in the area

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

DISCLAIMER:

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

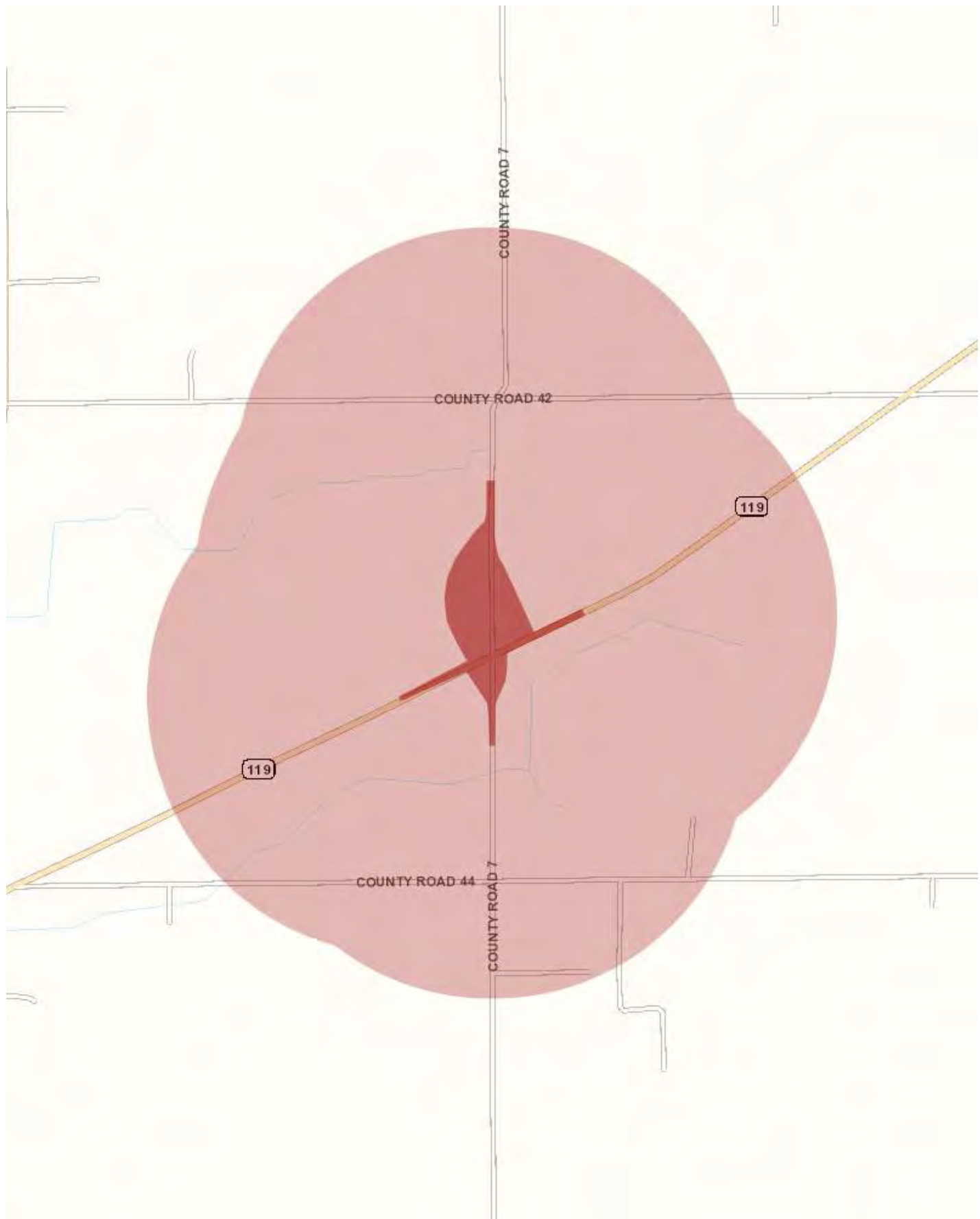
This information was furnished by Indiana Geological Survey

Address: 1001 E. 10th St., Bloomington, IN 47405

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: May 27, 2022





INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

We Protect Hoosiers and Our Environment.

100 N. Senate Avenue • Indianapolis, IN 46204
(800) 451-6027 • (317) 232-8603 • www.idem.IN.gov

Eric J. Holcomb
Governor

Brian C. Rockensuess
Commissioner

April 8, 2022

HNTB CORPORATION
Attention: Sharon Anton
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204

Dear Sharon Anton:

Re: Wellhead Protection Area
Proximity Determination
Des No 1800045
State Road (SR) 119 at County Road (CR) 7
Intersection Improvement
Elkhart County, Indiana

Upon review of the above referenced project site, it has been determined that the proposed project area **is not located within** a Wellhead Protection Area. The 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. Some Wellhead Protection Area Delineations have not been submitted, and many have not 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 (PWSS's) Wellhead Protection Area Delineation please visit our tracking database at <http://www.in.gov/idem/cleanwater/2456.htm> and scroll to the bottom of the page.

The project area **is not located within** a Source Water Assessment Area for a PWSS's surface water intake. The Source Water Assessment Area relates to the surface water drainage area that water could potentially flow and influence water quality for a PWSS's source of drinking water.

In the future, **please consider using this self-service tool** if it suits your needs. The Drinking Water Branch has a self-service tool which allows one to determine wellhead proximity without submitting the application form. Go to <https://www.in.gov/idem/cleanwater/pages/wellhead/> and use the instructions at the bottom of the page.

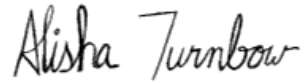


Please Reduce, Reuse, Recycle

Sharon Anton
Page 2

If you have any additional questions, please feel free to contact me at the address above or at 317-233-9158 and aturnbow@idem.in.gov.

Sincerely,

A handwritten signature in black ink that reads "Alisha Turnbow". The script is cursive and fluid, with the first name "Alisha" and last name "Turnbow" clearly distinguishable.

Alisha Turnbow,
Environmental Manager
Ground Water Section
Drinking Water Branch
Office of Water Quality

March 30, 2022

Sharon Anton
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204

Dear Ms. Anton:

The proposed project to make intersection improvements at State Road 119 at County Road 7 in Elkhart County, Indiana (Des. No. 1800045), as referred to in your letter received March 24, 2022, will cause a conversion of prime farmland.

The attached packet of information is for your use 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 John Allen at 317-295-5859 or john.allen@usda.gov

Sincerely,

JOHN ALLEN

Digitally signed by JOHN ALLEN
Date: 2022.03.30 13:38:12 -04'00'

JOHN ALLEN
Acting State Soil Scientist

Enclosures

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request				
Name of Project DES1800045 SR119 CR7		Federal Agency Involved				
Proposed Land Use		County and State Elkhart County, Indiana				
PART II (To be completed by NRCS)		Date Request Received By NRCS 3/24/22		Person Completing Form: JRA		
Does the site 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"/>		Acres Irrigated 105 ac		
Major Crop(s) Corn		Farmable Land In Govt. Jurisdiction Acres: 257229 % 86		Amount of Farmland As Defined in FPPA Acres: 165598 % 55		
Name of Land Evaluation System Used LESA		Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS 3/30/22		
PART III (To be completed by Federal Agency)		Alternative Site Rating				
		Site A	Site B	Site C	Site D	
A. Total Acres To Be Converted Directly		XXX				
B. Total Acres To Be Converted Indirectly		XXX				
C. Total Acres In Site		XXX				
PART IV (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime And Unique Farmland		1.88				
B. Total Acres Statewide Important or Local Important Farmland		0.00				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		<0.001				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		10				
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		92				
PART VI (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)		Maximum Points	Site A	Site B	Site C	Site D
1. Area In Non-urban Use		(15)	15			
2. Perimeter In Non-urban Use		(10)	10			
3. Percent Of Site Being Farmed		(20)	15			
4. Protection Provided By State and Local Government		(20)	0			
5. Distance From Urban Built-up Area		(15)	5			
6. Distance To Urban Support Services		(15)	10			
7. Size Of Present Farm Unit Compared To Average		(10)	5			
8. Creation Of Non-farmable Farmland		(10)	2			
9. Availability Of Farm Support Services		(5)	0			
10. On-Farm Investments		(20)	0			
11. Effects Of Conversion On Farm Support Services		(10)	0			
12. Compatibility With Existing Agricultural Use		(10)	0			
TOTAL SITE ASSESSMENT POINTS		160	62	0	0	0
PART VII (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)		100	92	0	0	0
Total Site Assessment (From Part VI above or local site assessment)		160	62	0	0	0
TOTAL POINTS (Total of above 2 lines)		260	154	0	0	0
Site Selected: Site A		Date Of Selection March 24, 2022		Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		
Reason For Selection: The site meets the purpose and need without significant impact to farmland.						
Name of Federal agency representative completing this form:					Date:	

(See Instructions on reverse side)

Form AD-1006 (03-02)



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273



In Reply Refer To:

April 21, 2023

Project Code: 2022-0048314

Project Name: SR 119 at CR 7 Intersection Improvement Project (Des 1800045)

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

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

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

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process. For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see <https://www.fws.gov/birds/policies-and-regulations.php>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of

Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. **Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.**

Attachment(s):

- Official Species List
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

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

This species list is provided by:

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

(812) 334-4261

PROJECT SUMMARY

Project Code: 2022-0048314
Project Name: SR 119 at CR 7 Intersection Improvement Project (Des 1800045)
Project Type: Road/Hwy - Maintenance/Modification
Project Description: The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with an intersection improvement project at the intersection of State Road (SR) 119 with County Road (CR) 7 in Elkhart County. More specifically, the project is located in Sections 5 & 6 of Township 35 North, Range 5 East in Union Township, Indiana.

The proposed alternative will realign the intersection to the west to eliminate the existing 65 degree skew; the resulting intersection will be at 90 degrees. Other project activities will include guardrail replacement on an as-needed basis, as well as grading new ditches in order to perpetuate existing drainage patterns.

There are trees suitable for roosting by the Indiana Bat or the Northern Long-Eared Bat located along SR 119 within the eastern portion of the project area. No tree clearing will be required for this project. Noise levels are not anticipated to become elevated above normal levels. There will be no permanent lighting installed as a result of this project; however, temporary lighting may be used during construction.

A query of the USFWS Bat Database by INDOT Fort Wayne District staff conducted on March 22, 2022, did not identify any documented sites within 0.5 mile of the project area. The project is anticipated to begin construction in the summer of 2024.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@41.5158645,-85.98277476610508,14z>



Counties: Elkhart County, Indiana

ENDANGERED SPECIES ACT SPECIES

There is a total of 5 threatened, endangered, or candidate species on this species list.

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

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

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

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

MAMMALS

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat <i>Perimyotis subflavus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

BIRDS

NAME	STATUS
Whooping Crane <i>Grus americana</i> Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/758	Experimental Population, Non- Essential

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

CRITICAL HABITATS

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

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

-
1. The [Migratory Birds Treaty Act](#) of 1918.
 2. The [Bald and Golden Eagle Protection Act](#) of 1940.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern \(BCC\)](#) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Golden-plover <i>Pluvialis dominica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Dec 1 to Aug 31

NAME	BREEDING SEASON
Black Tern <i>Chlidonias niger</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3093	Breeds May 15 to Aug 20
Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10
Bobolink <i>Dolichonyx oryzivorus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Jul 31
Canada Warbler <i>Cardellina canadensis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Aug 10
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
Golden Eagle <i>Aquila chrysaetos</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds elsewhere
Golden-winged Warbler <i>Vermivora chrysoptera</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8745	Breeds May 1 to Jul 20
Lesser Yellowlegs <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Ruddy Turnstone <i>Arenaria interpres morinella</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds elsewhere
Rusty Blackbird <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds elsewhere

NAME	BREEDING SEASON
Short-billed Dowitcher <i>Limnodromus griseus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480	Breeds elsewhere
Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

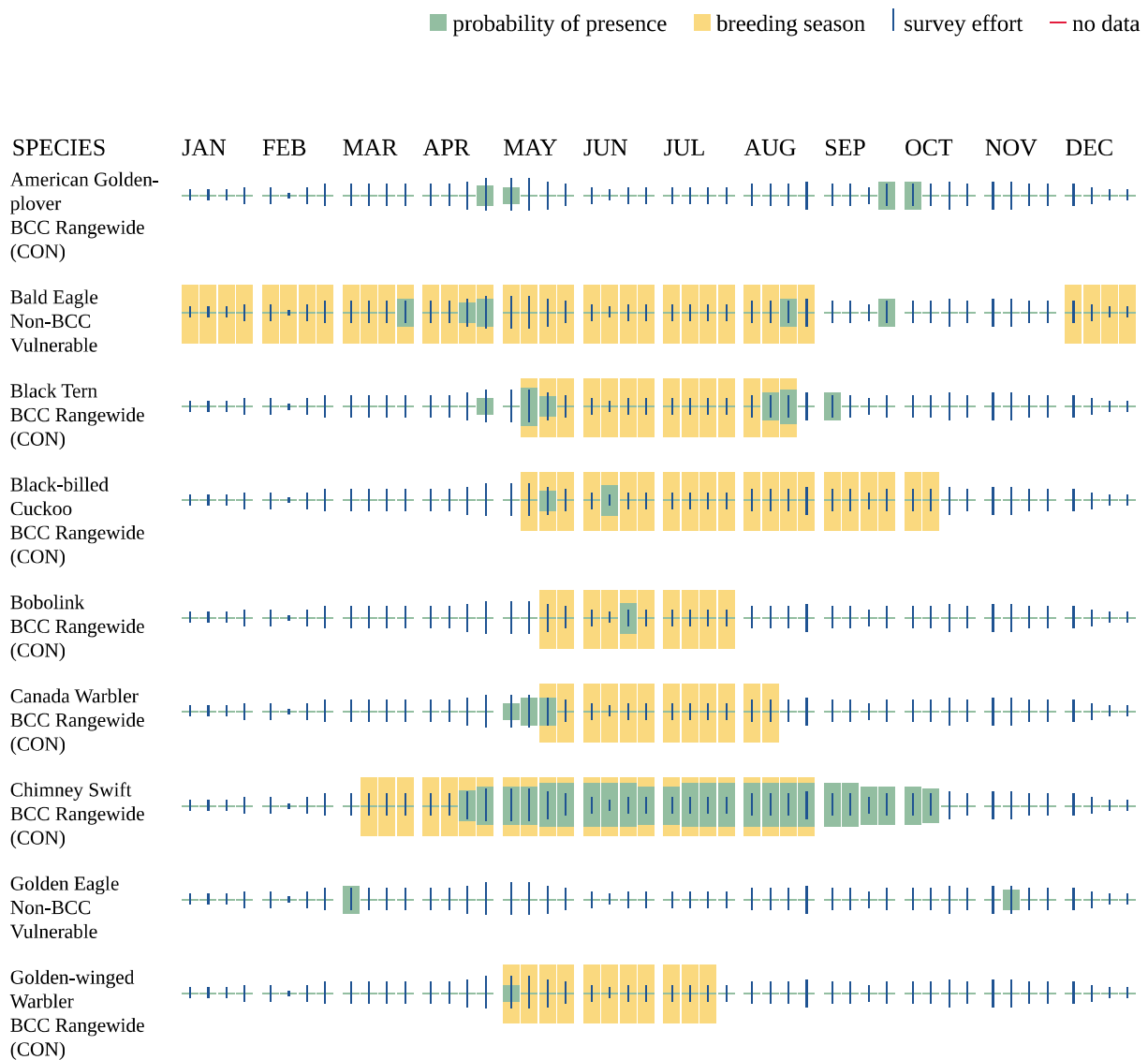
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

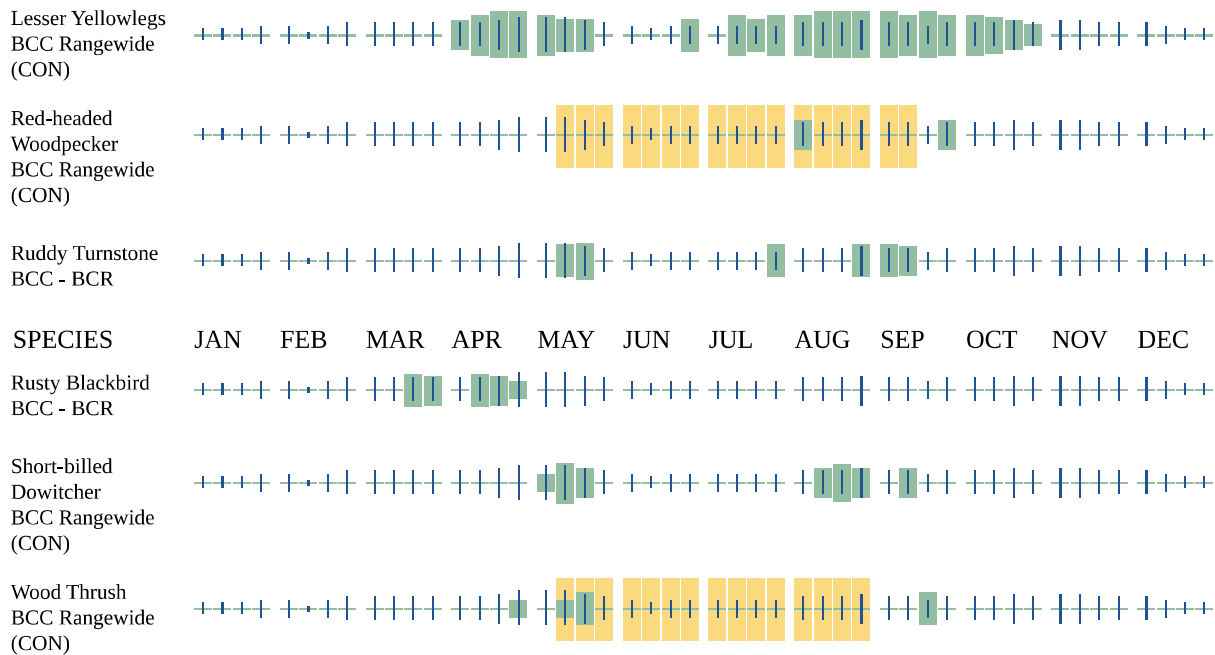
No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.





Additional information can be found using the following links:

- Birds of Conservation Concern <https://www.fws.gov/program/migratory-birds/species>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>

MIGRATORY BIRDS FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the [RAIL Tool](#) and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

WETLANDS

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

IPAC USER CONTACT INFORMATION

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United States Department of the Interior

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In Reply Refer To:

January 31, 2023

Project code: 2022-0048314

Project Name: SR 119 at CR 7 Intersection Improvement Project (Des 1800045)

Subject: Concurrence verification letter for the 'SR 119 at CR 7 Intersection Improvement Project (Des 1800045)' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated January 31, 2023 to verify that the **SR 119 at CR 7 Intersection Improvement Project (Des 1800045)** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*). Consultation with the Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required.

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

NOTE: The Service reclassified the NLEB as an endangered species on November 30, 2022. This ruling becomes effective on January 30, 2023. This NLAA determination does not require reinitiation. For projects requiring consultation after the effective date of January 30, 2023, please use the 2022 FHWA, FRA, FTA PBO.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities: If your initial bridge/culvert or structure assessment documented signs of bat use or occupancy, or an assessment failed to detect Indiana bats and/or NLEBs, yet are later detected prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office within 2 working days of any potential take. In these instances, potential incidental take of Indiana bats and/or NLEBs is covered under the Incidental Take Statement in the 2018 FHWA, FRA, FTA PBO (provided that the take is reported to the Service).

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

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

- Monarch Butterfly *Danaus plexippus* Candidate

Project Description

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

Name

SR 119 at CR 7 Intersection Improvement Project (Des 1800045)

Description

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with an intersection improvement project at the intersection of State Road (SR) 119 with County Road (CR) 7 in Elkhart County. More specifically, the project is located in Sections 5 & 6 of Township 35 North, Range 5 East in Union Township, Indiana.

The proposed alternative will realign the intersection to the west to eliminate the existing 65 degree skew; the resulting intersection will be at 90 degrees. Other project activities will include guardrail replacement on an as-needed basis, as well as grading new ditches in order to perpetuate existing drainage patterns.

There are trees suitable for roosting by the Indiana Bat or the Northern Long-Eared Bat located along SR 119 within the eastern portion of the project area. No tree clearing will be required for this project. Noise levels are not anticipated to become elevated above normal levels. There will be no permanent lighting installed as a result of this project; however, temporary lighting may be used during construction.

A query of the USFWS Bat Database by INDOT Fort Wayne District staff conducted on March 22, 2022, did not identify any documented sites within 0.5 mile of the project area. The project is anticipated to begin construction in the summer of 2024.

Determination Key Result

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

Qualification Interview

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

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

Automatically answered

Yes

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

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

Automatically answered

Yes

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

A) Federal Highway Administration (FHWA)

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

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

No

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

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

No

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

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

No

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

No

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

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

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [User's Guide for the Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat](#).

Yes

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

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

No

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

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

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

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

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

No

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

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

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

No

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

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

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

No

13. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

No

14. Does the project include slash pile burning?

No

15. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

No

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

No

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

Yes

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

Yes

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

No

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

No

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

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

Yes

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

No

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

Automatically answered

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

24. **General AMM 1**

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

Yes

25. **Lighting AMM 1**

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

Yes

Project Questionnaire

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

N/A

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

N/A

Avoidance And Minimization Measures (AMMs)

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

GENERAL AMM 1

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

LIGHTING AMM 1

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

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

This key was last updated in IPaC on December 01, 2022. Keys are subject to periodic revision.

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

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

IPaC User Contact Information

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Name: Arianna Gill

Address: 5333 Hattfield Road

City: Fort Wayne

State: IN

Zip: 46804

Email agill@indot.in.gov

Phone: 2609698262

APPENDIX D: SECTION 106 OF NHPA

**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
SR 119 and County Road (CR) 7 Intersection Improvement Project in
Union Township, Elkhart County, Indiana
DES. NO.: 1800045**

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

The APE for the history/architecture survey consists of the project area and adjacent parcels that have the potential for visual effects from the proposed project. This distance was chosen to ensure all buildings 50-years and older that are visible to the project area were included in this report.

The proposed undertaking, limited to the intersection improvement, and the nature of the surrounding rural and agricultural landscape relegated the APE to just those resources situated adjacent to SR 119 and CR 7.

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


No properties are listed in, or eligible for listing in, the National Register of Historic Places (National Register) within the APE.

EFFECT FINDING

The Indiana Department of Transportation (INDOT), acting on behalf of the Federal Highway Administration (FHWA), has determined a “No Historic Properties Affected” finding is appropriate for this undertaking. INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

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

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.



Matt Coon, for FHWA
Manager
INDOT Cultural Resources

February 21, 2023

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 Section 800.4(d)(1)
SR 119 and County Road (CR) 7 Intersection Improvement Project
Union Township, Elkhart County, Indiana
DES. NO.: 1800045**

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA) proposes a project to improve the SR 119 and CR 7 intersection, approximately 1.35 miles east of SR 19 in Elkhart County, Indiana, Des No. 1800045. (Appendix A: Maps)

The project intersection has a high number of crashes, specifically right-angle crashes. SR 117 has a 55 mile per hour (mph) posted speed limit, while CR 7 has no posted limit and is assumed to be 55 mph. SR 117 as it stands is 7.3-m (24.0-ft) wide through the project limits, with a 0.9-m (3.0-ft) aggregate shoulder. CR 7 is currently 6.1-m (20-ft) wide through the project limits with a 0.3-m (1.0-ft) aggregate shoulder. The existing intersection is skewed at about 65 degrees and included no additional turn lanes. Turning and through-movements are shared by the single lane servicing each direction. No existing horizontal curves are within the Project limits.

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. The APE is influenced by the scale and nature of an undertaking...” (36 C.F.R. 800.9 [a]). The APE for the history/architecture survey consists of the project area and adjacent parcels that have the potential for visual effects from the proposed project. This distance was chosen to ensure all buildings 50-years and older that are visible to the project area were included in this report. The project area is on SR 117 and CR 7, approximately 2.17-km (1.35-mi) east of SR 18 in Elkhart County, Indiana and is within the Union Township Foraker 7.5-minute series United States Geological Services (USGS) topographic quadrangles, in Sections 5 and 6, Township 35N, Range 5E. The proposed undertaking, limited to the intersection improvement, and the nature of the surrounding rural and agricultural landscape relegated the APE to just those resources situated adjacent to SR 119 and CR 7. A map of the APE is provided in Appendix A. The project limits for the Phase Ia archaeological survey were 786 meters (2,580 feet) north/south along CR 7 by 230 meters east/west (755 feet) along State Road 119, for a total of 4.9 hectares (12.1 acres).

EFFORTS TO IDENTIFY HISTORIC PROPERTIES

On May 5, 2022, an early coordination letter (ECL) with an invitation to join in consultation for this project was sent to the following:

- Indiana State Historic Preservation Officer
- Indiana Landmarks Northern Regional Office
- James Turnwald: MPO, Michiana Area Council of Governments
- Suzanna Weirick, Elkhart County District 3 Commissioner and President
- Thomas Stump, President, Elkhart County Council
- Elkhart County Genealogical Society
- Elkhart County Historical Museum
- Elkhart County Convention & Visitors Bureau
- Elkhart County Highway Department
- Chris Godlewski, Elkhart County Director of Planning & Development
- Union Township Trustee

The ECL directed interested parties to access the ECL on INDOT's online document portal, INSCOPE (<http://ERMS.indot.in.gov/Section106Documents>). A paper copy of the ECL was mailed to the Indiana SHPO as a designated consulting party for review and comment on the same day (Appendix B: Consulting Parties and Appendix C: Correspondence).

On May 5, 2022, INDOT distributed the invitation to join in consultation to the following Tribes (Appendix C: Correspondence):

- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Indians of Oklahoma
- Shawnee Tribe
- Forest County Potawatomi Community

Pursuant to 36 CFR § 800.4(b) Gray & Pape architectural historians used mapping of the project area provided by HNTB, who were the lead project designers, the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) of the Division of Historic Preservation and Archaeology (DHAP). SHAARD includes a database of previously surveyed above-ground resources, including data from the Indiana Historic Sites and Structures Inventory (IHSSI), the National Register of Historic Places (NRHP) inventory, the 2009 INDOT-sponsored Historic Bridge Inventory (HBI), and the Indiana Cemetery and Burial Ground Registry. Historical map research was also conducted, the following maps were analyzed: 1863 Atlas of Elkhart County (Nash 1863); the 1874 Atlas of Elkhart County, Indiana (Higgins, Belden and Company 1874); the 1960, 1981, and 1994 7.5-minute series Foraker, Indiana quadrangles (USGS 1960, 1981, and 1994).

On May 5, 2022, the Director of Cultural Preservation for the Peoria Tribe of Indians of Oklahoma responded to the ECL and relayed that they are unaware of a "Direct link to the newly proposed project location" as well as "unaware of items covered under Native American Graves Protection and Repatriation Act (NAGPRA) to be associated with the proposed project site". The letter continued to say that if "any items are discovered which fall under the protection of NAGPRA, the Peoria Tribe requests immediate notification and consultation" (Appendix C: Correspondence).

On May 5, 2022, the THPO for the Forest County Potawatomi Community (FCPC) responded to the ECL and found that there are "No Historic Properties affected of significance to the FCPC" and added that if any "human remains or archaeological materials are exposed the Tribe must be included with the SHPO in any consultation" (Appendix C: Correspondence).

On May 6, 2022, the THPO for the Miami Tribe of Oklahoma responded to the ECL offering no objection and that they "are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site" and also requested to be involved immediately in consultation if any "human remains or Native American Cultural items falling under NAGPRA are discovered" (Appendix C: Correspondence).

Following the literature review, on May 9, 2022, Gray & Pape architectural historians conducted field reconnaissance of the APE and photographed all architectural resources within the APE that were already or that would be 50-years of age by the project's proposed 2023 letting. Field documentation included photographs of the primary and secondary facades, when accessible; ownership information; resource style or type; and integrity considerations. Dates of construction for the historic architectural resources were established through a review of the Elkhart County Auditor property records, structural form, and an analysis of building materials.

On May 11, 2022, Indiana SHPO responded to the ECL suggesting an additional consulting party be added, Elkhart County Historian Marcia Brenneman. The SHPO also asked to be included in further

regular correspondence on the project as well as being notified of which consulting parties have accepted. Ms. Brenneman was included in the HPR distribution following SHPO's guidance. (Appendix C: Correspondence)

On July 14, 2022, G&P archaeologists conducted a Phase Ia records check and a field reconnaissance. An Archaeology Short Report (ASR) was prepared. The records check identified no previously recorded sites in the survey area and the report indicated that the field survey had located no archaeological resources. The report recommended that no further archaeological investigations were necessary and that the project proceed as planned.

On October 24, 2022, Indiana SHPO responded to the submittal of the Phase Ia archaeological field reconnaissance survey report. SHPO agreed that the portions of archaeological site 12E528 which lie within the proposed project area do not appear to contain significant archaeological deposits and are not eligible for inclusion in the NRHP. SHPO stated that those portions of archaeological site 12E528 that lay outside of the proposed project should not be disturbed or have further archaeological investigations done, and if avoidance is not possible, further plans for subsurface archaeological investigations should be submitted to SHPO. The letter also mentioned that if any other archaeological artifacts or human remains are discovered, they should be reported to SHPO within two business days.

Gray & Pape's Qualified Professional (QP) architectural historians prepared a Historic Property Short Report (HPSR). Six above-ground resources were identified within the APE. However, no resources with IHSSI ratings higher than 'notable' were present. The 'contributing' resources that were identified were not evaluated or recommended not eligible. Consulting parties were notified of the availability of the HPSR on October 28, 2022, and provided directions to access it and the transmittal letter on INDOT's online document portal INSCOPE (at <http://erms.indot.in.gov/Section106Documents>). In addition, paper copies of the documents were sent to the Indiana SHPO as a designated consulting party for review and comment on the same day. INDOT was copied on the correspondence. (Appendix C: Correspondence and Appendix E: Report Summaries).

On November 2, 2022, SHPO responded to the submittal of the Historic Property Short Report. SHPO stated that the APE is of adequate size and agreed that there are no properties listed or eligible for inclusion in the NRHP in the project area. SHPO recommends that unless another consulting party expresses a different opinion about the project's effects, it would be appropriate to ask INDOT for a finding.

No further comments were received on the project.

2. BASIS FOR FINDING

A finding of "No Historic Properties Affected" is appropriate for this undertaking because there are no resources listed in, or eligible for listing in, the National Register within the APE.

A public notice of "No Historic Properties Affected" will be posted in the Elkhart Truth, and the public will be afforded thirty (30) days to respond. If appropriate, this document will be revised after the expiration date of the public comment period. APPENDIX

- Appendix A: Maps
- Appendix B: Consulting Parties
- Appendix C: Correspondence
- Appendix D: Photographs
- Appendix E: Report Summaries
- Appendix F: Plans

Created in ArcGIS 10.8.1 for G&P Project 22-2803.001

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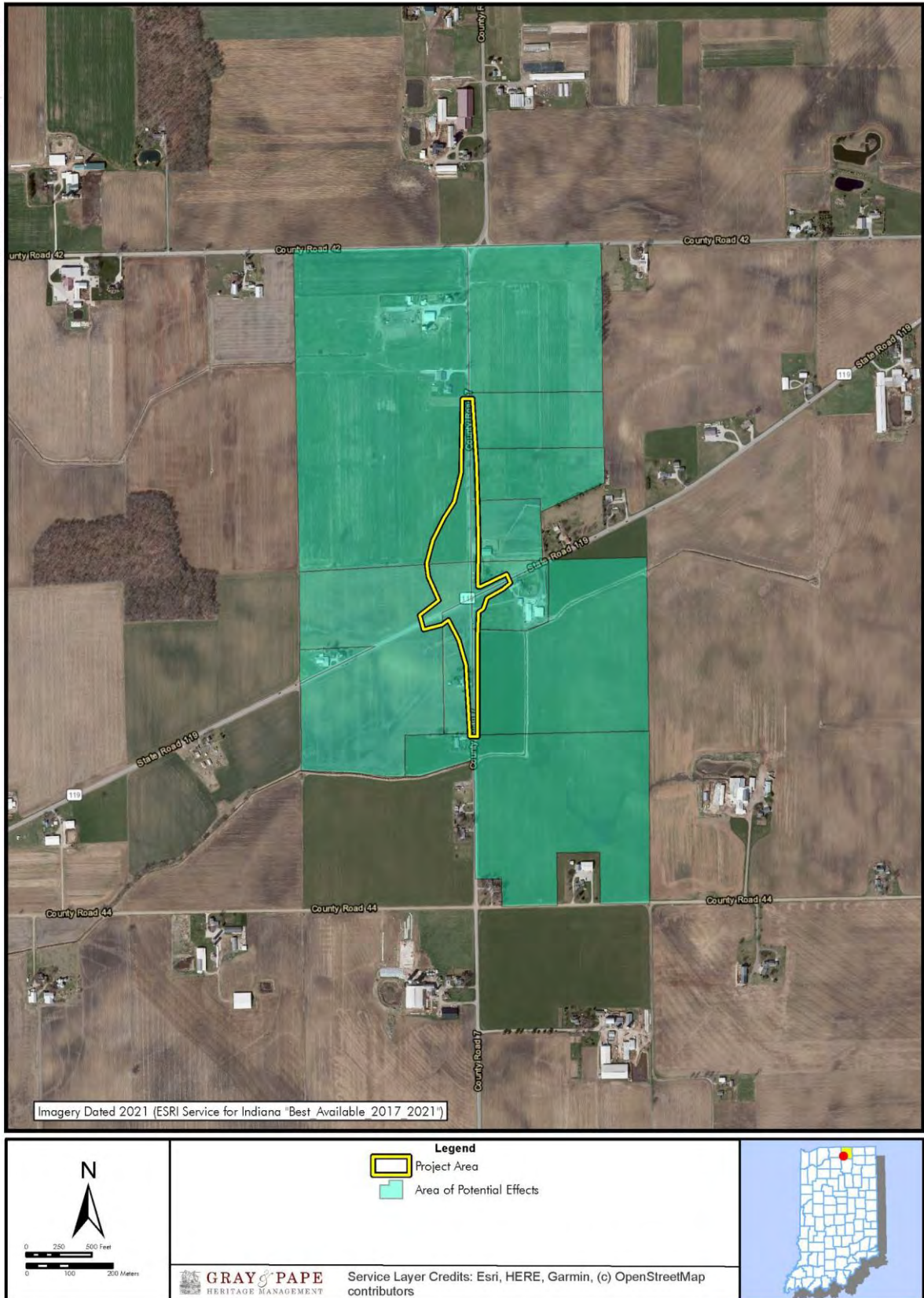


Figure 1-1 The Area of Potential Effects, Union Township, Elkhart County, Indiana

Appendix A: Maps



Figure 1-2 Location of the Project area in Union Township, Elkhart County, Indiana

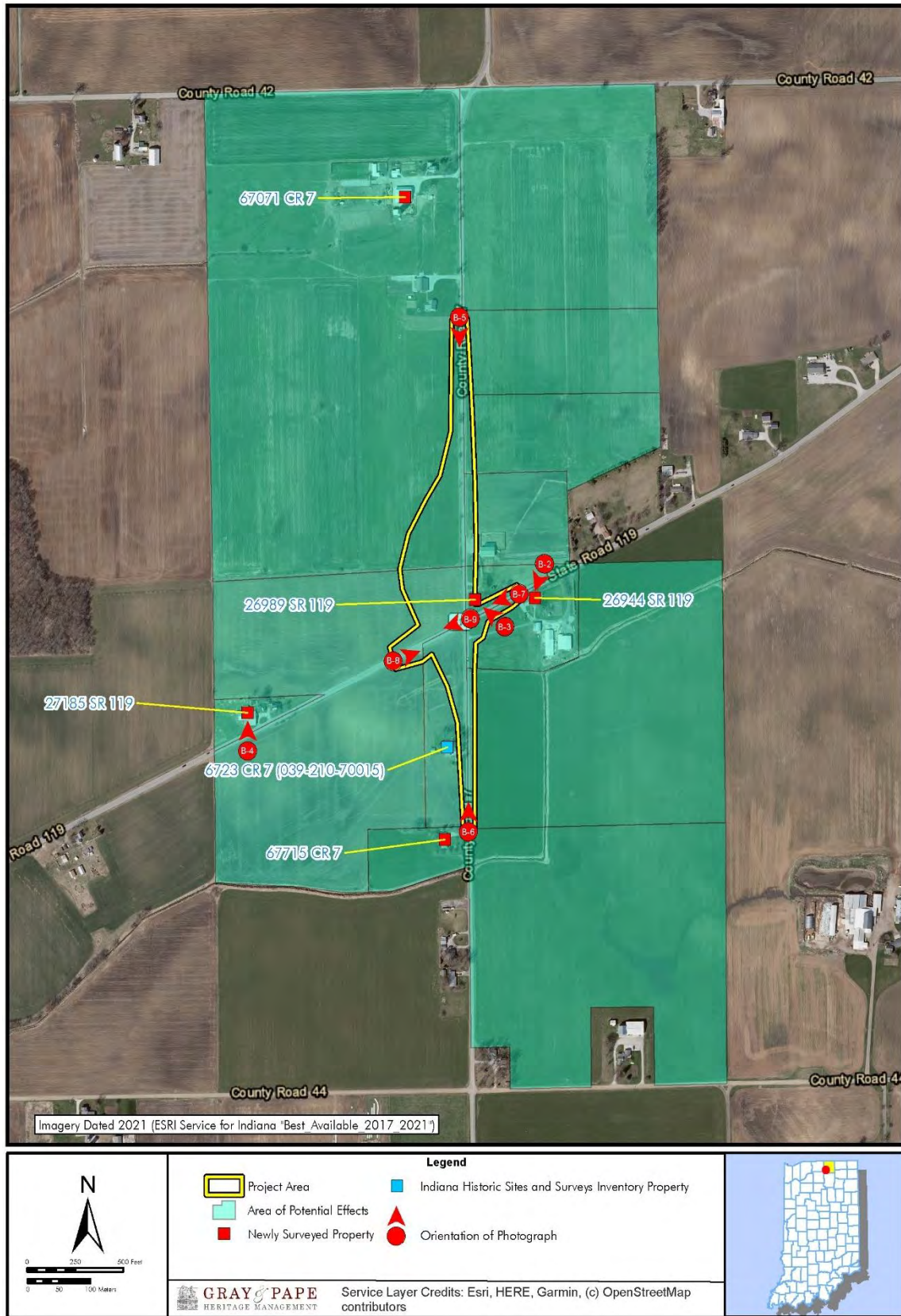


Figure 1-3 HSPR Photo Key Map

Appendix B: Consulting Parties

<u>Name</u>	<u>Company/Organization</u>	<u>Address</u>	<u>Email</u>	<u>Accepted Invitation?</u>
<u>Beth McCord</u>	<u>Deputy State Historic Preservation Officer</u>	<u>402 W. Washington Street, Indianapolis, Indiana</u>	<u>BMCCord@dnr.IN.gov</u>	<u>YES</u>
<u>Todd Zeiger</u>	<u>Director, Northern Regional Office</u>	<u>801 West Washington Street, South Bend, Indiana,</u>	<u>tzeiger@indianalandmarks.com</u>	
<u>James Turnwald</u>	<u>Michiana Area Council of Governments</u>	<u>227 West Jefferson Boulevard, South Bend, Indiana</u>	<u>jturnwald@macog.com</u>	
<u>Suzanna Weirick</u>	<u>Elkhart County District 3 Commissioner and President</u>	<u>117 North Second Street Goshen, Indiana, 46526</u>	<u>ccommissioners@elkhartcounty.com</u>	
<u>Thomas Stump</u>	<u>President, Elkhart County Council</u>	<u>117 North Second Street Goshen, IN 46526</u>	<u>tsump@elkhartcounty.com</u>	
	<u>Elkhart County Genealogical Society</u>	<u>P.O. Box 1031, Elkhart, Indiana 46515</u>	<u>info@elkhartcogensoc.org</u>	
	<u>Elkhart County Historical Museum</u>	<u>304 W Vistula St, Bristol, IN 46507</u>	<u>museum@elkhartcountyhistory.org</u>	
<u>Terry Mark</u>	<u>Elkhart County Convention & Visitors Bureau</u>	<u>3421 Cassopolis St, Elkhart, IN 46514</u>	<u>terry@eccvb.org</u>	<u>YES</u>
	<u>Elkhart County Highway Department</u>	<u>610 Steury Ave, Goshen, IN 46528</u>	<u>eng@elkcohw.org</u>	
<u>Chris Godlewski</u>	<u>Elkhart County Director of Planning & Development</u>	<u>4230 Elkhart Rd Goshen, IN 46526</u>	<u>dps@elkhartcounty.com</u>	
	<u>Union Township Trustee</u>	<u>25243 CR 48 Nappanee, Indiana, 46550</u>	<u>ndfd1113@gmail.com</u>	
<u>Tribal Contacts</u>				
<u>Miami Tribe of Oklahoma</u>				<u>YES</u>
<u>Peoria Tribe of Indians of Oklahoma</u>				<u>YES</u>
<u>Shawnee Tribe</u>				
<u>Forest County Potawatomi Community</u>				<u>YES</u>
<u>Pokagon Band of Potawatomi Indians</u>				
<u>Eastern Shawnee Tribe of Oklahoma</u>				

Appendix C: Correspondence

From: Branigin, Susan <SBranigin@indot.IN.gov>
Sent: Thursday, May 5, 2022 12:11 PM
To: thpo@estoo.net; THPO@MiamiNation.com; cechohawk@peoriatribes.com;
Matthew.Bussler@pokagonband-nsn.gov; tonya@shawnee-tribe.com; Benjamin Rhodd <Benjamin.Rhodd@fcp-nsn.gov>
Cc: Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>; Korzeniewski, Patricia J <PKorzeniewski@indot.IN.gov>; Coon, Matthew <mcoon@indot.IN.gov>; Branigin, Susan <SBranigin@indot.IN.gov>; Michael Langmyer <mlangmyer@graypape.com>; Jeff Laswell <jlaswell@graypape.com>
Subject: FHWA Project: Des. No. 1800045; ECL, SR 119 at CR 7 Intersection Improvement, Elkhart County, Indiana

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Consulting Parties:

Des. No.: 1800045

Project Description: SR 119 at CR 7

Intersection Improvement Project Location:

**1.35 miles east of SR 19 in Elkhart County,
Indiana**

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with an intersection improvement project at the intersection of SR 119 and CR 7, approximately 1.35 miles east of SR 19 in Elkhart County, Indiana, Des No. 1800045.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

- State Historic Preservation Officer
- Indiana Landmarks Northern Regional Office
- James Turnwald: MPO, Michiana Area Council of Governments
- Suzanna Weirick, Elkhart County District 3 Commissioner and President
- Thomas Stump, President, Elkhart County Council
- Elkhart County Genealogical Society
- Elkhart County Historical Museum
- Elkhart County Convention & Visitors Bureau
- Elkhart County Highway Department
- Chris Godlewski, Elkhart County Director of Planning & Development
- Union Township Trustee
- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma

- Pokagon Band of Potawatomi Indians
- Shawnee Tribe
- Forest County Potawatomi Community

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from you within your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design.

Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.

Tribal contacts may contact Patty Jo Korzeniewski at pkorzeniewski@indot.in.gov or 317-416-4377 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

Susan Branigin, on behalf of Patty Jo Korzeniewski

***Environmental
Services***

100 N. Senate Ave., Rm. N758-ES
Indianapolis IN 46204

Office: 317.417.1622

Email: sbranigin@indot.in.gov

Work Hours: M-F_ 7:30 a.m.-3:30 p.m.

From: [Terry Mark](#)
To: [Michael Langmyer](#)
Subject: Des. No.: 1800045

Date: Thursday, May 19, 2022 4:45:07 PM

Des. No.: 1800045

Project Description: SR 119 at CR 7 Intersection Improvement Project

Location: 1.35 miles east of SR 19 in Elkhart County, Indiana

Hello,

We appreciate the opportunity to respond to this project.

The Heritage Trail is a marketing and promotional product that our agency developed. It includes an audio component and other printed resources that encourages visitors to move about Elkhart County. While the project area is on the route of the Heritage Trail, we are not aware of any adverse effects on the historical nature of the project area.

Thank you,

Terry Mark

Director of Communications & Public Relations

Elkhart County, IN CVB

P 574.262.8161 | C 574.361.6210

From: Benjamin Rhodd <Benjamin.Rhodd@fcp-nsn.gov>

Sent: Thursday, May 5, 2022 3:03 PM

To: Branigin, Susan <SBranigin@indot.IN.gov>

Subject: RE: FHWA Project: Des. No. 1800045; ECL, SR 119 at CR 7 Intersection Improvement, Elkhart County, Indiana

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

Ms. Branigin,

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi Community (FCPC), a Federally Recognized Native American Tribe, reserves the right to comment on Federal undertakings, as defined under the act.

The Tribal Historic Preservation Office (THPO) staff has reviewed the information you provided for the project. Upon review of site data and supplemental cultural history within our Office, the FCPC THPO is pleased to offer a finding of No Historic Properties affected of significance to the FCPC.

As a standard caveat sent with each proposed project reviewed by the FCPC THPO, the following applies. In the event an Inadvertent Discovery (ID) occurs at any phase of a project or undertaking as defined, and human remains or archaeological materials are exposed as a result of project activities, work should cease immediately, and the Tribe(s) must be included with the SHPO in any consultation regarding treatment and disposition of the find.

Thank you for protecting cultural and historic properties and if you have any questions or concerns, please contact me at the email or number listed below.

Respectfully,

Ben Rhodd, MS, RPA Tribal Historic
Preservation Officer Forest County
Potawatomi
Historic Preservation Office
8130 Mish ko Swen Drive, P.O. Box 340, Crandon,
Wisconsin 54520 P: 715-478-7354 C: 715-889-
0202 Main: 715-478-7474
Email: Benjamin.Rhodd@fcp-nsn.gov
www.fcpotawatomi.com



Miami Tribe of Oklahoma

3410 P St. NW, Miami, OK 74354 • P.O. Box 1326, Miami, OK 74355
Ph: (918) 541-1300 • Fax: (918) 542-7260
www.miamination.com



Via email:

PKorzeniewski@indot.in.gov May

6, 2022

Patricia Jo Korzeniewski
Archaeologist and Environmental
Manager INDOT, Cultural
Resources Office
100 North Senate Avenue,
N758-ES Indianapolis, Indiana
46204

Re: Des. No. 1800045, SR 119 at CR 7 Intersection Improvements, Elkhart County,
Indiana – Comments of the Miami Tribe of Oklahoma

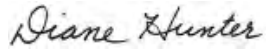
Dear Ms. Korzeniewski:

Aya, kikwehsitoole – I show you respect. The Miami Tribe of Oklahoma, a federally recognized Indian tribe with a Constitution ratified in 1939 under the Oklahoma Indian Welfare Act of 1936, respectfully submits the following comments regarding Des. No. 1800045, SR 119 at CR 7 Intersection Improvements in Elkhart County, Indiana.

The Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, given the Miami Tribe's deep and enduring relationship to its historic lands and cultural property within present-day Indiana, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966 or by email at THPO@miamination.com to initiate consultation.

The Miami Tribe accepts the invitation to serve as a consulting party to the proposed project. In my capacity as Tribal Historic Preservation Officer I am the point of contact for consultation.

Respectfully,

A handwritten signature in cursive script that reads "Diane Hunter".

Diane Hunter
Tribal Historic Preservation Officer

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

May 11, 2022

Jeff Laswell
Archaeologist
Principal
Investigator
Gray & Pape,
Inc.
5807 North Post Road
Indianapolis, Indiana
46216

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

Re: Early coordination letter for the State Road 119 at County Road
7 intersection improvement project (Des. No. 1800045; DHPA No.
29192)

Dear Mr. Laswell:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your May 5, 2022, submission which enclosed INDOT’s early coordination letter, received by our office the same day for this project in Union Township, Elkhart County, Indiana.

In addition to the consulting parties INDOT has invited, we suggest inviting the Elkhart County Historian to participate in the Section 106 consultation on this federal undertaking.

Elkhart County Historian Marcia Brenneman
mbrenneman@maplenet.net

In your next regular correspondence on this project, please advise us as to which of the invited consulting parties has accepted the invitation.

We look forward to reviewing the proposed area of potential effects and the reports on investigations of above-ground cultural resources and archaeological resources that the early coordination letter indicated will be forthcoming.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the State Road 119 and County Road 7 intersection improvement project in Elkhart County (Des. No. 1800045), please refer to DHPA No. 29192.

A handwritten signature in black ink, reading "Chad W. Shiner". The signature is written in a cursive, flowing style.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

October 24, 2022

Jeff Laswell
Indianapolis Branch Manager Principal
Investigator Archaeology Gray & Pape Heritage
Management 5807 North Post Road
Indianapolis, Indiana 46216

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

Re: Phase Ia archaeological field reconnaissance survey report
(Moffatt and Connolly, 09/16/2022), for the SR 119 at County
Road 7 intersection improvement (Des. No. 1800045; DHPA
No. 29192)

Dear Mr. Laswell:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your September 23, 2022, review request submittal form which enclosed the Phase Ia archaeological field reconnaissance survey report (Moffatt and Connolly, 09/16/2022), received by our office the same day, for this project in Union Township, Elkhart County, Indiana.

Based upon the submitted information and the documentation available to the staff of the Indiana SHPO, there is insufficient information regarding archaeological site 12E528 (which was identified during the archaeological investigations) to determine whether it is eligible for inclusion in the NRHP. However, the portions of this site that lie within the proposed project area do not appear to contain significant archaeological deposits, and we concur with the opinion of the archaeologist, as expressed in the Phase Ia archaeological field reconnaissance survey report (Moffatt and Connolly, 09/16/2022), that no further archaeological investigations appear necessary at this proposed project area. The portions of

archaeological site 12E528 that lie outside the proposed project area must either be avoided or subjected to further archaeological investigations. Additionally, those areas of the site should be clearly marked so that they are avoided by all ground-disturbing project activities. If avoidance is not feasible, then a plan for subsurface 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).

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology 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 Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

We look forward to reviewing the proposed area of potential effects and the reports on investigations of above-ground cultural resources that the May 5, 2022, early coordination letter indicated will be forthcoming.

The Indiana SHPO staff’s archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Caitlin Lehman. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.



In all future correspondence about the SR 119 at County Road 7 intersection improvement project in Elkhart County (Des. No. 1800045), please refer to DHPA No. 29192.

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:CML:WTT:wtt

emc: Steven Minor, FHWA
Matt Coon, INDOT Susan Branigin, INDOT
Jeff Laswell, Gray & Pape
David Moffatt, Gray & Pape
Caitlin Lehman, Indiana DNR-DHPA
Wade T. Tharp, DNR-DHPA

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

November 2, 2022, Jeff Laswell
Archaeological Principal
Investigator Gray & Pape, Inc.
5807 North Post Road
Indianapolis, IN, 46216

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

Re: Historic property short report (Cunningham/Langmyer, 10/27/2022) for
the SR 119 at County Road 7 intersection improvement (Des. No.
1800045; DHPA No. 29192)

Dear Mr. Laswell:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your October, 28, 2022 review request submittal form which enclosed the historic property short report ("HPSR"; Cunningham/Langmyer, 10/27/2022), received by our office the same day, for this project in Union Township, Elkhart County, Indiana.

The area of potential effects ("APE") proposed in the HPSR appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur.

For the purposes of the Section 106 review of this federal undertaking, we agree with the conclusions of the HPSR that there are no historic properties listed or eligible for inclusion in the National Register of Historic Places ("NRHP") located within the project's APE.

As previously indicated, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, there is insufficient information regarding archaeological site 12E528 (which was identified during the archaeological investigations) to determine whether it is eligible for inclusion in the NRHP. However, the portions of this site that lie within the proposed project area do not appear to contain significant archaeological deposits, and we

concur with the opinion of the archaeologist, as expressed in the Phase Ia archaeological field reconnaissance survey report (Moffatt and Connolly, 09/16/2022), that no further archaeological investigations appear necessary at this proposed project area. The portions of archaeological site 12E528 that lie outside the proposed project area must either be avoided or subjected to further archaeological investigations. Additionally, those areas of the site should be clearly marked so that they are avoided by all ground-disturbing project activities. If avoidance is not feasible, then a plan for subsurface 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).

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology 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 Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

Unless another consulting party expresses a different opinion about this project’s effects, it might now be appropriate to ask INDOT for a finding.

The Indiana SHPO staff’s archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Caitlin Lehman. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the SR 119 at County Road 7 intersection improvement project in Elkhart County (Des. No. 1800045), please refer to DHPA No. 29192.

A handwritten signature in black ink, appearing to read "Beth K. McCord". The signature is fluid and cursive, written on a white background.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:CML:cml
emc: Steven Minor, FHWA
Matt Coon, INDOT
Susan Branigin, INDOT
Patrick Carpenter, Gray & Pape
Jeff Laswell, Gray & Pape
David Moffatt, Gray & Pape
Caitlin Lehman, Indiana DNR-DHPA

Wade T. Tharp, DNR-DH

From: Branigin, Susan <SBranchin@indot.IN.gov>
Sent: Friday, December 16, 2022 3:01 PM
To: Cooper Shields <cshields@graypape.com>
Cc: Coon, Matthew <mcoon@indot.IN.gov>; Branigin, Susan <SBranchin@indot.IN.gov>; Tucker, Miguel <MTucker2@indot.IN.gov>; Gill, Arianna <AGill@indot.IN.gov>; Patrick Carpenter <pcarpenter@graypape.com>; Jeff Laswell <jlswell@graypape.com>; Christine Meador <CMeador@hntb.com>
Subject: RE: SR119 at CR7, Des1800045 800.11 Documentation Materials

Cooper,

Thank you for the submission of the above project's draft 800.11 and associated documents. The materials have been added to our review queue; you should receive a response within 25 business days.

Best regards,

Susan R. Branigin

History Unit Team Lead

Cultural Resources Office

Environmental Services

100 N. Senate Ave., Rm. N758-ES

Indianapolis IN 46204

Office: 317.417.1622

Email: sbranchin@indot.in.gov

Work Hours: M-F 7:30 a.m.-3:30 p.m.

<small>INDOT is an Equal Opportunity Employer. Minorities and women are encouraged to apply. If you are a minority or female, please check the appropriate box(es) on this form. If you are not, please leave the box(es) blank.</small>	<small>Are you a minority or female?</small>	<small>Are you a minority or female?</small>	<small>Are you a minority or female?</small>	<small>Are you a minority or female?</small>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<small>INDOT is an Equal Opportunity Employer. Minorities and women are encouraged to apply. If you are a minority or female, please check the appropriate box(es) on this form. If you are not, please leave the box(es) blank.</small>
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****For the latest updates from INDOT's Cultural Resources Office, subscribe to the Environmental Services listserv: <https://www.in.gov/indot/3217.htm>**

****Link to the CRO-Public Web Map App can be found [here](#)**



EASTERN SHAWNEE CULTURAL PRESERVATION DEPARTMENT

November 16, 2022
INDOT - Indiana
Department of
Transportation 100 N.
Senate Ave. IGCN642
Indianapolis, IN 46201

RE: *Des No. 1800045, Elkhart County, Indiana*

Dear Mr. Coon,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Elkhart County, Indiana. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.

In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a)). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.

Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.

Sincerely,

A handwritten signature in blue ink, appearing to read "Paul Barton", with a stylized flourish at the end.

Paul Barton, Tribal Historic Preservation Officer (THPO)
Eastern Shawnee
Tribe of
Oklahoma (918)
666-5151
Ext:1833
THPO@estoo.net



EASTERN SHAWNEE CULTURAL PRESERVATION DEPARTMENT

December 7, 2022
INDOT - Indiana
Department of
Transportation 100 N.
Senate Ave. IGCN642
Indianapolis, IN 46201

RE: *Des No. 1800045, Elkhart County, IN*

Dear Mr. Coon,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Elkhart County, IN. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.

In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must

determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a)). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.

Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.

Sincerely,

A handwritten signature in blue ink, appearing to read "Paul Barton", with a stylized flourish at the end.

Paul Barton, Tribal Historic Preservation Officer (THPO)
Eastern Shawnee
Tribe of
Oklahoma (918)
666-5151
Ext:1833
THPO@estoo.net

Appendix D: Photos



Figure 4- 1 Overview of ancillary buildings at 26944 SR 119, looking West from CR 7



Figure 4-2 Overview of ancillary buildings at 26944 SR 119, looking West from CR 7



Figure 4-3 Overview of house and ancillary buildings at 26944 SR 119, looking NE





Figure 4-5 View of the non-contributing circa 1900 National Folk Gable-Front house at 26989 SR 119, looking East







Appendix E: Report Summaries



GRAY & PAPE
HERITAGE MANAGEMENT

Project No. 22-2803.001

Historic Property Short Report for State Route 119 and County
Route 7 Intersection Improvement Project, Elkhart County, Indiana

Lead Federal Agency:
Federal Highway
Administration

Prepared for:
HNTB
Corporation
111 Monument Circle,
Suite 1200 Indianapolis, Indiana
46204

Prepared by:
Wes Cunningham, M.A.
Michael B. Langmyer,
M.H.P.

Gray & Pape
1318 Main
Street
Cincinnati, Ohio 45202

Wes Cunningham,
M.A. Principal
Investigator

October 27, 2022

MANAGEMENT SUMMARY

This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects for the State Road 119 Intersection Improvement Project (Des. No. 1800045) in Elkhart County, Indiana. Above-ground resources located within the Project Area of Potential Effects were identified and evaluated in accordance with Section 106, National Historic Preservation Act of 1966, as amended, and the regulations implementing Section 106 (36 C.F.R. Part 800).

As a result of the National Historic Preservation Act, as amended, and 36 C.F.R. Part 800, federal agencies are required to consider the impact of federal undertakings upon historic properties in the area of the undertaking. Historic properties include buildings, structures, sites, objects, and/or districts that are eligible for or listed in the National Register of Historic Places. As this Project is receiving funding from the Federal Highway Administration, it is subject to a Section 106 review.

The Area of Potential Effects contains no properties listed in the National Register of Historic Places. The Area of Potential Effects contains no properties that are recommended eligible for listing in the National Register of Historic Places.

From: [David Moffatt](#)
To: dhpapreview@dnr.IN.gov; terry@eccvb.org; mbrenneman@maplenet.net
Cc: [Coon, Matthew](#); [Branigin, Susan](#); [Jeff Laswell](#); [Christine Meador](#); [Blum, Kaylee](#)
Subject: FHWA Project: Finding transmittal letter SR 119 at CR 7 Intersection Improvement, Elkhart County, Indiana.
INDOT Des. No. 1800045; DHPA No. 29192
Date: Tuesday, February 21, 2023 4:22:52 PM
Attachments: [SR119_Des1800045_FindingTransmittal_2023-2-21.pdf](#)

Des. No.: 1800045

Project Description: SR 119 at CR 7 Intersection Improvement project

Location: Approximately 1.35 miles east of SR 19 in Elkhart County, Indiana.

Dear Consulting Party,

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with SR 119 at CR 7 Intersection Improvement project, INDOT Des. No. 1800045. The Section 106 Early Coordination Letter for this project was originally distributed on May 5, 2022. In letters dated September 23, 2022, and October 28, 2022 consulting parties were notified that the Archaeology Phase Ia Report and Historic Property Short Report (HPSR) were available for review.

As part of Section 106 of the National Historic Preservation Act, a Finding Document of "No Historic Properties Affected" , has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

Tribal contacts may contact Matt Coon mcoon@indot.in.gov (317-697-9752) or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Thank you for your input,

David Moffatt
Gray & Pape, Inc.
Principal Investigator
Office 317.541.8200
Cell 317-417-3843

dmoффatt@graypape.com



AFFIDAVIT OF PUBLICATION

STATE OF INDIANA
County of Elkhart
City of Goshen
Goshen News Fed ID # 82-2664009

ad# 1823365

ISSUED:

The subscriber, being duly sworn, deposes and says that
she is the said Kristine F. Erb of THE GOSHEN NEWS
and that the foregoing notice for

Public Notice: Des. No. 1800045

was published in said newspaper in one edition
of said newspaper issued on

04/01/23

Cost: \$ 92.88


Kristine F. Erb

SUBSCRIBED AND SWORN BEFORE ME ON THIS DAY: April 1, 2023


Angela S. Kulczar
Notary Public

My Commission Expires February 04, 2027
Commission # NP0718334



Public Notice DES. NO.: 1800045

The Indiana Department of Transportation is planning to undertake a traffic safety improvement project funded in part by the Federal Highway Administration. The project is located at the intersection of SR 119 and CR 7, approximately 1.35 miles east of SR 19 in Union Township, Elkhart County, Indiana.

Under the preferred alternative, the proposed project would involve the realignment of the intersection with the CR 7 S Curve at 35 mph. Under the preferred alternative the intersection of SR 119 and CR 7 will be realigned to the west to eliminate the skew. The approach horizontal curves are designed to meet 35 mph design criteria. CR 7 has an existing design speed of 55mph; therefore, a Level 1 Design Exception will be required. Of the four alternatives, the preferred alternative has the lowest construction cost, right-of-way impacts, and utility impacts.

The proposed action does not impact properties listed in or eligible for the National Register of Historic Places. The Indiana Department of Transportation (INDOT), on behalf of the FHWA, has issued a No Historic Properties Affected finding for the project due to the fact that no historic properties are present within the Area of Potential Effects (APE). In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(1), the documentation specified in 36 CFR 800.11(d) is available for inspection in Gray & Pape's Office. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents>. This documentation serves as the basis for the No Historic Properties Affected finding. The views of the public on this effect finding are being sought. Please reply with any comments to Jeff Laswell, Gray & Pape, Inc., 5807 Post Road, Indianapolis, IN 46216, 317-442-9582, or at laswell@graypape.com no later than May 1, 2023.

In accordance with the Americans with Disabilities Act, if you have a disability for which INDOT needs to provide accessibility to the document (s) such as interpreters or readers, please contact to Miguel Tucker, INDOT, 5333 Hatfield Road, Ft. Wayne, Indiana 46808, 260-969-8225, mtucker2@indot.in.gov.

April 1 hspaxip



February 28, 2023

Jeff Laswell
Archaeological Principal Investigator
Gray & Pape Heritage Management
5807 North Post Road
Indianapolis, IN, 46216

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

Re: Indiana Department of Transportation’s finding of “no historic properties affected” on behalf
of the Federal Highway Administration for the SR 119 at County Road 7 intersection
improvement (Des. No. 1800045; DHPA No. 29192)

Dear Mr. Laswell:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your February 21, 2023, submission, which enclosed INDOT’s finding and supporting documentation, received by our office the same day for this project in Union Township, Elkhart County, Indiana.

As previously indicated, for the purposes of the Section 106 review of this federal undertaking, we agree with the conclusions of the HPSR that there are no historic properties listed or eligible for inclusion in the National Register of Historic Places (“NRHP”) located within the project’s APE.

Also as previously indicated, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, there is insufficient information regarding archaeological site 12E528 (which was identified during the archaeological investigations) to determine whether it is eligible for inclusion in the NRHP. However, the portions of this site that lie within the proposed project area do not appear to contain significant archaeological deposits, and we concur with the opinion of the archaeologist, as expressed in the Phase Ia archaeological field reconnaissance survey report (Moffatt and Connolly, 09/16/2022), that no further archaeological investigations appear necessary at this proposed project area. The portions of archaeological site 12E528 that lie outside the proposed project area must either be avoided or subjected to further archaeological investigations. Additionally, those areas of the site should be clearly marked so that they are avoided by all ground-disturbing project activities. If avoidance is not feasible, then a plan for subsurface 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).

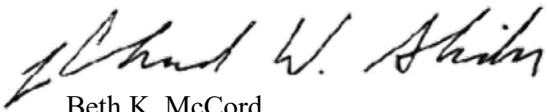
Accordingly, we concur with INDOT's February 21, 2023, Section 106 finding of "No Historic Properties Affected" on behalf of FHWA for this federal undertaking.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology 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 Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp and the structures reviewer is Caitlin Lehman. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the SR 119 at County Road 7 intersection improvement project in Elkhart County (Des. No. 1800045), please refer to DHPA No. 29192.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:CML:cml

emc: Patrick Carpenter, FHWA
Matt Coon, INDOT
Susan Branigin, INDOT
Jeff Laswell, Gray & Pape
David Moffat, Gray & Pape
Terry Mark, Elkhart County Convention & Visitors Bureau
Wade T. Tharp, DNR-DHPA
Caitlin Lehman, DNR-DHPA

APPENDIX E: RED FLAG AND HAZARDOUS MATERIALS



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (855) 463-6848
(855) INDOT4U

Eric Holcomb, Governor
Michael Smith, Commissioner

Date: September 29, 2022

To: Site Assessment & Management (SAM)
Environmental Policy Office - Environmental Services Division (ESD)
Indiana Department of Transportation (INDOT)
100 N Senate Avenue, Room N758-ES
Indianapolis, IN 46204

From: Sharon Anton
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, IN
santon@hntb.com

Re: RED FLAG INVESTIGATION
DES #1800045, State Project
Intersection Improvement Project
SR 119 at CR 7, 1.35 Miles East of SR 19
Elkhart County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with an intersection improvement project at the intersection of State Road (SR) 119 with County Road (CR) 7 in Elkhart County. Although the INDOT Scheduling Project Management System (SPMS) lists the project location as 1.35 miles east of SR 19, the proposed project area along SR 119 begins 0.88 mile east of SR 19 and terminates 1.27 miles east of SR 19. The project limits along CR 7 extend from approximately 0.18 mile south of SR 119 to 0.37 north of SR 119. The proposed alternative will realign the intersection to the west to eliminate the existing 65 degree skew; the resulting intersection will be at 90 degrees. Other project activities will include guardrail replacement on an as-needed basis, as well as grading new ditches in order to perpetuate existing drainage patterns.

Bridge Work Included in Project: Yes ☐ No ☒ Structure #(s) _____

If this is a bridge project, is the bridge Historical? Yes ☐ No ☐ , Select ☐ Non-Select ☐

(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).

Culvert Work Included in Project: Yes ☐ No ☒ Structure #(s) _____

Proposed right of way: Temporary ☒ # Acres 0.15 Permanent ☒ # Acres 2.5 , Not Applicable ☐

Type and proposed depth of excavation: Excavation to a depth of between 3 and 8 feet below ground surface (bgs) will be required for ditch grading, and excavation to a depth of up to 6 feet bgs will be required for new pavement construction.

Maintenance of traffic (MOT): The anticipated MOT plan will utilize phased construction; a more detailed MOT plan will be developed once final alternative selection has occurred.

Work in waterway: Yes ☐ No ☒ Below ordinary high water mark: Yes ☐ No ☐

State Project: ☒ LPA: ☐

Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	N/A	Recreational Facilities	N/A
Airports ¹	N/A	Pipelines	N/A
Cemeteries	2	Railroads	1
Hospitals	N/A	Trails	N/A
Schools	N/A	Managed Lands	N/A

¹In order to complete the required airport review, a review of public-use airports within 3.8 miles (20,000 feet) is required.

Explanation:

Cemeteries: One (1) cemetery that is mapped with two icons is located within the 0.5 mile search radius. Bull Cemetery is located 0.40 mile southeast of the southern terminus of the project area. No impact is expected.

Railroads: One (1) railroad segment is located within the 0.5 mile search radius. The railroad segment, the owner of which is unknown, is located 0.37 mile northeast of the northern terminus of the project area.

WATER RESOURCES TABLE AND SUMMARY

Water Resources Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	N/A	Canal Routes - Historic	N/A
Karst Springs	N/A	NWI - Wetlands	9
Canal Structures – Historic	N/A	Lakes	1
NPS NRI Listed	N/A	Floodplain - DFIRM	N/A
NWI-Lines	N/A	Cave Entrance Density	N/A
IDEM 303(d) Listed Streams and Lakes (Impaired)	3	Sinkhole Areas	N/A
Rivers and Streams	4	Sinking-Stream Basins	N/A

If unmapped water features are identified that might impact the project area, direct coordination with INDOT ESD Ecology and Waterway Permitting will occur.

Explanation:

IDEM 303(d) Listed Streams and Lakes (Impaired): Three (3) 303d listed streams are located within the 0.5 mile search radius. The nearest 303(d) stream, Wisler Ditch (a.k.a. Miller Ditch), is located 0.04 mile north of the northern terminus of the project area. No impact is expected.

Rivers and Streams: Four (4) rivers and streams are located within the 0.5 mile search radius. The nearest stream segment, Wisler Ditch (a.k.a. Miller Ditch), is located 0.04 mile north of the northern terminus of the project area. No impact is expected.

NWI – Wetlands: Nine (9) wetlands are located within the 0.5 mile search radius. The nearest wetland is located 0.20 mile west of the western terminus of the project area. No impact is expected.

Lakes: One (1) lake is located within the 0.5 mile search radius. The nearest lake is located 0.21 mile east of the southern terminus of the project area. No impact is expected.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

Mining/Mineral Exploration Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	1	Mineral Resources	N/A
Mines – Surface	N/A	Mines – Underground	N/A

Explanation:

Petroleum Wells: One (1) petroleum well is located within the 0.5 mile search radius. The petroleum well is located 0.41 mile north of the northern terminus of the project area. No impact is expected.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	N/A	Manufactured Gas Plant Sites	N/A
RCRA Generator/ TSD	N/A	Open Dump Waste Sites	N/A
RCRA Corrective Action Sites	N/A	Restricted Waste Sites	N/A
State Cleanup Sites	N/A	Waste Transfer Stations	N/A
Septage Waste Sites	N/A	Tire Waste Sites	N/A
Underground Storage Tank (UST) Sites	N/A	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	N/A	Brownfields	N/A
Construction Demolition Waste	N/A	Institutional Controls	N/A
Solid Waste Landfill	N/A	NPDES Facilities	N/A
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	N/A
Leaking Underground Storage (LUST) Sites	N/A	Notice of Contamination Sites	N/A

Unless otherwise noted, site specific details presented in this section were obtained from documents reviewed on the Indiana Department of Environmental Management (IDEM) Virtual File Cabinet (VFC).

Explanation:

No hazardous material concerns were identified within the 0.5 mile search radius.

ECOLOGICAL INFORMATION SUMMARY

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 provided at https://www.in.gov/dnr/nature-preserves/files/np_elkhart.pdf. A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did not indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

RECOMMENDATIONS SECTION

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

INFRASTRUCTURE: N/A

WATER RESOURCES: N/A

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

ECOLOGICAL INFORMATION: Coordination with USFWS and IDNR will occur. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

Chad Pitcher,

Digitally signed by Chad
Pitcher, CHMM

Date: 2022.10.03 12:02:50
-04'00'

INDOT ESD concurrence: **CHMM** (Signature)

Prepared by:
Sharon Anton
Environmental Planner II
HNTB Corporation

Graphics:

A map for each report section with a 0.5 mile search 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:

SITE LOCATION: YES

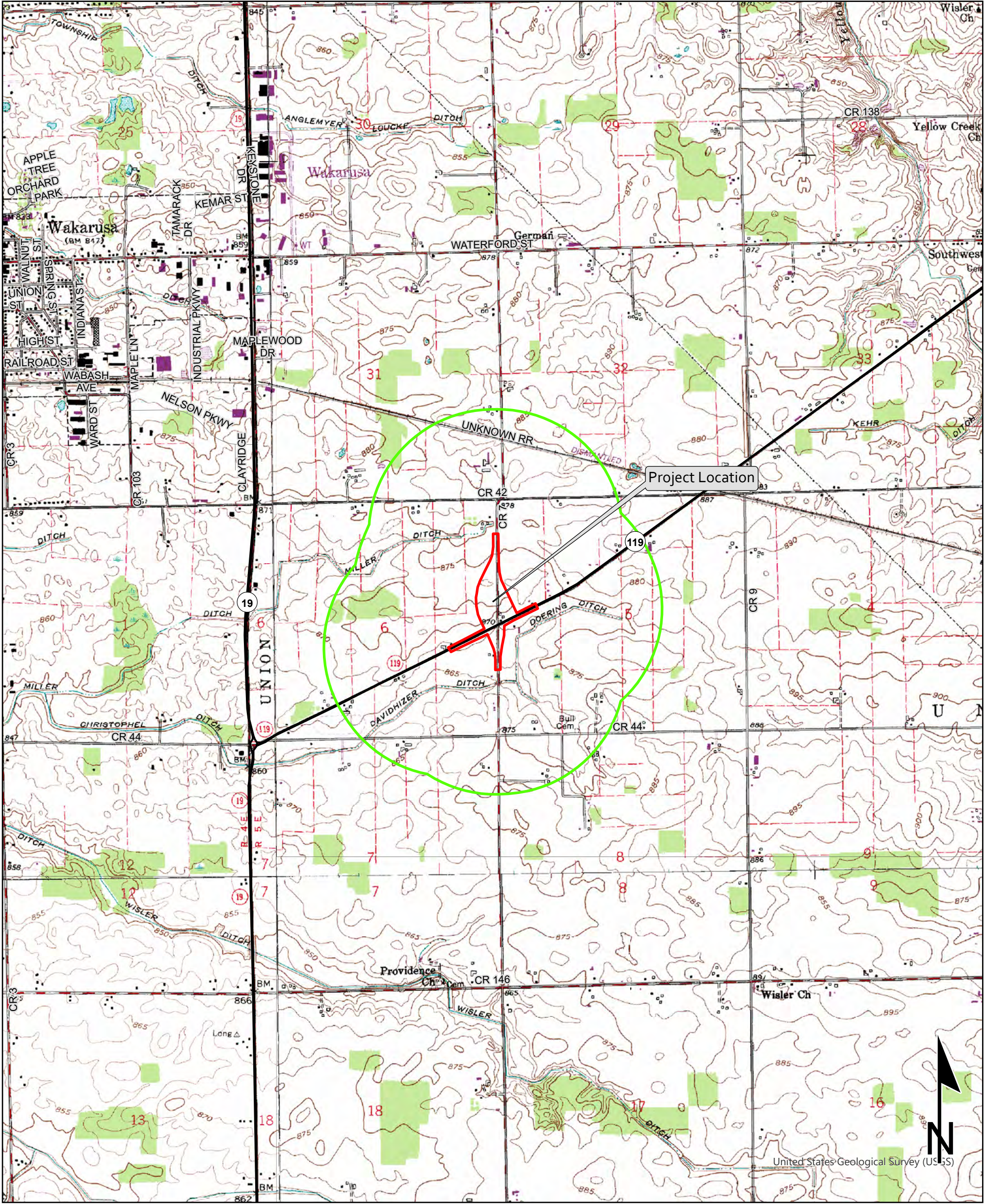
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: YES

HAZARDOUS MATERIAL CONCERNS: N/A

Red Flag Investigation - Site Location
SR 119 at CR 7, 1.35 Miles East of SR 19
Des. No. 1800045, Intersection Improvement
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)
Map Projection: State Plane Indiana West (FIPS 1301 Ft US)
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.

FORAKER, WAKARUSA,
NAPPANEE EAST, & NAPPANEE
WEST QUADRANGLES
INDIANA 7.5 MINUTE SERIES
(TOPOGRAPHIC)

Red Flag Investigation - Infrastructure
SR 119 at CR 7, 1.35 Miles East of SR 19
Des. No. 1800045, Intersection Improvement Project
Elkhart County, Indiana



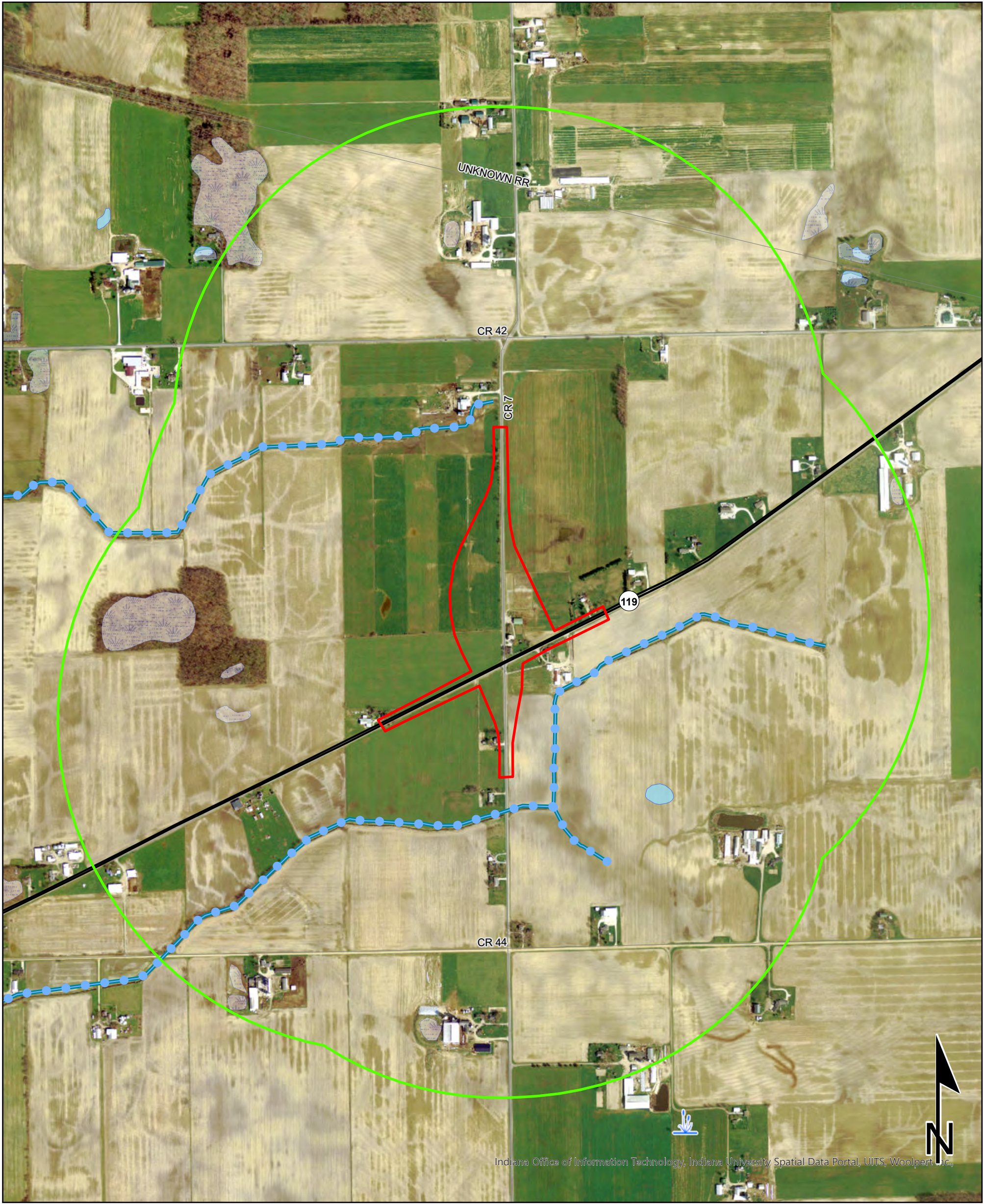
Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N Map Datum: NAD83

0.15 0.07 0 0.15 Miles

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		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Local Road

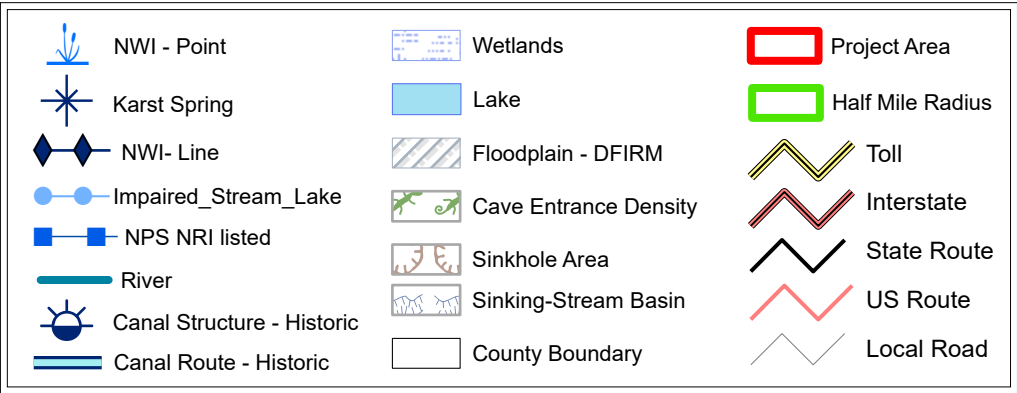
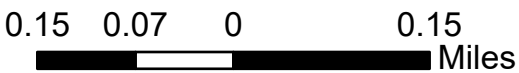
Red Flag Investigation - Water Resources
SR 119 at CR 7, 1.35 Miles East of SR 19
Des. No. 1800045, Intersection Improvement Project
Elkhart County, Indiana



Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert, Inc.,

Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (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.

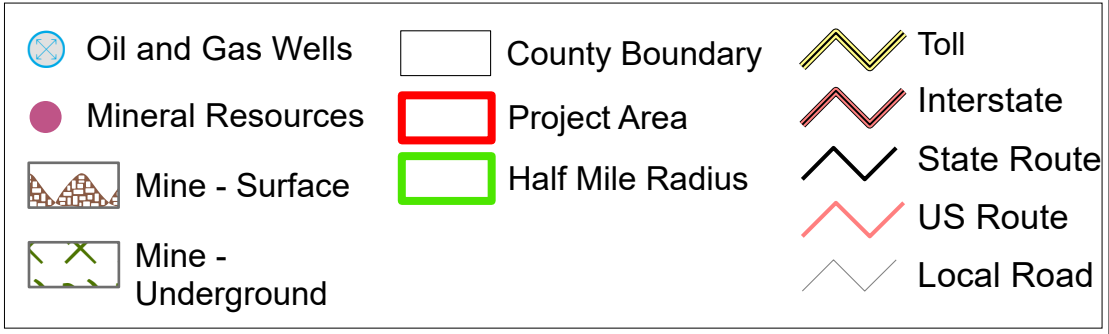


Red Flag Investigation - Mining and Mineral Exploration
SR 119 at CR 7, 1.35 Miles East of SR 19
Des. No. 1800045, Intersection Improvement Project
Elkhart County, Indiana



Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert, Inc.,

Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (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.



APPENDIX F: Water Resources

Waters of the U.S. Report

SR 119 AT CR 7

INTERSECTION IMPROVEMENT PROJECT



ELKHART
COUNTY

DES. NO.
1800045

Repeat attachments have been removed for brevity. Graphics can be found in Appendix B.

Prepared by:

HNTB

111 Monument Circle, Suite 1200
Indianapolis, IN, 46204
317.636.4682

August 30, 2022

1. PROJECT INFORMATION

Date of Field Reconnaissance: June 1, 2022

1.1 LOCATION

The project is located on SR 119, 1.35 miles east of SR 19.

- Sections 5 & 6, Township 35 N, Range 5 E
- Foraker Indiana, Quadrangle
- 41.514513, -85.982673 – NAD 1983

1.2 PROJECT DESCRIPTION

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) intend to proceed with an intersection improvement project at the intersection of SR 119 and CR 7 in Elkhart County, Indiana. Proposed project activities include the realignment of the intersection to the west to eliminate the skew. The new intersection would be at 90 degrees.

2. DESKTOP RECONNAISSANCE

Desktop reconnaissance was conducted prior to completing the field evaluation to assess the project area for potential Waters of the United States. This research included a review of both historic and recent aerial imagery for any areas with the water signature or sharp change in vegetation, and these areas were then assessed during field reconnaissance. Natural Resources Conservation Service (NRCS) mapped soil units, National Wetlands Inventory (NWI) mapping, United State Geological Survey (USGS) topographic mapping, USGS Hydrography data, Federal Emergency Management Agency (FEMA) Floodplain mapping, Indiana Department of Natural Resources (IDNR) Floodplain Information Portal mapping, Indiana StreamStats, and local data when available were also reviewed during desktop research.

2.1 SOIL ASSOCIATIONS AND SERIES TYPES

According to the Soil Survey Geographic (SSURGO) Database for Elkhart County, Indiana, the soil series summarized in Table 1 are found within the SR 119 at CR 7 project area (Attachment Pages 8-9).

TABLE 1: SOIL CLASSIFICATIONS

Soil Name	Symbol	Description	Hydric Soil Category	Hydric Rating
Brookston Loam	BuuA	Very deep, poorly drained soils formed in as much as 20 inches of silty material and the underlying loamy till in depressions on till plains and moraines. Slope ranges from 0 to 1 percent.	Primarily Hydric Soil	92%
Crosier Loam	CvdA	Very deep, somewhat poorly drained soils formed in till on till plains and moraines. Crosier loam is moderately deep to dense till. Slope ranges from 0 to 1 percent.	Primarily Non-Hydric Soil	5%
Crosier Loam	CvdB	Very deep, somewhat poorly drained soils formed in till on till plains and moraines. Crosier loam is moderately deep to dense till. Slope ranges from 1 to 4 percent.	Primarily Non-Hydric Soil	10%
Williamstown Crosier complex	WobB	Very deep, moderately well-drained soils that are moderately deep to dense till. The soils formed in as much as 22 inches of loess and the underlying loamy till. There are on till plains. Slope ranges from 1 to 5 percent.	Non-Hydric Soil	0%

2.2 NATIONAL WETLANDS INVENTORY

Based on the U.S. Fish and Wildlife National Wetlands Inventory (NWI) data (www.fws.gov/wetlands/Data/State-Downloads.html), there are no wetland polygons mapped within the investigated area. The closest NWI, identified as a riverine (R4SBC) wetland, is located approximately 0.05 mile northwest of the investigated area (Attachment Page 6) and represents the channel of Miller Ditch is a tributary of Baugo Creek.

2.3 HYDROLOGY

The 12-digit Hydrologic Unit Code (HUC) for the entirety of the project area is #040500012102 which identifies the Baugo Creek Watershed (Attachment Page 7). According to the Indiana Floodplain Information Portal, the project is not within a 100-year floodplain or regulatory floodway, but the project is located in the approximate fringe of the Davidhizer Ditch floodway (<https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e>) (Attachment Page 5).

2.4 NATIONAL HYDROGRAPHY DATASET (NHD) FLOWLINES

NHD flowline data has been compiled by the USGS and made available for use in GIS. A review of the local-resolution NHD flowlines, current as of January 23, 2018, was completed as part of the desktop review. There are no NHD classified flowlines present within the investigated area.

2.5 REGULATED DRAINS

According to the Union Township Regulated Drains map obtained on the Elkhart County website (<https://surveyor.elkhartcounty.com/en/elkhart-county-regulated-drains/>), there are no county-regulated drains within the investigated area.

3. FIELD RECONNAISSANCE

HNTB Indiana staff performed a field review of the investigated area on June 1, 2022. The purpose was to determine the presence of Waters of the U.S. within the investigated area. HNTB Indiana staff collected data during the field review to appropriately characterize the investigated area and determine the presence or absence of jurisdictional waters. The field investigated area encompassed the

area required for construction access. HNTB staff photographed select features and areas of interest throughout the investigated area. A photo location map and selected photographs are included as Attachment Pages 10-26.

The proposed investigated area was analyzed using the methods outlined in the Routine Determination, On-site Inspection Necessary procedure in the *Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory, 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual Midwest Region* (US Army Corps of Engineers, 2010). Identification indicator status of plant species utilized the 2020 Midwest Region National Wetland Plant List. Field GIS data was collected using ArcGIS Field Maps utilizing location services from Trimble® GNSS GPS with sub-meter accuracy.

4. WATERS

The June 2022 field reconnaissance for the SR 119 and CR 7 intersection improvement project did not locate any potential jurisdictional features. The investigated area consisted of mowed and maintained right-of-way for both SR 119 and CR 7. No areas within the investigated area were identified as dominated by hydrophytic vegetation nor were any primary indicators of hydrology noted. The right-of-way was dominated by Kentucky bluegrass (*Poa pratensis*, FAC), tall false rye grass (*Schedonorus arundinaceus*, FACU), and smooth brome (*Bromus inermis*, FACU). Information obtained during the field investigation is provided in detail below.

4.1 WETLANDS

No wetlands were observed within the investigated area during the June 2022 field review. The nearest NWI mapped wetland is noted as a riverine wetland (R4SBC), located northwest outside of the investigated area. This wetland was identified as Miller Ditch.

The investigated area consists of mowed and maintained roadway right-of-way, active agricultural land, and residential property with constructed roadside ditches that drain the existing right-of-way south to Davidhizer Ditch. The existing local topography is flat with agricultural land surrounding the area. Adjacent agricultural land appears to have field tiles and irrigation indicating soils are well-drained. Mapped soils are predominantly non-hydric and predominantly hydric. In areas where the soils were predominantly hydric, there were no indicators or hydrology present due to well-drained fields not allowing for ponding or saturation in the soils. The vegetation throughout the investigated area was dominated by non-wetland species.

4.2 STREAMS

No streams were observed within the investigated area during the June 2022 field review. The nearest streams are Davidhizer Ditch which is located southeast outside of the investigated area and Miller Ditch located northwest outside of the investigated area. During rain events, water drains from the project area via sheet flow and a roadside ditch. Flow conveyed in the roadside ditch is not frequent enough to establish anaerobic conditions that would prevent the growth of vegetation, which would result in the formation of an OHWM.

4.3 ROADSIDE DRAINAGE FEATURES

One roadside ditch, RSD 1, was observed within the investigated area during the June 2022 field review. RSD 1 was identified within the northwest quadrant of the SR 119 and CR 7 intersection. This channel is a construction trapezoidal ditch at the edge of the roadway embankment. The channel is fully vegetated and does not exhibit any characteristics associated with a jurisdictional waterway such as a defined bed and bank (Attachment Pages 16-26).

4.4 OPEN WATERS

No open waters were observed within the investigated area during the June 2022 field review.

5. CONCLUSION

No potentially jurisdictional water features were identified within the investigated area during the June 2022 field review for the SR 119 and CR 7 intersection improvement project. One roadside ditch has been identified north of SR 119 and west of CR 7 within the investigated area.

Every effort should be taken to avoid and minimize the impacts on potential off-site water resources. If construction exceeds the limits of the investigated area illustrated in this document, further field investigation will be needed. This report is this office's best judgment of water resources that are likely to be under federal jurisdictional.

This waters determination has been prepared based on the best available information, interpreted in the light of the investigator's training, experience, and professional judgment in conformance with the 1987 *Corps of Engineers Wetlands Delineation Manual*, the appropriate regional supplement, the USACE *Jurisdictional Determination Form Instructional Guidebook*, and other appropriate agency guidelines.



Landon Little, Environmental Planner II

PREPARERS:

HNTB Inc., Staff	Position	Contributing Effort
Christine Meador	Science Project Manager	Project Management
Landon Little	Environmental Planner II	Field Data Collection Report Preparation



Investigated Area

➤ Roadside Ditch

Streams (Local-Resolution NHD)

➤ Stream/River

0 200 400
Feet

Delineated Features Map

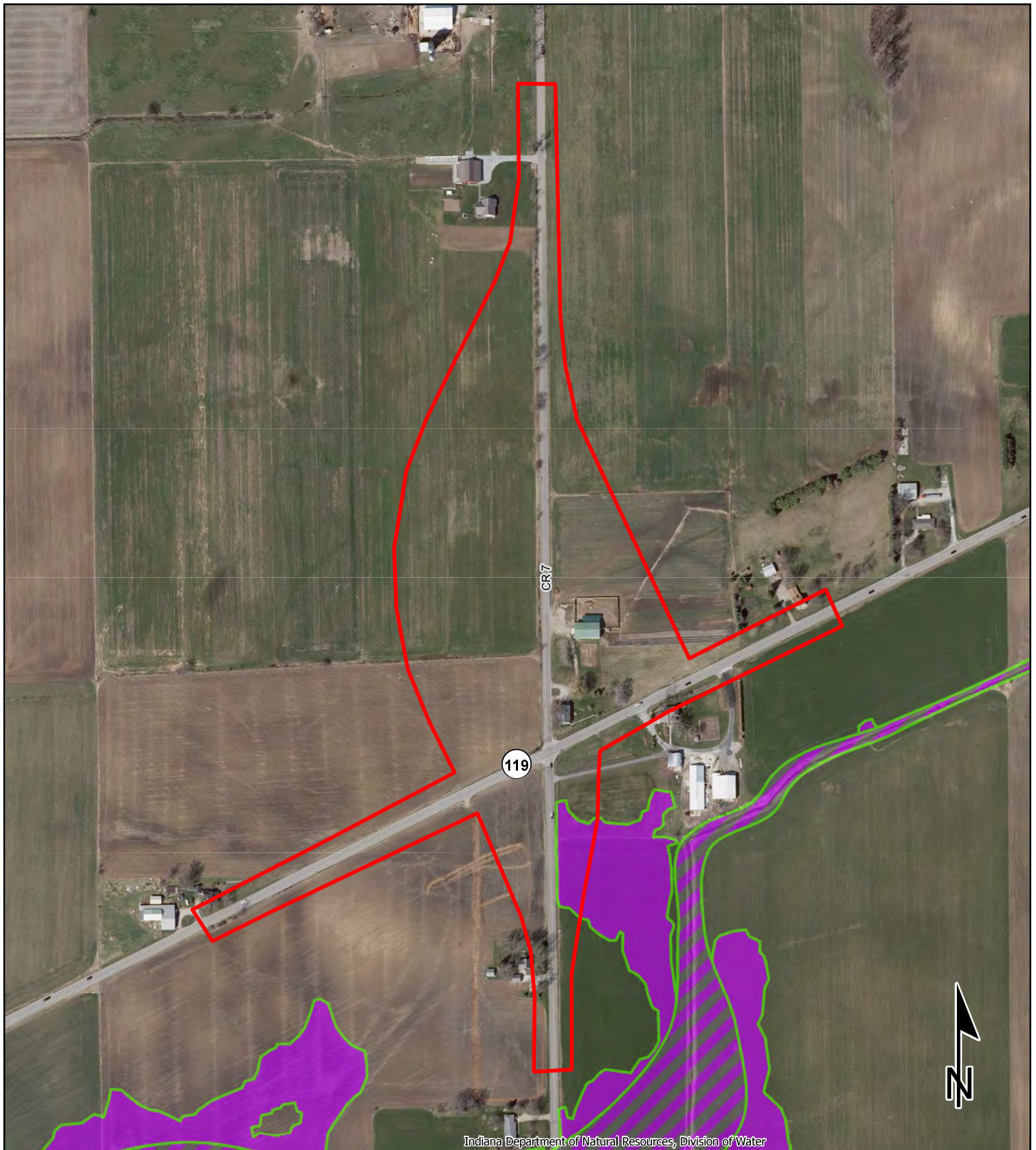
SR 119 at CR 7, 1.35 miles east of SR 19
Intersection Improvement
Elkhart County, Indiana

Des. No. 1800045

1 inch = 400 ft

HNTB

Graphics created by HNTB Corporation (2022)



Indiana Department of Natural Resources, Division of Water

	FEMA Zone AE Floodway		FEMA Protected by Levee
	DNR Detailed Floodway		FEMA Floodplain - Ponding (Depth)
	DNR Approximate Floodway		FEMA Floodplain - Sheet Flow (Depth)
	FEMA Zone A		Investigated Area
	FEMA Zone AE		
	DNR Detailed Fringe		
	DNR Approximate Fringe		
	Additional Floodplain Area		

0 200 400
Feet

IDNR Floodplain Map

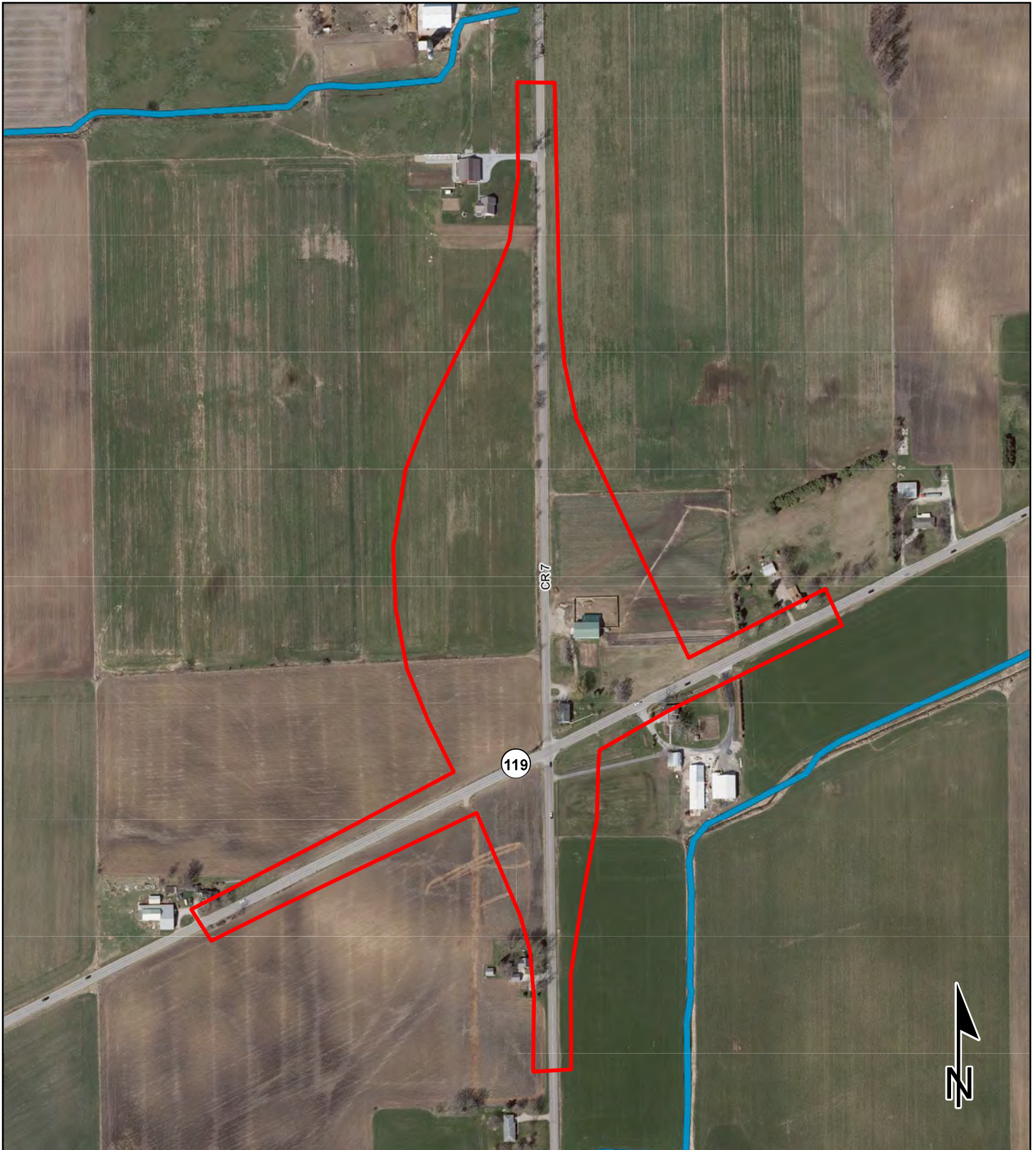
SR 119 at CR 7, 1.35 miles east of SR 19
Intersection Improvement
Elkhart County, Indiana

Des. No. 1800045

1 inch = 400 ft

HNTB

Graphics created by HNTB Corporation (2022)



Wetlands

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

Investigated Area

0 200 400
 Feet

National Wetlands Inventory Map

SR 119 at CR 7, 1.35 miles east of SR 19

Intersection Improvement

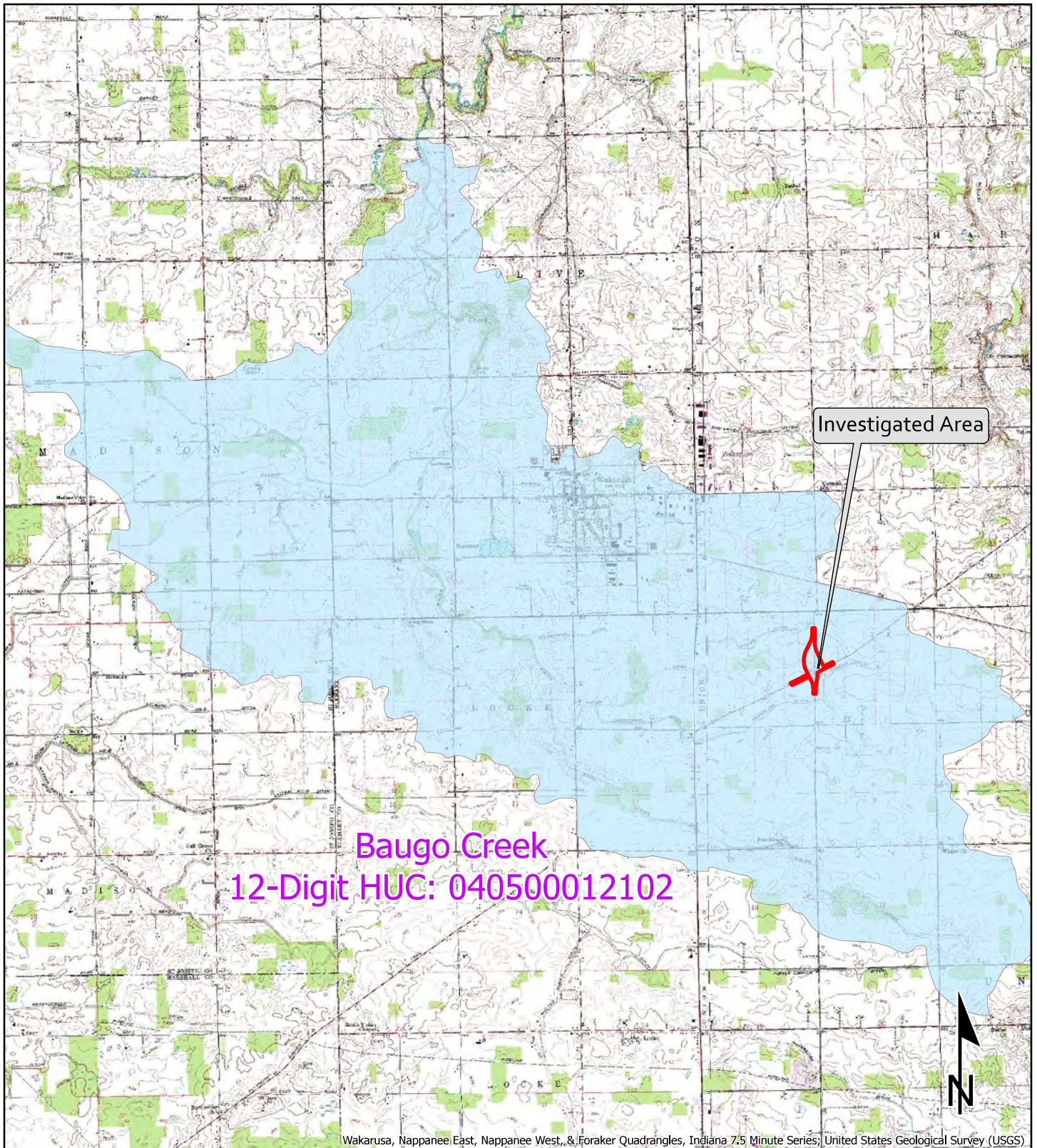
Elkhart County, Indiana

Des. No. 1800045

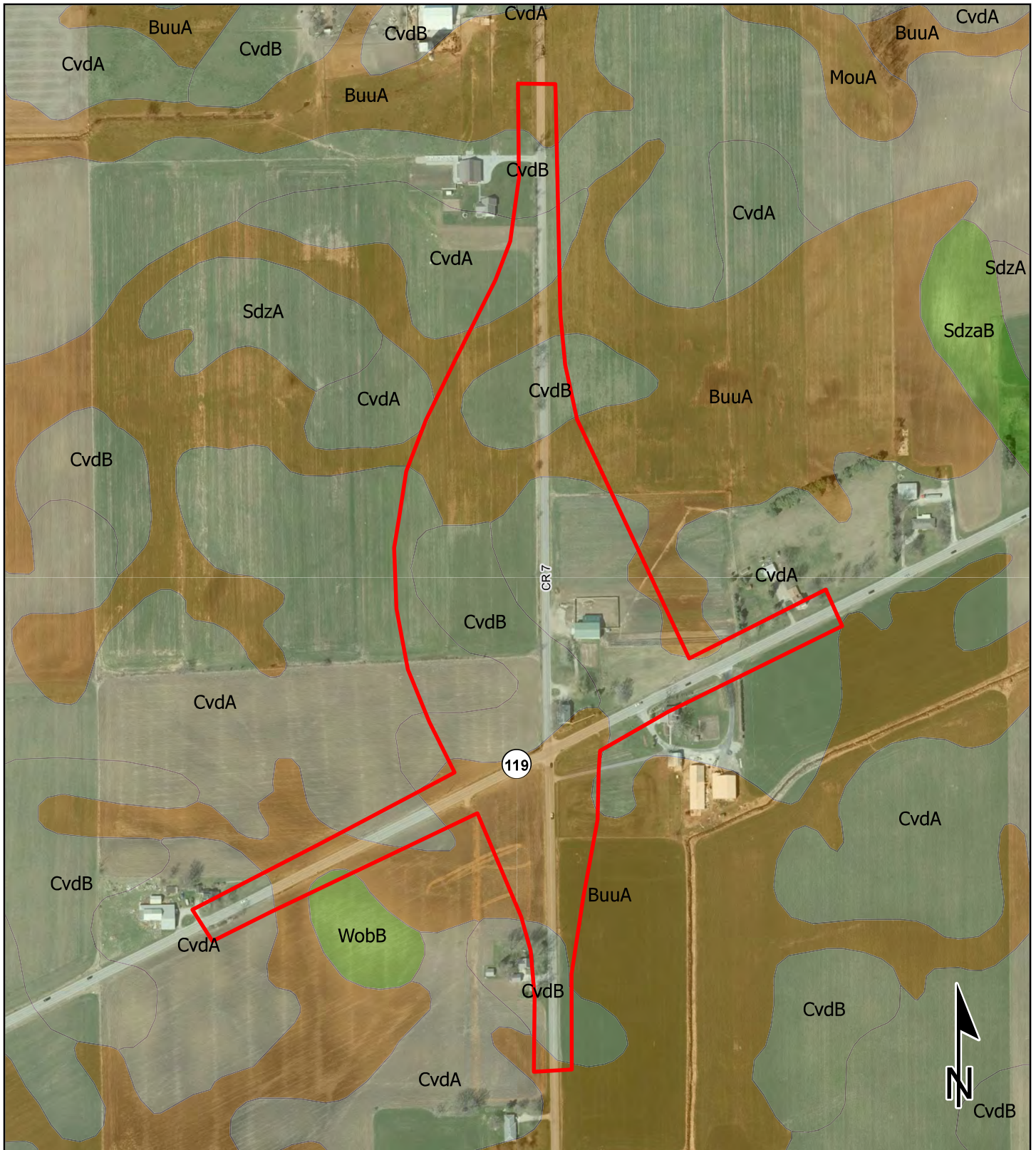
1 inch = 400 ft




HNTB

Graphics created by HNTB Corporation (2022)



<div style="display: flex; align-items: center; margin-bottom: 10px;"> <div style="width: 20px; height: 10px; border: 2px solid red; margin-right: 5px;"></div> Investigated Area </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: lightblue; margin-right: 5px;"></div> Watershed </div> <div style="text-align: center; margin-top: 20px;"> <div style="display: flex; justify-content: space-between; width: 100px;"> 0 6,000 </div> <div style="width: 100px; height: 10px; background: linear-gradient(to right, black 50%, white 50%); margin: 0 auto;"></div> Feet </div>	<div style="text-align: center;"> <h3 style="margin: 0;">Watershed Map</h3> <p style="margin: 5px 0;">SR 119 at CR 7, 1.35 miles east of SR 19 Intersection Improvement Elkhart County, Indiana</p> </div> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <td style="width: 50%; padding: 5px;">Des. No. 1800045</td> <td rowspan="2" style="width: 50%; text-align: center; padding: 10px;"> <div style="font-size: 2em; font-weight: bold; margin: 0;">HNTB</div> <div style="font-size: 0.8em; margin-top: 5px;">Graphics created by HNTB Corporation (2022)</div> </td> </tr> <tr> <td style="padding: 5px;">1 inch = 6,000 ft</td> </tr> </table>	Des. No. 1800045	<div style="font-size: 2em; font-weight: bold; margin: 0;">HNTB</div> <div style="font-size: 0.8em; margin-top: 5px;">Graphics created by HNTB Corporation (2022)</div>	1 inch = 6,000 ft
Des. No. 1800045	<div style="font-size: 2em; font-weight: bold; margin: 0;">HNTB</div> <div style="font-size: 0.8em; margin-top: 5px;">Graphics created by HNTB Corporation (2022)</div>			
1 inch = 6,000 ft				



<p>Hydric Rating</p> <ul style="list-style-type: none"> Not Hydric Predominantly Non-Hydric Partially Hydric Predominantly Hydric Hydric <p> Investigated Area</p> <div style="text-align: right;"> <p>0 200 400</p> <p>Feet</p> </div>	<p style="text-align: center;">Hydric Soils Map</p> <p style="text-align: center;">SR 119 at CR 7, 1.35 miles east of SR 19 Intersection Improvement Elkhart County, Indiana</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Des. No. 1800045</td> <td rowspan="2" style="text-align: center; vertical-align: middle;">  <small>Graphics created by HNTB Corporation (2022)</small> </td> </tr> <tr> <td style="padding: 5px;">1 inch = 400 ft</td> </tr> </table>		Des. No. 1800045	 <small>Graphics created by HNTB Corporation (2022)</small>	1 inch = 400 ft
Des. No. 1800045	 <small>Graphics created by HNTB Corporation (2022)</small>				
1 inch = 400 ft					

Hydric Rating by Map Unit

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
BuuA	Brookston loam, 0 to 1 percent slopes	92	9.6	34.1%
CvdA	Crosier loam, 0 to 1 percent slopes	5	11.0	39.0%
CvdB	Crosier loam, 1 to 4 percent slopes	10	7.5	26.6%
WobB	Williamstown-Crosier complex, 1 to 5 percent slopes	0	0.1	0.3%
Totals for Area of Interest			28.2	100.0%



APPENDIX G: Public Involvement

March 11, 2022

[REDACTED]
[REDACTED]
[REDACTED]

Re: Elkhart County [REDACTED]

NOTICE OF SURVEY

Dear Property Owner:

HNTB, on behalf of The Indiana Department of Transportation (INDOT), will perform a survey to improve intersection movement and adding turn lanes at SR 119 and CR 7 in Elkhart County, Fort Wayne District, Indiana, Des No. 1800045. 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 will include mapping the location of features such as trees, buildings, fences, drives, ground elevations, 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 HNTB, 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/2888.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 on or after March 11, 2022.

HNTB 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 the HNTB Project Manager. This contact information is as follows:

William M. Jones
111 Monument Circle, Suite 1200
Indianapolis, IN 46204
(317) 917-5248

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 INDOT Central Office; contact information is below. The INDOT Central Office can provide you with a form to request compensation for damages. Once you fill out this form, you can return it to the INDOT Central Office 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 Indiana Department of Transportation Central Office. This contact information is as follows:

1-855-INDOT4U (463-6848)
www.INDOT4U.com

Thank you in advance for your cooperation in this matter.

Sincerely,

HNTB Corporation

A handwritten signature in blue ink, appearing to read "William M. Jones".

William M. Jones
Supervisory Survey Technician



The HNTB Companies
Infrastructure Solutions

111 Monument Circle
Suite 1200
Indianapolis, IN 46204-5178

Telephone (317) 636-4682
Facsimile (317) 917-5211
www.hntb.com

October 31, 2022

Coordination Letter

Intersection Improvement Project

Des. No.: 1800045, State Road (SR) 119 at County Road (CR) 7 Intersection Improvement
Elkhart County, Indiana

To Whom it May Concern:

The Indiana Department of Transportation (INDOT) intends to proceed with an intersection improvement project at the intersection of SR 119 and CR 7, approximately 1.35 miles east of SR 19 in Elkhart County, Indiana. The preferred alternative for this project will realign the intersection to the west to eliminate the existing skew. The new intersection would be at 90-degrees.

We would appreciate the opportunity to further discuss the project scope, as the project is adjacent to your property. Please give us a call at 317-917-5345 so that we may provide additional information and answer any questions about the project. Mailing address and email address are also provided below if contact by phone is not convenient. Thank you in advance for your reply.

Sincerely,
HNTB Indiana, Inc.

Jenn Alexander, P.E.
Deputy Project Manager, HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46214
Direct: (317) 917-5345 Email: jealexander@hntb.com

Kitchen Table Meetings					
Owner	Quadrant	Address	Phone	Correspondence	Notes
	SW			10/31/2022 - Letter Sent 11/3/2022 - Phone Call	11/3/22 Conversation: <ul style="list-style-type: none"> •Owns SW quadrant •She s lived in the area for 20+ years, has seen many accidents over the years and has felt a 4-way stop/light would be beneficial. •She seemed in favor of us doing a project here. •There s a stake in her yard that has been there all summer that she wasn t sure if it was related to this project, I couldn t say for certain if it was or not related. •She was curious about the limits of how far south project would go and how far west of existing intersection the CR 7 approach would be placed. •She didn t express any concerns about CR 7 approach to SR 119 being closed during construction. •No questions to follow up on.
	NW (at tie in)			10/31/2022 - Letter Sent 12/1/22 - Phone call with Kathleen's son, Caleb	12/1/22 Conversation: <ul style="list-style-type: none"> •Owns property to west and east of CR 7 •Initially does not like the idea of realigning the road as it will impact their farm land •Wanted to know what alternatives we looked at and if 4 way stop, light, etc. was considered. I explained that alternatives were looked at and this was the safest and economical alternative • has a new house at CR 7 and wanted to see if this project would impact her, asked that a map be sent •Wanted to know what alternatives we looked at
	NE			10/31/2022 - Letter Sent 11/8/2022 - called HNTB 11/9/2022 - Jenn left voicemail	
	SE			10/31/2022 - Letter Sent	1/31/23 Conversation (spoke with): <ul style="list-style-type: none"> •No concerns with project area •No questions concerning project •No drainage issues came to mind •Monica stated that they use the CR 7 drive more than the SR 119 drive and it would be important to maintain that drive
	SE (at tie in)			10/31/2022 - Letter Sent Email sent to HNTB on 11/5, response sent 11/8	11/5/22 Email: <ul style="list-style-type: none"> •Asked for blueprints/proposal --> HNTB sent a kmz of project area and description, no follow-up questions to date 1/24/23 Email: <ul style="list-style-type: none"> •reached out to see if they have contact info for
	NW			11/3/2022 - Letter Sent	

AFFP

DES. # 1800045 Public meeting

Affidavit of Publication

STATE OF IN }
COUNTY OF ELKHART } SS

Sherrena Jefferson, being duly sworn, says:

That she is Accountning Clerk of the Elkhart Truth, a daily newspaper of general circulation, printed and published in Elkhart, Elkhart County, IN; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

July 08, 2023

July 18, 2023

Publication Fees: \$ 92.34

That said newspaper was regularly issued and circulated on those dates.

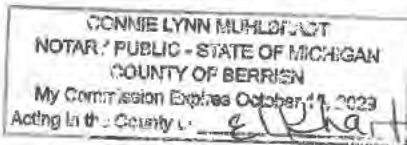
SIGNED:



Subscribed to and sworn to me this 18th day of July 2023.



Connie Lynn Muhlbradt, Notary Public 10/15/2029



70084209 70716184

Daniel Curtis
HNTB
111 Monument Circle St 1200
Indianapolis, IN 46204

DES. # 1800045

NOTICE OF PUBLIC INFORMATION MEETING

Proposed Intersection Improvement of SR 119 and County Road 7 in Elkhart County. The Indiana Department of Transportation (INDOT) will host a public information meeting on Tuesday July 25, 2023 at Northwood Middle School, 301 North Elkhart Street, Wakarusa, IN 46573. Doors will open at 5:30 p.m. to give participants time to view displays and talk to project representatives. A formal presentation will begin at 6:00 p.m. with additional time after for participants to talk to project representatives. Meeting will conclude at 7:00 p.m. The purpose of the public information meeting is to offer all interested persons an opportunity to review and comment on the current preliminary design plans for the intersection improvement project on State Road (SR) 119 and County Road (CR) 7 in Elkhart County, Indiana.

The purpose of the project is to reduce the frequency and severity of crashes at the SR 119 and CR 7 intersection. Existing Conditions: This section of SR 119 is a two-lane major collector with a speed limit of 55 miles per hour (mph). SR 119 has two 10-foot travel lanes, one in each direction, a 1-foot paved shoulder, and a 3-foot aggregate shoulder. CR 7 is a two-lane local collector that does not have a posted speed limit; therefore, the speed limit is assumed to be 55 mph. CR 7 has two 10-foot travel lanes, one in each direction, and a 1-foot aggregate shoulder. The existing intersection has a 65-degree skew and does not have any dedicated turn lanes. Turning and through movements are shared by the single lane servicing each direction. The existing intersection has a higher-than-average frequency and severity of crashes. Right-angle crashes are occurring at the highest frequency and are attributed to failure to yield to the right-of-way or disregarding signage.

Preferred Alternative: The project will realign the intersection 0.02 mile west of the existing intersection, eliminating the 65-degree skew and resulting in a 90-degree intersection. North of SR

119, approximately 0.16 mile, the existing CR 7 will be closed to through traffic and become a driveway where the existing CR 7 meets SR 119, to maintain access to the existing properties. At 0.16

mile north of the existing intersecting CR 7 will curve to the west, becoming a "S" curve as traffic approaches the new intersection. The "S" curve is designed to meet 35 mph design criteria. At 0.05 mile south of the existing intersection, CR 7 will be closed to through traffic and will curve to the west.

North of the existing SR 119 and CR 7 intersection, approximately 110 feet of existing CR 7 roadway will be removed. The existing CR 7 will be converted into a drive and a drive approach will be built to

connect to proposed CR 7. South of the existing SR 119 and CR 7 intersection the existing CR 7 roadway will be removed except from approximately 60 feet south of the existing intersection to

approximately 220 feet south of the existing intersection, that portion of the roadway will remain and will be converted to a drive for the property south of SR 119.

Five new small structures will be installed, and new ditches will be graded in order to perpetuate existing drainage patterns. Additionally, two outfalls will be constructed, one north and one south of SR 119. Three of the five new small structures will be roadway culverts and the additional two will be driveway culverts. Revetment riprap will be placed at the outlets of the culverts.

Maintenance of Traffic (MOT): The MOT will occur in phases and will utilize road closures and will require detours. More information will be given in detail at the public information meeting. All written statements submitted prior to, during, and for a period of two (2) weeks following the public meeting date, will be evaluated, considered, and addressed in subsequent environmental documentation. Written comments may be submitted to INDOT PM: Miguel Tucker, 5333 Hatfield Road, Fort Wayne, IN 46808, mtucker2@indot.in.gov; and/or Dan Syrus, HNTB, 111 Monument Circle, Suite 1200, Indianapolis, IN 46204, dsyrus@HNTB.com. INDOT respectfully requests comments be submitted by August 8, 2023. In accordance with the Americans with Disabilities Act

(ADA), and Title VI of the Civil Rights Act of 1964, persons and/or groups requiring project information be made available in alternative formats or languages are encouraged to contact Dan Syrus at 111 Monument Circle, Indianapolis, IN 46204, dsyrus@HNTB.com, or by calling 317-864-3095. This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program."; 2) 23 CFR 450.210(a)(1)(ix) stating, "Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate."; and 3) The INDOT Public Involvement Policies and Procedures approved by the Federal Highway Administration on August 16, 2012.
hspaxlp

AFFIDAVIT OF PUBLICATION

STATE OF INDIANA

County of Elkhart

City of Goshen

Goshen News Fed ID # 82-2664009

ad# 1839323

ISSUED:

The subscriber, being duly sworn, deposes and says she is the said Kristine F. Erb of THE GOSHEN NEWS and that the foregoing notice for

Des. #1800045 Notice of Public Information Meeting

was published in said newspaper in two editions of said newspaper issued between

07/12/23 and 07/17/23

Cost: \$ 134.23

Kristine F. Erb

SUBSCRIBED AND SWORN BEFORE ME ON THIS DAY

Notary Public

Angela S. Kulczar

My Commission Expires February 04, 2027

Commission # NP0718334



DES. # 1800045 NOTICE OF PUBLIC INFORMATION MEETING

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Written comments may be submitted to INDOT PM; Miguel Tucker, 5333 Hatfield Road, Fort Wayne, IN 46808, mtucker2@indot.in.gov; and/or Dan Syrus, HNTB, 111 Monument Circle, Suite 1200, Indianapolis, IN 46204, dsyrus@HNTB.com. INDOT respectfully requests comments be submitted by August 8, 2023.

In accordance with the Americans with Disabilities Act (ADA), and Title VI of the Civil Rights Act of 1964, persons and/or groups requiring project information be made available in alternative formats or languages are encouraged to contact Dan Syrus at 111 Monument Circle, Indianapolis, IN 46204, dsyrus@HNTB.com, or by calling 317-864-3095.

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July 12, 17 hspaxlp



SR 119 and CR 7 Intersection Improvement Project

Public Information Meeting, Des No. 1800045

SIGN-IN SHEET (Please Print Legibly)



First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project mail & email list	Elected Officials (City/County)
Loren	Sloat	[REDACTED]	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/>	
Caleb	Ramer	[REDACTED]	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/>	
Johnny	Ramer	[REDACTED]	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/>	
Glenn + Ruth Ann	Weaver	[REDACTED]	[REDACTED]		<input checked="" type="checkbox"/>	
Glenn Zimmerman		[REDACTED]	[REDACTED]		<input checked="" type="checkbox"/>	
Lucy Weaver	Weaver	[REDACTED]	[REDACTED]			
Elsie Weaver	Weaver	[REDACTED]	[REDACTED]			
Kathleen Ramer	Ramer	[REDACTED]	[REDACTED]		<input checked="" type="checkbox"/>	
VINCE	DIVACCARO	[REDACTED]	[REDACTED]	[REDACTED]		



SR 119 and CR 7 Intersection Improvement Project

Public Information Meeting, Des No. 1800045

SIGN-IN SHEET (Please Print Legibly)



First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project mail & email list	Elected Officials (City/County)
CJ. (+ CLAIRE)	CUNNINGHAM				<input checked="" type="checkbox"/>	RAA
Rhonda	Hochstetler				<input type="checkbox"/>	
					<input type="checkbox"/>	
					<input type="checkbox"/>	
					<input type="checkbox"/>	
					<input type="checkbox"/>	
					<input type="checkbox"/>	
					<input type="checkbox"/>	
					<input type="checkbox"/>	
					<input type="checkbox"/>	



SR 119 at CR 7

Intersection Improvement Project

Public Information Meeting

July 25, 2023



WELCOME!

*First public meeting for the SR 119 and CR 7
Intersection Improvement Project.*

TONIGHT'S AGENDA



- ✓ **What to expect from a PIM**
(PIM) Public Information Meeting.
- ✓ **Project Overview**
- ✓ **Project Details**
- ✓ **Project Schedule**
- ✓ **How to Share Your Feedback**
- ✓ **Next Steps / Conclusion**

Project Overview



Overview

Purpose:

- Located in Elkhart County, the intersection of SR 119 and CR 7 will need a realignment to eliminate the existing 65-degree skew.
- This improvement is needed to reduce the frequency and severity of crashes at this intersection.



Purpose and Need



Reduce the frequency and severity of crashes



Right angle crashes attributed to 27 of the 34 crashes from 2017 to 2021

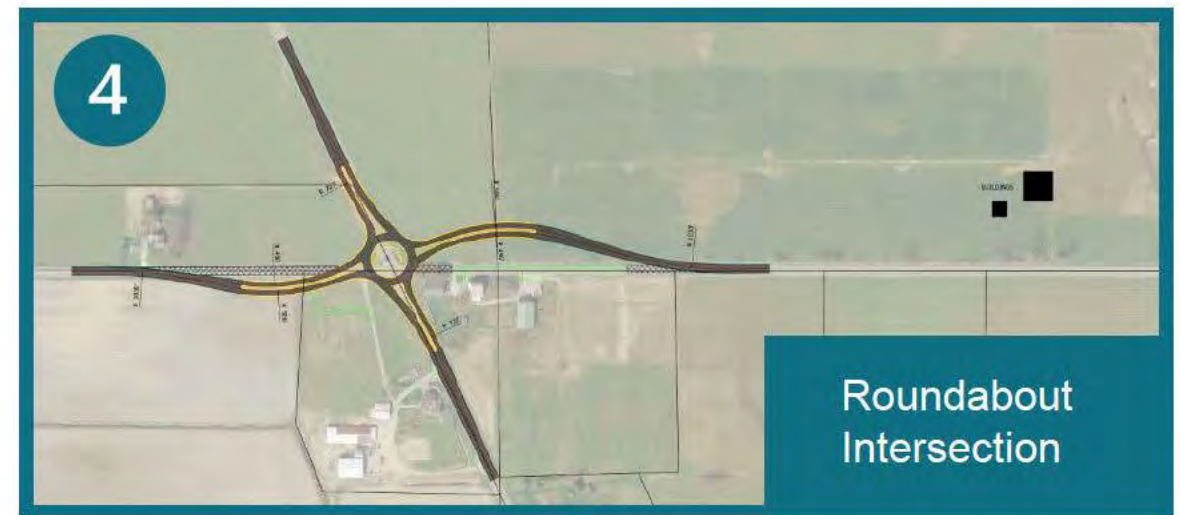


Thirteen were incapacitating injury crashes



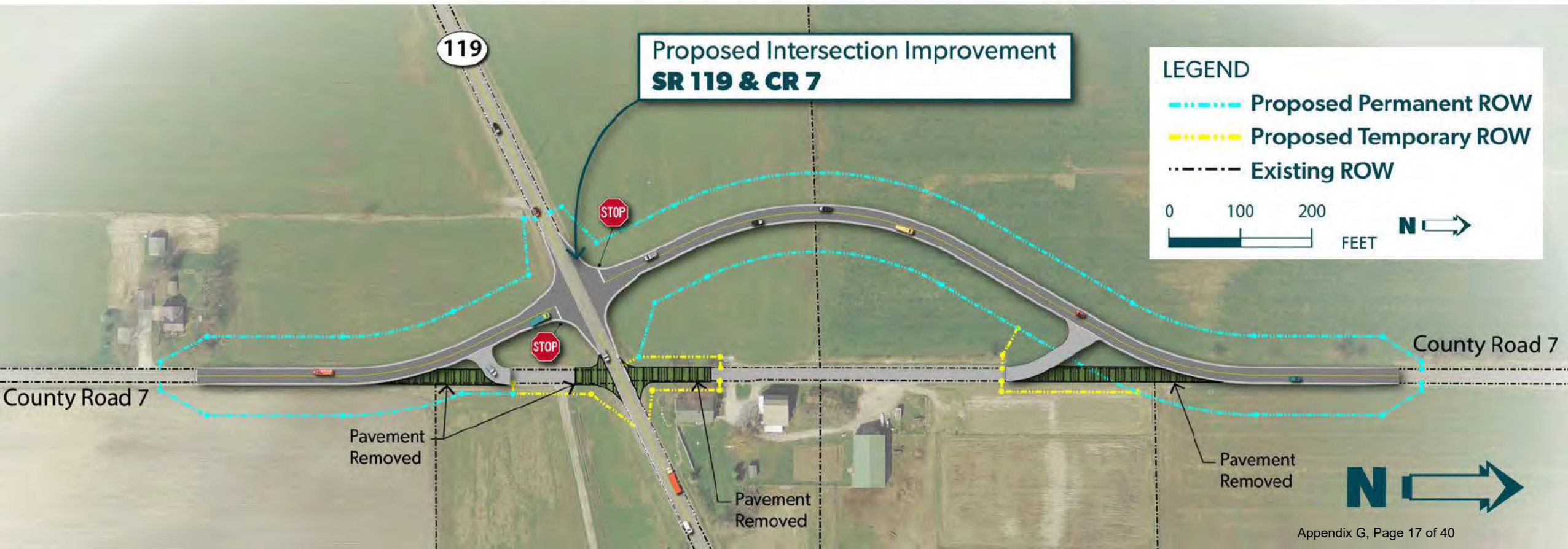
Poor sight-distance of the intersection due to the skew

Project Alternatives Evaluated



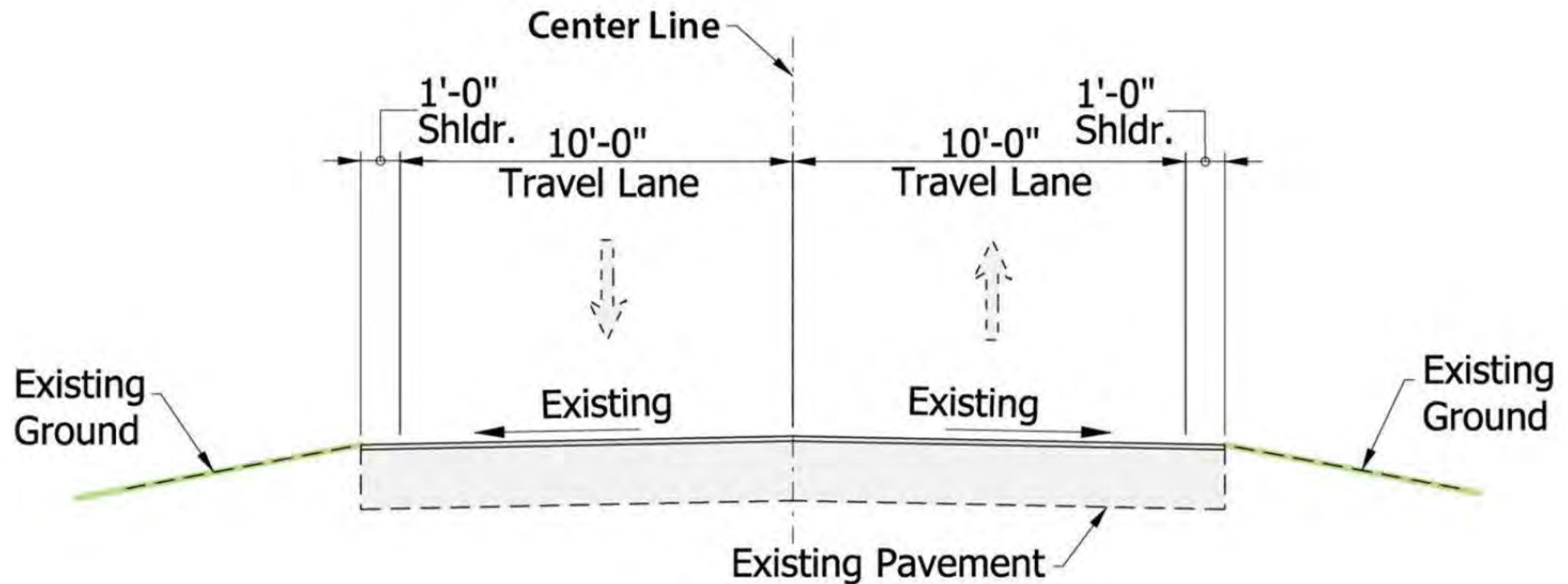
Preferred Alternative

- SR 119 at CR 7 Intersection relocated 130' south of current intersection
- Driveways: Recommend sections of the old CR 7 to become an extension of the driveways and connect to proposed CR 7
- Drainage: Water will flow away from the intersection and the existing flow pattern will be maintained



SR 119 Typical Section

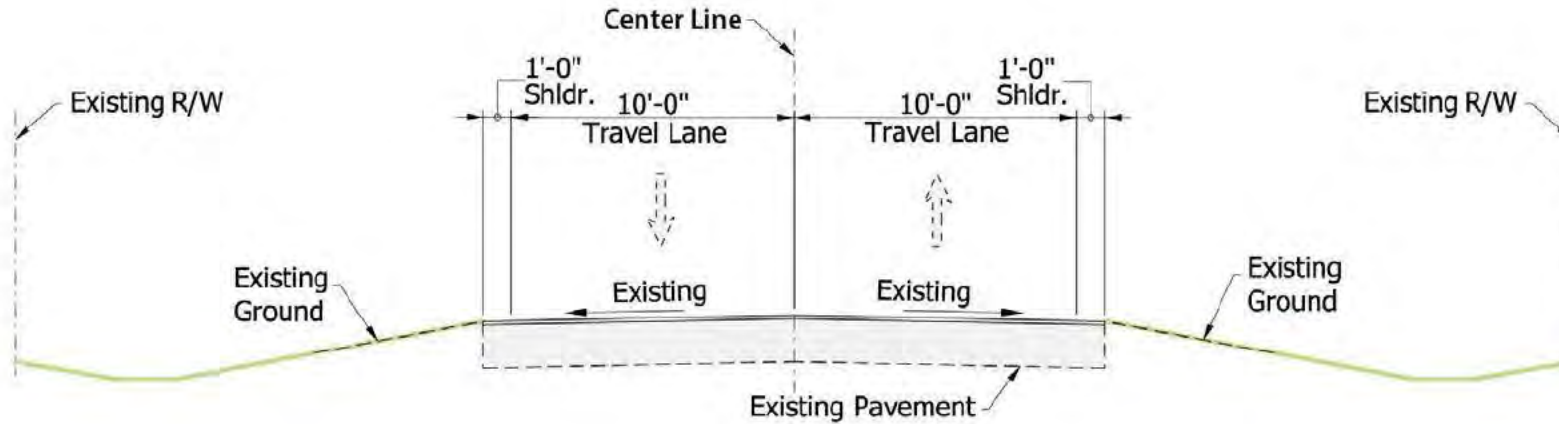
- Existing road to remain in place
- Resurface SR 119 along project limits



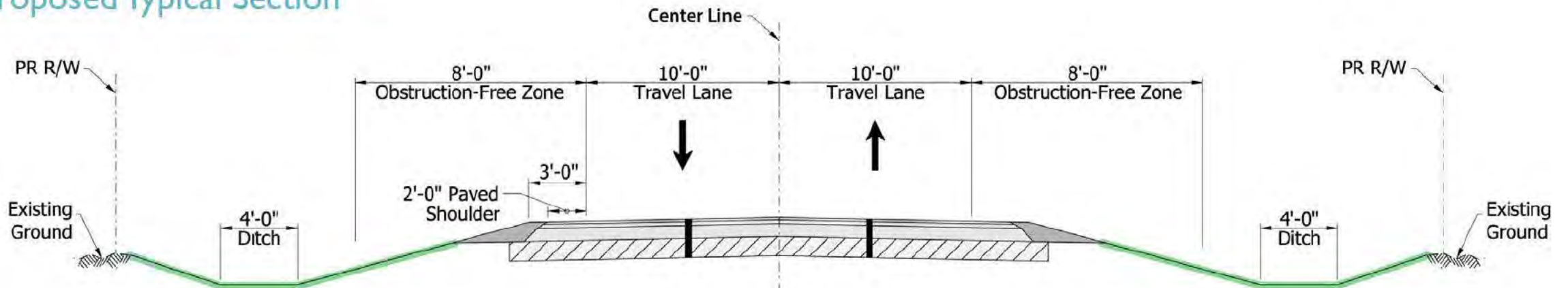
CR 7 Typical Section

- Reconstruct and realign CR 7
- Widen shoulders to 2-feet

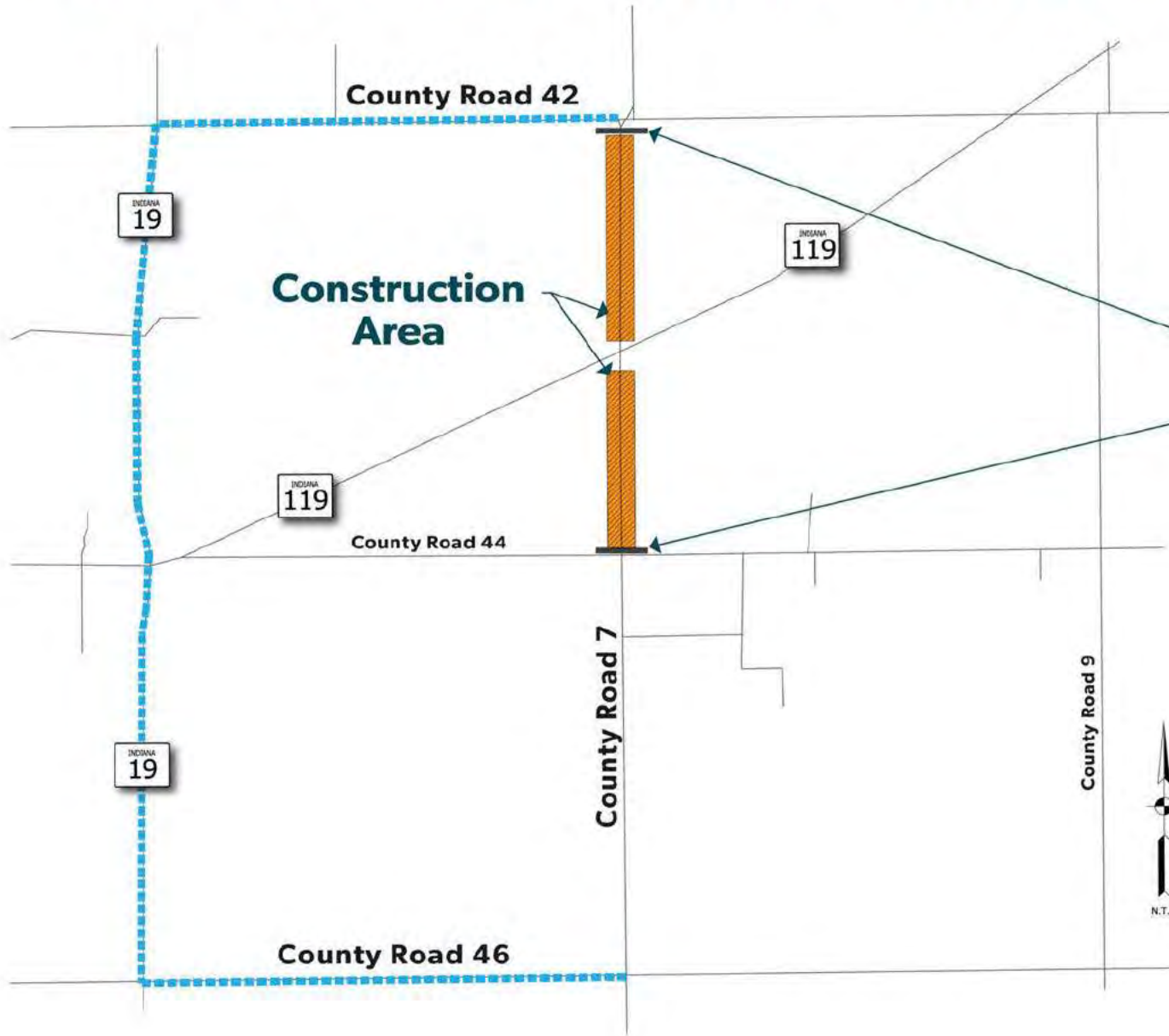
Existing Typical Section



Proposed Typical Section



Maintenance of Traffic - Detour



- CR 7 to be closed from CR 44 to CR 42 for the duration of construction
- Local access to drives will be maintained at all times



LEGEND

- Detour Route
- Detour Route Sign Assembly
Type III-B Barricade

Maintenance of Traffic

Phase 1:

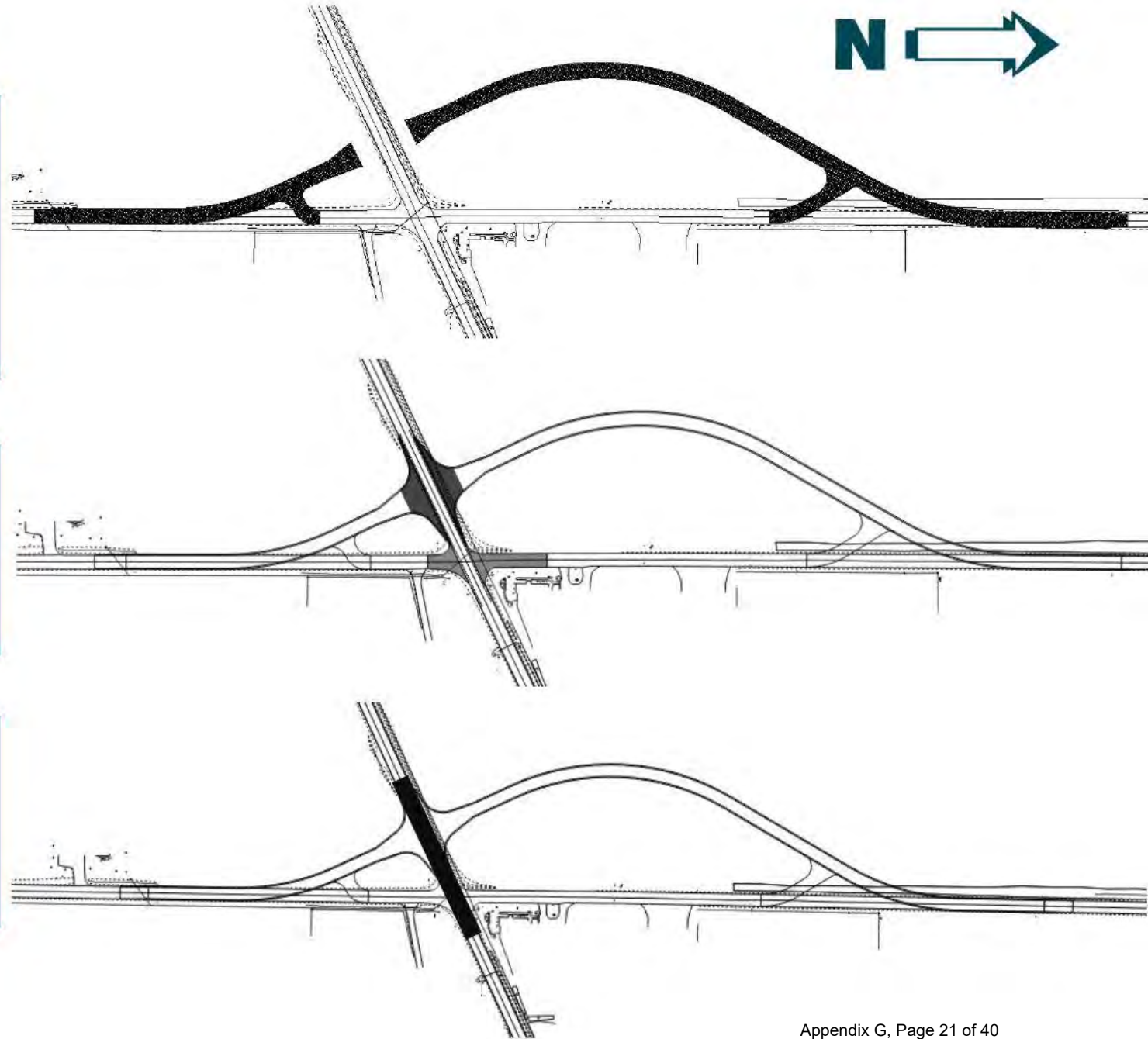
- Construction of CR 7, with exception of connection to SR 119.
- **No construction along SR 119 during this phase.**

Phase 2:

- Construction connection of CR 7 to SR 119
- **Traffic reduced to one lane on SR 119**

Phase 3:

- SR 119 Mill and Overlay
- **Traffic reduced to one lane on SR 119**

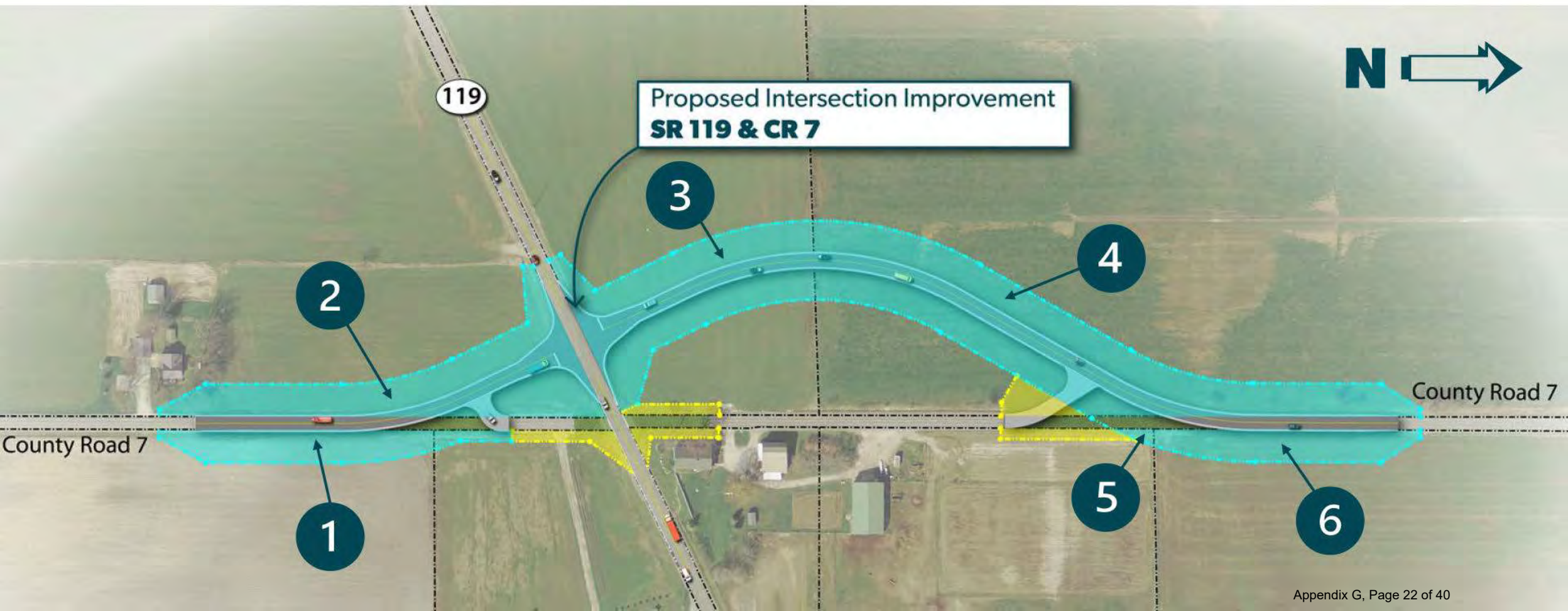


ROW Acquisition

— 4.41 Acres of Permanent ROW

— 0.31 Acres of Temporary ROW

110' of ROW for Relocated CR 7



Utilities

Utilities Involved:

Frontier

NIPSCO Gas

NIPSCO Electric

- ✓ Appears **minor relocations for all**
- ✓ Requested relocation plans in **June 2023**
- ✓ **Relocations could start 2024** (prior to construction)



PROPOSED SCHEDULE

**SUMMER
2023**

*Public
Information
Meeting*

**FALL
2024**

*Project
Letting*

**WINTER
2024**

*Construction
Begins*

**FALL
2025**

*Anticipated
Project
Completion*

WE ARE HERE

How to Share Your Feedback

1

Comment Form

2

Email

HNTB PI Lead:

dsyrus@hntb.com

Subject: SR 119 and CR 7 Comment



Give us your feedback!

SR 119 and CR 7 Intersection Improvement Project

Public Comment Form

Des No. 1800045

TO: HNTB Public Involvement
Dan Syrus
111 Monument Circle, Suite 1200
Indianapolis IN, 46204
dsyrus@hntb.com

FROM: Name _____

Address _____

Phone (____) _____ (Optional) Email _____ (Optional)

Organization/Agency (if relevant) _____ (Optional)

COMMENTS: INDOT respectfully requests that comments be submitted by:
August 8, 2023 to one or both of the addresses/emails above.

www.in.gov/indot/

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Next Steps

1

Comment Period

Deadline: August 8th

2

Feedback Discussion with INDOT and Design Team

3

Stage 3 Design Fall 2023



Give us your feedback!

SR 119 and CR 7 Intersection Improvement Project

Public Comment Form

Des No. 1800045

TO: HNTB Public Involvement
Dan Syrus
111 Monument Circle, Suite 1200
Indianapolis IN, 46204
dsyrus@hntb.com

FROM: Name _____

Address _____

Phone (____) _____ (Optional) Email _____ (Optional)

Organization/Agency (if relevant) _____ (Optional)

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THANK YOU!



SR 119 and CR 7 Intersection Improvement Project

Des No. 1800045

PURPOSE:

Located in Elkhart County, this project will realign the existing intersection of SR 119 and CR 7 by eliminating the 65-degree skew, resulting in a 90-degree intersection reconstruction. This improvement is needed to reduce the frequency and severity of crashes at the SR 119 and CR 7 intersection.



HAVE A QUESTION?

 INDOT4U.com

 855-INDOT4U
855-463-6848





SR 119 and CR 7 Intersection Improvement Project

Public Comment Summary

Des No. 1800045

Public Comment Period was held from July 25, 2023, to August 8, 2023

In summary, here are the major comments received during the public comment period.

- We received two public comment forms at the in-person public meeting on July 25, 2023.
- We received six public comments forms after the in-person public meeting by US mail and email. All were received on or prior to August 8, 2023.
- In summary, here are the main concerns voiced in the public comments received:
 - Slow traffic at this intersection by designing a roundabout at the intersection of SR 119/CR 7, instead of the proposed S-curve design.
 - There was a heavy presence of Amish community comments in favor of a roundabout design at this intersection.
 - Please consider making the proposed drainage ditch easily accessible by riding mower.
 - There was one comment proposing a stop light at the intersection as a cost-effective savings to the proposed S-curve design.

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Give us your feedback!

SR 119 and CR 7 Intersection Improvement Project

Public Comment Form

Des No. 1800045

TO: HNTB Public Involvement

Dan Syrus

111 Monument Circle, Suite 1200

Indianapolis IN, 46204

dsyrus@hntb.com

FROM: Name Glenn Zimmerman

Address [REDACTED]

Phone [REDACTED] (Optional) Email [REDACTED] (Optional)

Organization/Agency (if relevant) [REDACTED] (Optional)

COMMENTS: INDOT respectfully requests that comments be submitted by:

August 8, 2023 to one or both of the addresses/emails above.

Prefer a roundabout because it will slow down traffic.

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Give us your feedback!

SR 119 and CR 7 Intersection Improvement Project

Public Comment Form

Des No. 1800045

TO: HNTB Public Involvement
Dan Syrus
111 Monument Circle, Suite 1200
Indianapolis IN, 46204
dsyrus@hntb.com

FROM: Name Lucy Weaver
Address [REDACTED]
Phone [REDACTED] (Optional) Email [REDACTED] (Optional)
Organization/Agency (if relevant) [REDACTED] (Optional)

COMMENTS: INDOT respectfully requests that comments be submitted by:
August 8, 2023 to one or both of the addresses/emails above.

State Road 119 + CR7
As the homeowner South of intersection
the ditch will come right by our front door.
We are in the process of making our
home retirement friendly and this makes
our lawn mowing with lots of ditches to mow
Please consider

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Give us your feedback!

SR 119 and CR 7 Intersection Improvement Project

Public Comment Form

Des No. 1800045

TO: HNTB Public Involvement

Dan Syrus

111 Monument Circle, Suite 1200

Indianapolis IN, 46204

dsyrus@hntb.com

FROM: Name Glenn Weaver

Address [REDACTED]

Phone [REDACTED] (Optional) Email [REDACTED] (Optional)

Organization/Agency (if relevant) Local Farmer (Optional)

COMMENTS: INDOT respectfully requests that comments be submitted by:

August 8, 2023 to one or both of the addresses/emails above.

Altho' my first choice for an improvement would be a roundabout, I can work with the proposed plan. It would be a big improvement.

I have another suggestion... the St 119 + CR 42 is an intersection I use multiple times a day. With a truck/trailer or tractor/wagon I swing out into the other lane on CR 42 so I can see 119's traffic both ways, thus very nearly blocking CR 42's side of the intersection. Could 42 be widened about twice so we could do this ~~safely~~ safely and not hold up 119's turning traffic?

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Thank for your part in all this!

Glenn Weaver



Give us your feedback!

SR 119 and CR 7 Intersection Improvement Project

Public Comment Form

Des No. 1800045

TO: HNTB Public Involvement
Dan Syrus
111 Monument Circle, Suite 1200
Indianapolis IN, 46204
dsyrus@hntb.com

FROM: Name Josiah Ramer

Address [REDACTED]

Phone ([REDACTED]) [REDACTED] (Optional) Email [REDACTED] (Optional)

Organization/Agency (if relevant) _____ (Optional)

COMMENTS: INDOT respectfully requests that comments be submitted by:
August 8, 2023 to one or both of the addresses/emails above.

Hi. As you can tell I live a 1/4 mile to the north of this intersection. I grew up there and have lived there most of my life so I am well aware of all the wrecks at that corner. I am Old Order mennonite and drive horse and buggy. My family has always raised and broke driving horses for the mennonite and the amish community. In the last 20 yrs there have been a lot more horse and buggies going the roads as the amish and Mennite population is steadily getting bigger. Please check stastics on amish Growth. When driving a horses , espeiccally colts , corners are one off the biggest safetey hazards as they need to learn to stand and can get impatient and jump out in front of traffic if they wait to long. I lived over behind mikes fence for 6 yrs before I moved back to my current location were I grew up so I witness first hand How well the round aboput works for horses and farm Machinery. I would strongly suggest you put a round about in this corner and would gladly talk to any one reguardin this matter.. I would also gladly give any one a horse and buggy ride at this corner as well as the round about so you can see our point of view.

Respectfully
Josiah Ramer

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Give us your feedback!

SR 119 and CR 7 Intersection Improvement Project

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Des No. 1800045

TO: HNTB Public Involvement
Dan Syrus
111 Monument Circle, Suite 1200
Indianapolis IN, 46204
dsyrus@hntb.com

FROM: Name _____
Address _____
Phone (____) _____ (Optional) Email _____ (Optional)
Organization/Agency (if relevant) _____ (Optional)

COMMENTS: INDOT respectfully requests that comments be submitted by:
August 8, 2023 to one or both of the addresses/emails above.

To whom it may concern: I Caleb Ramer would like to put a heartfelt plea in for the intersection of State Road 119 and County Road 7. To us as Old Order Mennnites that drive horse and buggy, we would like for INDOT to put in a round about at said intersection. We all know that the traffic in Elkhart County will not get less and that can be real trying to get across that intersection. Traffic goes at a high rate of speed across intersection and they have been seen passing on intersection!!! If there would be a round about there that would be elimanated. I am just hoping that INDOT is fair to the nieghbors and local horse and buggy people when they make their decision on the intersection. It will not leave a good feeling in out hearts in the nieghbor hood if a round about does not happen and I for one will make sure the story is spread on how we get treated. Thanks and have a nice day. Caleb Ramer

Caleb Ramer



Give us your feedback!

SR 119 and CR 7 Intersection Improvement Project

Public Comment Form

Des No. 1800045

TO: HNTB Public Involvement
Dan Syrus
111 Monument Circle, Suite 1200
Indianapolis IN, 46204
dsyrus@hntb.com

FROM: Name Lyle Ramer
Address _____
Phone (____) _____ (Optional) Email _____ (Optional)
Organization/Agency (if relevant) _____ (Optional)

COMMENTS: INDOT respectfully requests that comments be submitted by:
August 8, 2023 to one or both of the addresses/emails above.

A Round About would be
Better For Horse and Buggy Traffic
also save farm Land

www.in.gov/indot/

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Give us your feedback!

SR 119 and CR 7 Intersection Improvement Project

Public Comment Form

Des No. 1800045

TO: HNTB Public Involvement
Dan Syrus
111 Monument Circle, Suite 1200
Indianapolis IN, 46204
dsyrus@hntb.com

FROM: Name Jaylamar R.

Address _____

Phone (____) _____ (Optional) Email _____ (Optional)

Organization/Agency (if relevant) _____ (Optional)

COMMENTS: INDOT respectfully requests that comments be submitted by:
August 8, 2023 to one or both of the addresses/emails above.

Stop light would be more
Benificial and save state money

www.in.gov/indot/

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From: [Loren Sloat](#)
To: [Daniel Syrus](#)
Subject: FW: SR 119 and CR 7. DES No. 1800045
Date: Tuesday, August 8, 2023 10:20:57 AM

From: Loren Sloat
Sent: Tuesday, August 8, 2023 9:49 AM
To: dsyrus@hntb.com
Subject: SR 119 and CR 7. DES No. 1800045

Dear Sir or Madam

Thank you for giving the community the opportunity to review the proposed plans to improve the 65 degree intersection of Cr 7 with SR 119, near Wakarusa in Elkhart County. I was at the meeting and spoke with several of the state personnel.

It is my understanding that the primary concern driving this matter is that of safety, in that something like 27 of the 34 accidents that have occurred at the intersection in the past few years have resulted in some very serious, and permanent injuries.

In the discussions that took place at the Wakarusa School on July 25, 2023, with the Old Order Mennonite persons who own the land involved at that location, it was apparent that they did not think that making the intersection a 90 degree intersection, as proposed, would be any safer for them than the intersection is safe for them now. It was apparent, that more priority is being given to not restricting the flow of traffic on SR 119 than is being given to the safety of the horse and buggy residents who cross 119 at that corner every day. There is also significant agricultural crossings at that intersection of large equipment (see attached photo for example). We were told multiple times that a round a bout would not work, because it would back up traffic on SR 119.



In other words, the safety and convenience of those traveling SR 119 is paramount to the safety and convenience of the local residents. The local residents are in favor of a round a bout design rather than the proposed 90 degree stop. Most drivers approach the intersection from the north or the south by aligning themselves at a 90 degree angle with SR 119 now, so that they have a better line of sight view of SR 119. It would be interesting to know how many of the drivers in accidents studied for this project, simply did not stop at the intersection. If they don't stop now, they aren't going to stop under a 90 degree alignment either.

The current speed limit on SR 119 is 55 MPH. At the same time , the current speed limit on US 20, here in Elkhart County, between CR 17 and SR 15 is 50 MPH. US 20 is a four lane road between these two points, and has zero angled intersections. This lowered speed limit can be for no other purpose than for the safety of homeowners who live along this highway, and for the safety of drivers who cross or enter the highway from county roads which intersect the highway. SR 119 is a two lane road, with multiple angled intersections between SR 19 and Goshen. It seems that if a roundabout is not feasible, and safety is the driving force behind this project, then consideration should be given to reducing the speed limit on SR 119 to 50 MPH or less as well.

A common sense benefit/cost analysis of this project would seem to lead a reasonable man to the conclusion that safety and convenience of the local residents who cross SR 119 on CR 7, including those who travel by horse and buggy. is just as important, if not more important than the safety and convenience of those traveling SR 119. There is a lot of horse and buggy traffic at this intersection So, do a roundabout, to facilitate the crossing of SR 119 by the horse and buggy traffic and the ag traffic, and if the round a bout slows down the traffic on SR 119, then that is an added benefit. If you don't do a round a bout, the speed limit on SR 119

between SR 19 and Goshen, needs to be reduced to 50 MPH.



I trust this information is of assistance to you as you ponder this project.

Thanks

P.S. Please share this with Jason, I did not get his contact information.

Loren R. Sloat, Esq.
KINDIG & SLOAT, PC



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APPENDIX H: Air Quality

Indiana Department of Transportation (INDOT)
State Preservation and Local Initiated Projects FY 2020 - 2024

SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2020	2021	2022	2023	2024
Performance Measure Impacted: Bridge Condition																		
Comments:MACOG 20-24TIP Res 16-20 Adopted project to STIP. PE in FY 21 for \$404,189, ROW in FY 223 for \$57,841 ACQ Exempt 4/30/2020. TIP Page uploaded under DES 1902838																		
Indiana Department of Transportation	43114 / 2000275	A 25	US 20	Substructure Repair And Rehabilitation	US 20, CR 1 over US 20 EB/WB, 2.16 miles W of SR 19	Fort Wayne	0	NHPP	\$154,886.00	Bridge Consulting	PE	\$19,400.00	\$4,850.00		\$24,250.00			
										Bridge Construction	CN	\$81,197.60	\$20,299.40			\$101,497.00		
Performance Measure Impacted: Safety																		
Comments:MACOG MPO TIP Resolut on M18-20 date 6-10-2020 for DES 2000275. Adding \$16,250 PE to FY 21 and \$68,162 CN to 2022. AQC exempt 4/30/2020.																		
Indiana Department of Transportation	43190 / 2001535	A 61	VA VARI	Traffic Signals Modernization	Various Locations within the Fort Wayne District.	Fort Wayne	1	Safety	\$2,174,253.00	Safety Construction	CN	\$1,438,922.40	\$359,730.60				\$1,798,653.00	
Performance Measure Impacted: Safety																		
Comments:MACOG MPO TIP Resolut on 47-21 dated 01/12/2022 for DES 2001535. Adding CN to FY 2023 for \$1,798,653.00. AQC except 01/13/2022.																		
Indiana Department of Transportation	43313 / 2001822	A 36	R 15	Bridge Deck Overlay	SR 15 over NS RR, ROCK RUN CREEK, 00.10 N of US 33	Fort Wayne	0	STBG	\$8,241,610.00	Toll Lease Amendment Proceeds	PE	\$853,552.00	\$213,388.00			\$1,066,940.00		
Performance Measure Impacted: Bridge Condition																		
Comments:MACOG MPO TIP Resolut on M30-20 dated 10-14-2020 for DES 2001822, 2002137, 2002138. Adding PE to FY 2022 for \$1,066,940. AQC except 9-30-20.																		
Indiana Department of Transportation	43314 / 2001821	A 36	R 120	HMA Overlay, Preventive Maintenance	From 0.41 Miles East of SR 15 East Jct. (R/R Tracks) to SR 13.	Fort Wayne	6.321	STBG	\$8,122,517.00	Toll Lease Amendment Proceeds	PE	\$352,800.00	\$88,200.00			\$441,000.00		
										Safety Consulting	PE	\$506,400.00	\$126,600.00			\$633,000.00		
										Safety ROW	RW	\$80,000.00	\$20,000.00					\$100,000.00
Performance Measure Impacted: Pavement Condition																		
Comments:MACOG MPO TIP Resolut on 39-20 for DES 2001821 and 35-20 for DES 2000024 & 1800045. Adding PE to 2022 for 1,074,000 and RW to phase illustrative of FY 24 for \$100,000. ACQ Exempt 8/27/20.																		
Indiana Department of Transportation	43315 / 2001854	A 36	R 13	HMA Overlay, Preventive Maintenance	From 1.00 Miles South of US 6 West Jct. to US 6 West Jct.	Fort Wayne	1.009	STBG	\$5,892,034.00	Bridge ROW	RW	\$156,000.00	\$39,000.00					\$195,000.00
										Toll Lease Amendment Proceeds	PE	\$304,000.00	\$76,000.00			\$380,000.00		
										Bridge Consulting	PE	\$649,072.00	\$162,268.00			\$811,340.00		
Performance Measure Impacted: Pavement Condition																		
Comments:MACOG MPO TIP Resolut on 39-20 M30-20 dated 10/14/2020 for DES 2001854, 2002262, 2002263, 2002239. Adding PE to FY 2022 for \$1,191,340 and RW to phase illustrative of FY 2024 for \$195,000. AQC except 9/30/2020.																		
Goshen	43582 / 2100020	A 47	T 1056	Pavement Replacement	Blackport Dr from E Monroe St to E Lincoln Ave	Fort Wayne	.71	STBG	\$2,730,000.00	Local Funds	PE	\$0.00	\$76,000.00				\$76,000.00	
										Elkhart-Goshen MPO	PE	\$304,000.00	\$0.00				\$304,000.00	
Performance Measure Impacted: Pavement Condition																		
Comments:MACOG resolution 43-20 & M02-21: Add project to TIP for PE (\$380,000) in FY 23. ACQ Exempt 11/30/2020																		

*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.

FY 2020-2024 Transportation Improvement Program

Elkhart County

Sponsor	DES	Contract	Resolution	Route	Location	Work Type	Fund Type	Phase	Federal	Match	SFY 2020	SFY 2021	SFY 2022	SFY 2023	SFY 2024	Estimated to Complete	Letting Date
INDOT	1600517	R-39851	Res. 43-19	US 20	US 20, from SR 15 to 4.14 miles E of SR 15 (CR 35)	Auxiliary Lanes, Two-way Left Turn Lanes	NHPP	CN	\$ 24,360,864	\$ 6,090,216	\$ 350,000	\$ 150,000	\$ 29,951,080			\$ 35,508,855	1/12/2022
INDOT	1600518	R-40477	Res. 26-19	SR 15	SR 15, 5.73 miles N of US 6 (at CR 42 North Junction)	Auxiliary Lane Construction	ST STBG	RW	\$ 24,000	\$ 6,000		\$ 20,000	\$ 10,000			\$ 327,008	1/12/2022
INDOT	1600518	R-40477	Res. 26-19	SR 15	SR 15, 5.73 miles N of US 6 (at CR 42 North Junction)	Auxiliary Lane Construction	ST STBG	CN	\$ 237,606	\$ 59,402			\$ 297,008			\$ 327,008	1/12/2022
INDOT	1600978	R-41111	Res. 26-19	SR 13	SR 13, From US 33 to SR 4	HMA Overlay Minor Structural	ST STBG	CN	\$ 3,251,997	\$ 812,999		\$ 4,064,996				\$ 4,094,996	1/13/2021
INDOT	1601008	RS-39912	Res. 26-19	SR 19	SR 19, from 5.53 Miles S of US 6 (CR 900N) to 0.49 Miles N of US 6 (Berlin Court Ditch)	HMA Overlay Minor Structural	ST STBG	CN	\$ 3,040,727	\$ 760,182		\$ 3,800,909				\$ 3,800,909	1/13/2021
INDOT	1602099	R-40477	Res. 43-19	SR 119	SR 119, Bridge Over Elkhart River, 0.36 Miles south of SR 15	Bridge Replacement, Other Construction	ST STBG	PE	\$ 10,000	\$ 2,500		\$ 12,500				\$ 2,719,888	1/12/2022
INDOT	1602099	R-40477	Res. 43-19	SR 119	SR 119, Bridge Over Elkhart River, 0.36 Miles south of SR 15	Bridge Replacement, Other Construction	ST STBG	RW	\$ 88,000	\$ 22,000		\$ 15,000	\$ 95,000			\$ 3,057,360	1/12/2022
INDOT	1602099	R-40477	Res. 43-19	SR 119	SR 119, Bridge Over Elkhart River, 0.36 Miles south of SR 15	Bridge Replacement, Other Construction	ST STBG	CN	\$ 2,087,910	\$ 521,978		\$ 12,500	\$ 2,597,388			\$ 3,057,360	1/12/2022
INDOT	1700129	R-40477	Res. 26-19	SR 15	SR 15 at CR 142, 4.64 miles north of US 6	Intersect. Improv. W/ Added Turn Lanes	ST STBG	RW	\$ 16,000	\$ 4,000		\$ 5,000	\$ 15,000			\$ 499,042	1/12/2022
INDOT	1700129	R-40477	Res. 26-19	SR 15	SR 15 at CR 142, 4.64 miles north of US 6	Intersect. Improv. W/ Added Turn Lanes	ST STBG	CN	\$ 383,234	\$ 95,808			\$ 479,042			\$ 499,042	1/12/2022
INDOT	1701372	R-39912	Res. 26-19	US 6	US 6, From 1.79 Miles West of SR 19 to SR 15	HMA Overlay, Preventative Maintenance	ST STBG	CN	\$ 2,748,662	\$ 687,165		\$ 3,435,827				\$ 3,455,827	1/12/2021
INDOT	1800039	R-41560	Res. 26-19	SR 15	SR 15, 1.03 Miles S. of US 20 (at CR 18)	Intersection Improvement with Added Turn Lanes	ST STBG	RW	\$ 40,000	\$ 10,000			\$ 50,000			\$ 1,423,325	1/19/2023
INDOT	1800039	R-41560	Res. 26-19	SR 15	SR 15, 1.03 Miles S. of US 20 (at CR 18)	Intersection Improvement with Added Turn Lanes	ST STBG	CN	\$ 954,660	\$ 238,665			\$ 15,000	\$ 1,178,325		\$ 1,423,325	1/19/2023
INDOT	1800057	B-41562	Res. 25-18	SR 19	SR 19, Over Christiana Creek, 2.42 Miles S of I-18/90	Replace Superstructure	NHPP	RW	\$ 20,000	\$ 5,000			\$ 25,000			\$ 3,955,316	12/7/2022
INDOT	1800057	B-41562	Res. 25-18	SR 19	SR 19, Over Christiana Creek, 2.42 Miles S of I-18/90	Replace Superstructure	NHPP	CN	\$ 3,144,253	\$ 786,063				\$ 3,930,316		\$ 3,955,316	12/7/2022
INDOT	1800090	R-41578	Res. 26-19	US 20	US 20, from SR 15 to 4.14 Miles E. of ST 15 (CR 35)	Added Travel Lanes	ST STBG	CN	\$ 13,788,558	\$ 3,447,139				\$ 17,235,697		\$ 17,235,697	7/13/2022
INDOT	1800045		Res. 35-20	SR 119	SR 119, 1.35 miles East of SR 19 (CR7)	Intersection Improvement	ST STBG	PE	\$ 336,000	\$ 84,000			\$ 420,000			\$ 2,910,803	2025
INDOT	1800045		Res. 35-20	SR 119	SR 119, 1.35 miles East of SR 19 (CR7)	Intersection Improvement	ST STBG	RW	\$ 80,000	\$ 20,000					\$ 100,000	\$ 2,910,803	2025
INDOT	1800549	R-41066	Res. 26-19	SR 19	SR 19, from 0.32 Miles N of US 20 to 2.61 Miles N of US 20 (Lusher Ave.)	Concrete Pavement Restoration	NHPP	CN	\$ 1,969,884	\$ 492,471		\$ 2,462,355				\$ 2,462,355	8/5/2020
INDOT	1802043		Res. 26-19	US 20	US 20, from SR 15 to 4.14 miles E of SR 15 (CR 35)	Demolition	NHPP	CN	\$ 564,054	\$ 141,013		\$ 705,067				\$ 705,067	2021
INDOT	1802045		Res. 26-19	US 20	US 20, from SR 15 to 4.14 miles E of SR 15 (CR 35)	Roadside Maintenance, Tree Removal/Trimming	NHPP	CN	\$ 98,906	\$ 24,727		\$ 123,633				\$ 123,633	2021
INDOT	1802788		Res. 01-20	Var	Various Locations within the Elkhart and Fort Wayne Subdistricts	ADA Sidewalk Ram Construction	STBG	RW	\$ 20,000	\$ 5,000		\$ 25,000				\$ 475,540	4/7/2021
INDOT	1802788		Res. 01-20	Var	Various Locations within the Elkhart and Fort Wayne Subdistricts	ADA Sidewalk Ram Construction	STBG	CN	\$ 360,432	\$ 90,108		\$ 450,540				\$ 475,540	4/7/2021
INDOT	1802826		Res. 26-19		Statewide: Various Locations	Other Type Project (Miscellaneous)	ST STBG	PE	\$ 6,720,000	\$ 1,680,000	\$ 2,100,000	\$ 2,100,000	\$ 2,100,000	\$ 2,100,000		\$ 8,400,000	Various
INDOT	1900095	R-42379	Res. 02-20	US 20	US 20, from 2.13 miles E of SR 13 (CR 35) to SR 13	Added Travel Lanes	NHPP	RW	\$ 1,600,000	\$ 400,000			\$ 2,000,000			\$ 29,567,402	12/13/2023
INDOT	1900095	R-42379	Res. 02-20	US 20	US 20, from 2.13 miles E of SR 13 (CR 35) to SR 13	Added Travel Lanes	NHPP	CN	\$ 22,053,922	\$ 5,513,480				\$ 4,750,000	\$ 22,814,402	\$ 29,567,402	12/13/2023
INDOT	1902041	T-42487	Res. 49-19	Var	Various Locations within the Fort Wayne District	Other Intersection Improvement	ST STBG	CN	\$ 400,000	\$ 100,000			\$ 500,000			\$ 600,000	12/8/2021
INDOT	1902645	R-42585	Res. 52-19	SR 120	SR 120, from .28 miles south of SR 120 west jct. (RR Crossing) to SR 120 west jct.	Pavement Replacement	ST STBG	RW	\$ 40,000	\$ 10,000				\$ 50,000		\$ 5,567,252	2024
INDOT	1902645	R-42585	Res. 52-19	SR 120	SR 120, from .28 miles south of SR 120 west jct. (RR Crossing) to SR 120 west jct.	Pavement Replacement	ST STBG	CN	\$ 4,141,802	\$ 1,035,450				\$ 35,000	\$ 5,142,252	\$ 5,567,252	2024
INDOT	1902646	R-42585	Res. 52-19	SR 15	SR 15, from .28 miles south of SR 120 west jct. (RR Crossing) to SR 120 west jct.	Pavement Replacement	ST STBG	RW	\$ 20,000	\$ 50,000				\$ 25,000		\$ 1,681,390	2024
INDOT	1902646	R-42585	Res. 52-19	SR 15	SR 15, from .28 miles south of SR 120 west jct. (RR Crossing) to SR 120 west jct.	Pavement Replacement	ST STBG	CN	\$ 1,193,112	\$ 298,278				\$ 50,000	\$ 1,441,390	\$ 1,681,390	2024
INDOT	2000024		Res. 35-20	SR 15	SR 15 at CR 146, 3.06 miles north of US 6	Intersect. Improv. W/ Added Turn Lanes	ST STBG	PE	\$ 170,400	\$ 42,600			\$ 213,000			\$ 1,304,839	2025
INDOT	2001164		Res. 17-20	US 6	From SR 15 to US 33 West Jct.	HMA Overlay, Preventative Maintenance	NHPP	PE	\$ 309,017	\$ 77,254		\$ 386,271				\$ 3,263,057	2024

**Federal Transit
Administration**
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-5253



**U.S. Department
of Transportation**

Federal Highway Administration
Indiana Division
575 N. Pennsylvania St., Rm 254
Indianapolis, IN 46204-1576

September 1, 2023

Mr. Michael Smith
Commissioner
Indiana Department of Transportation
100 N Senate Ave. N955
Indianapolis, IN 46204

SUBJECT: Indiana FY2024-2028 STIP Approval and Associated Federal Planning Finding

Dear Mr. Smith:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the FY2024-2028 Indiana Statewide Transportation Improvement Program (INSTIP), which was submitted by the Indiana Department of Transportation (INDOT) request letter dated August 23, 2023.

Based on our review of the information provided, certifications of the Statewide and Metropolitan transportation planning processes for and within the state of Indiana, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), FHWA and FTA are jointly approving the FY2024-2028 STIP, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) incorporated into the STIP by reference, subject to the corrective actions identified in the attached Federal Planning Finding (FPF) report. FHWA and FTA consider the projects in the 5th year for informational purposes only, and our approval does not exceed four years per 23 CFR 450.220(c).

FHWA and FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FY2024-2028 STIP. At a minimum, the FPF verifies that the development of the STIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements. FHWA and FTA find that the Indiana FY2024-2028 STIP substantially meets the transportation planning requirements and are approving the STIP subject to the corrective actions outlined in the FPF. This approval is effective September 1, 2023 and is given with the understanding that an eligibility determination of individual projects for funding must be met, and INDOT must ensure the satisfaction of all administrative and statutory requirements, as well as address the corrective actions outlined in the attached report.

If you have questions or need additional information concerning our approval and the FPF, please contact Ms. Erica Tait of the FHWA Indiana Division at (317) 226-7481, or by email at erica.tait@dot.gov, or Mr. Tony Greep of the FTA Region 5 Office at (312) 353-1646, or by email at anthony.greep@dot.gov.

Sincerely,

**KELLEY
BROOKINS** Digitally signed by
KELLEY BROOKINS
Date: 2023.08.31
17:33:15 -05'00'

Kelley Brookins
Regional Administrator
FTA Region V

Sincerely,

**JERMAINE
R HANNON** Digitally signed by
JERMAINE R HANNON
Date: 2023.09.01
11:46:31 -04'00'

Jermaine R. Hannon
Division Administrator
FHWA Indiana Division



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-Executive Office
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

August 28, 2023

Mr. Jermaine R. Hannon, Division Administrator
FHWA Indiana Division
575 North Pennsylvania St., Room 254
Indianapolis, IN 46204

Ms. Kelley Brookins, Regional Administrator
FTA Region 5
200 West Adams St.
Suite 320
Chicago, IL 60606-5253

Dear Mr. Hannon /Ms. Brookins:

The Indiana Department of Transportation is pleased to submit its FY 2024-2028 Statewide Transportation Improvement Program (STIP) for review and approval by your offices.

Included in the final submitted document is a listing of the state's expansion/preservation and local small urban and rural and rural transit projects. The following Metropolitan Planning Organization TIPs will be included in the FY 2024-2028 STIP by reference.

Area Plan Commission of Tippecanoe County (APCTC)	FY 2024-2028
<ul style="list-style-type: none">https://www.tippecanoe.in.gov/DocumentCenter/View/40728/FY-2024-2028-TIP-including-0-amendments	
Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)	FY 2024-2028
<ul style="list-style-type: none">https://bloomington.in.gov/sites/default/files/2023-08/BMCMPPO%20FY%202024%20-%202028%20TIP%20-%2006-30-23%20-%20ADOPTED%20FINAL.pdf	
Columbus Area Metropolitan Planning Organization (CAMPO)	FY 2024-2028
<ul style="list-style-type: none">https://www.columbus.in.gov/planning/tip/	
Delaware-Muncie Metropolitan Plan Commission (DMMPC)	FY 2022-2025
<ul style="list-style-type: none"><i>Including Amendments/modifications through 2/14/23</i>https://www.co.delaware.in.us/egov/documents/1692987897_47263.pdf	
Evansville Metropolitan Planning Organization (EMPO)	FY 2024-2028
<ul style="list-style-type: none">http://www.evansvillempo.com/Docs/TIP/TIP_2024-2028/TIP_2024-2028.pdf	
Kokomo-Howard County Governmental Coordinating Council (KHCGCC)	FY 2022-2026
<ul style="list-style-type: none"><i>Including Amendments/modification through 7/28/23</i>https://www.kokomompo.com/project/tip-2020-2024/	

www.in.gov/dot/

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Kentuckiana Regional Planning and Development Agency (KIPDA)	FY 2023-2026
• https://www.kipda.org/wp-content/uploads/2023/05/FY2023-TIP-FINAL-5-25.pdf	
Indianapolis Metropolitan Planning Organization (IMPO)	FY 2024-2027
• https://www.indympo.org/whats-underway/irtip	
Michiana Area Council of Governments (MACOG)	FY 2024-2028
• http://www.macog.com/docs/transportation/tip/approved/fy2028tip_projects.pdf	
Madison County Council of Governments (MCCOG)	FY 2022-2026
• <i>Including Amendments/modifications through 7/28/23</i>	
• https://irp.cdn-website.com/65a760a0/files/uploaded/TIP%202022-2026%20-%20updated%205-1-23.pdf	
Northeastern Indiana Regional Coordinating Council (NIRCC)	FY 2024-2028
• https://www.nircc.com/uploads/1/2/9/8/129837621/final_2024-2028_tip_5-25-23.pdf	
Northwestern Indiana Regional Planning Commission (NIRPC)	FY 2022-2026
• <i>Including Amendments/modifications through 7/25/23</i>	
• https://nirpc.org/2040-plan/mobility/transportation-improvement-program/	
Ohio-Kentucky-Indiana Regional Council of Governments (OKI)	FY 2024-2027
• https://www.oki.org/transportation-planning/transportation-improvement-program-tip/	
Terre Haute Area Metropolitan Planning Organization (THAMPO)	FY 2024-2028
• https://www.terrehautempo.com/images/THAMPO_2024_2028_AdoptionTIP.pdf	

In addition, INDOT has expanded our public involvement process by taking advantage of virtual meeting techniques and allowing accessibility to online documents, materials, virtual meeting registration, recorded virtual meetings, and comment forms. INDOT also leveraged our planning partner contacts (MPOs, RPOs, LTAP), social media, and notifications sent to local libraries, housing authorities, senior aging centers, and local newspapers across the state.

We greatly appreciate FHWA/FTA support in the development of the STIP 2024-2028 and look forward to working together to achieve our mutual goals. Should you have any questions pertaining to this amendment, please contact April Leckie, STIP Administration at 317-232-5466 or at aleckie@indot.in.gov.

Sincerely,



Michael Smith, Commissioner
Indiana Department of Transportation

cc: (w/enclosure): Angelica Salgado, FTA
Cecilia Crenshaw, FTA
Erica Tait, FHWA
Lyndsay Quist, INDOT
Kristin Brier, INDOT
Kathy Eaton-McKalip, INDOT
Louis Feagans, INDOT

April Leckie, INDOT
Roy Nunnally, INDOT
Larry Buckel, INDOT
Jay Mitchell, INDOT
Jason Casteel, INDOT
Michael McNeil, INDOT

Goshen	2100020	R-43582			Blackport Dr from Monroe St to Lincoln Ave	Road Reconstruction (3R/4R Standards)	STBG	PE	\$572,960	\$143,240	\$716,200					\$6,200,000	8/9/2028
Goshen	2100020	R-43582			Blackport Dr from Monroe St to Lincoln Ave	Road Reconstruction (3R/4R Standards)	STBG	RW	\$200,000	\$50,000			\$250,000			\$6,200,000	8/9/2028
Goshen	2201240	R-44768			EV Charging Infrastructure in Downtown Goshen and Downtown Nappanee	EV Infrastructure	CRP	PE	\$10,000	\$2,500	\$12,500					\$260,700	8/6/2025
Goshen	2201240	R-44768			EV Charging Infrastructure in Downtown Goshen and Downtown Nappanee	EV Infrastructure	CRP	CN	\$198,560	\$49,640			\$248,200			\$260,700	8/6/2025
Middlebury	2101771	R-44338			Bristol Avenue from Brown Street to Powell Drive	Pavement Replacement	ST STBG	RW	\$1,297,440	\$324,360		\$1,621,800				\$9,175,480	10/7/2026
Middlebury	2101771	R-44338			Bristol Avenue from Brown Street to Powell Drive	Pavement Replacement	ST STBG	CN	\$5,204,420	\$1,301,105				\$6,505,525		\$9,175,480	10/7/2026
MACOG Transit	MAC-24-003				Capital Cost of Third Party Contracting	Transit Operating	5307		\$1,280,000	\$320,000	\$1,600,000					\$1,600,000	2024
MACOG Transit	MAC-24-004				Operating Assistance	Transit Operating	5307		\$1,200,000	\$1,200,000	\$2,400,000					\$2,400,000	2024
MACOG Transit	MAC-24-005				Operating ADA Paratransit	Transit Operating	5307		\$270,000	\$67,500	\$337,500					\$337,500	2024
MACOG Transit	MAC-25-003				Capital Cost of Third Party Contracting	Transit Operating	5307		\$1,280,000	\$320,000		\$1,600,000				\$1,600,000	2025
MACOG Transit	MAC-25-004				Operating Assistance	Transit Operating	5307		\$1,200,000	\$1,200,000		\$2,400,000				\$2,400,000	2025
MACOG Transit	MAC-25-005				Operating ADA Paratransit	Transit Operating	5307		\$270,000	\$67,500		\$337,500				\$337,500	2025
MACOG	2101626				Vanpool	UPWP	CMAQ		\$660,000	\$0	\$660,000					\$660,000	2024
INDOT	1800039	R-41560		SR 15	SR 15, 1.03 Miles S. of US 20 (at CR 18)	Intersection Improvement with Added Turn Lanes	ST STBG	CN	\$463,854	\$115,963	\$579,817					\$932,307	2024
INDOT	1800045	R-43314		SR 119	SR 119, 1.35 miles East of SR 19 (CR7)	Intersection Improvement	ST STBG	RW	\$80,000	\$20,000	\$100,000					\$3,331,886	8/14/2024
INDOT	1800045	R-43314		SR 119	SR 119, 1.35 miles East of SR 19 (CR 7)	Intersection Improvement	ST STBG	CN	\$1,912,642	\$478,161		\$2,390,803				\$3,331,886	8/14/2024
INDOT	2001821	R-43314		SR 120	SR 120, from 0.41 mi E of SR 15 E Jct. (R/R Tracks) to SR 13	HMA Overlay, Preventative Maintenance	ST STBG	RW	\$80,000	\$20,000	\$100,000					\$8,329,000	8/14/2024
INDOT	2001821	R-43314		SR 120	SR 120, from 0.41 mi E of SR 15 E Jct. (R/R Tracks) to SR 13	HMA Overlay, Preventative Maintenance	ST STBG	CN	\$5,559,200	\$1,389,800		\$6,949,000				\$8,329,200	8/14/2024
INDOT	2000024	R-43314		SR 15	SR 15, 3.06 miles N of US 6 (SR 15 at CR 146)	Intersection Improvement with Added Turn Lanes	ST STBG	CN	\$1,043,871	\$260,968		\$1,304,839				\$1,304,839	2025
INDOT	1900095	R-42379		US 20	US 20, 2.13 miles E of SR 13 (CR 35) to SR 13	Added Travel Lanes	NHPP	CN	\$18,254,400	\$4,563,600	\$22,818,000					\$32,865,719	12/13/2023
INDOT	1902645	R-42585		SR 120	SR 120, 0.86 Miles West of SR 15 (W Jct) to 0.41 Miles East of SR 15 (E Jct)	Pavement Replacement	ST STBG	CN	\$5,267,200	\$1,316,800	\$6,584,000					\$7,959,162	2024
INDOT	1902646	R-42585		SR 15	SR 15, .28 miles south of SR 120 west jct. (RR Crossing) to SR 120 west jct.	Pavement Replacement	ST STBG	CN	\$1,153,112	\$288,278	\$1,441,390					\$1,681,390	2024
INDOT	2001164	R-43460		US 6	US 6, from SR 15 to US 33 W Jct.	HMA Overlay, Preventative Maintenance	NHPP	CN	\$2,301,429	\$575,357	\$2,876,786					\$6,253,290	2024
INDOT	2001165			US 6	US 6, from US 33 West Jct. to SR 5	HMA Overlay, Preventative Maintenance	NHPP	CN	\$2,109,006	\$527,252	\$2,636,258					\$2,990,233	2024
INDOT	2001854	R-43315		SR 13	SR 13, from 1 mi S of US 6 W Jct. to US 6 W Jct.	HMA Overlay, Preventative Maintenance	ST STBG	RW	\$156,000	\$39,000	\$195,000					\$6,618,963	10/9/2024
INDOT	2001854	R-43315		SR 13	SR 13, from 1 mi S of US 6 W Jct. to US 6 W Jct.	HMA Overlay, Preventative Maintenance	ST STBG	CN	\$3,604,000	\$901,000		\$4,505,000				\$6,618,963	10/9/2024
INDOT	2100156	R-43821			High Friction Surface Treatment, Various Locations within the Fort Wayne District	Safety Revisions	ST STBG	CN	\$457,494	\$114,373			\$571,867			\$626,867	12/10/2025
INDOT	2100181	R-43849			New or Slotted Left Turn, Various Locations within the Fort Wayne District	Safety Revisions	ST STBG	CN	\$448,490	\$112,123			\$560,613			\$617,613	2/11/2026
INDOT	2100113			US 30 & US 31	PEL - US 30 (SR 49 to Ohio State Line) & US 31 (Tipton/Hamilton County Line to US 30, excluding between SR 931 junctions in Kokomo)	Other Type Project (Miscellaneous)	NHPP	PE	\$3,944,800	\$986,200	\$4,931,000					\$17,609,931	

APPENDIX I: Additional Studies

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated March 2022)

ProjectNumber	SubProjectCode	County	Property
1800054	1800054	Elkhart	Oxbow County Park
1800064	1800064	Elkhart	Stauffer Park, Derksen Park & McCormicks Creek G.C.
1800074	1800074	Elkhart	Oxbow County Park
1800099	1800099	Elkhart	Stauffer Park, Derksen Park & McCormicks Creek G.C.
1800257	1800257A	Elkhart	Elliott Park
1800257	1800257B	Elkhart	Lundquist Bicentennial Park
1800257	1800257C	Elkhart	Pinewood Park
1800283	1800283	Elkhart	High Dive Park
1800310	1800310	Elkhart	McNaughton Park
1800337	1800337	Elkhart	Stauffer Park, Derksen Park & McCormicks Creek G.C.
1800339	1800339	Elkhart	Shoup-Parsons Woods Park
1800340	1800340	Elkhart	Reith Park
1800354	1800354	Elkhart	Pierre Moran Park
1800441	1800441	Elkhart	High Dive Park
1800450	1800450	Elkhart	Stauffer Park, Derksen Park & McCormicks Creek G.C.
1800470	1800470	Elkhart	Studebaker Park
1800554	1800554	Elkhart	Cobus Creek County Park
1800628	1800628	Elkhart	Corson Riverwoods County Park
1800631	1800631	Elkhart	South Park

*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with IDNR, Division of Outdoor Recreation, should occur.

	COC	AC
SR 119 at CR 7- Intersection Improvement (Des. No. 1800045)	Elkhart County, Indiana	Census Tract 11, Elkhart County, Indiana
LOW-INCOME		
Total Population for whom poverty status is determined (estimated)	199,933	5,022
Total Population Below Poverty Level (estimated)	26,675	355
Percent low-income	13.3%	7.1%
125 percent of COC	16.7%	
Potential Low-income EJ Impact?		No
MINORITY		
Total Population (all races)	202,924	5,204
Not Hispanic or Latino: White alone	152,901	5,027
Number Non-white/Minority (B03002)	50,023	177
Percent Non-White/Minority	24.7%	3.4%
125 percent of COC	30.8%	
Potential Minority EJ Impact?		No

Sources:

Demographics information based on data from the U.S. Census Bureau's 2016-2020 American Community Survey 5-year Summary (ACS). Data accessed by HNTB Corporation staff May 2023

Table: ACSDT5Y2017.B03002

	Elkhart County, Indiana		Census Tract 11, Elkhart County, Indiana	
Label	Estimate	Margin of Error	Estimate	Margin of Error
Total:	202,924	*****	5,204	±293
Not Hispanic or Latino:	171,745	*****	5,083	±320
White alone	152,901	±254	5,027	±318
Black or African American alone	11,044	±539	23	±26
American Indian and Alaska Native alone	231	±76	0	±16
Asian alone	2,091	±206	8	±12
Native Hawaiian and Other Pacific Islander alone	83	±35	0	±16
Some other race alone	619	±263	0	±16
Two or more races:	4,776	±565	25	±30
Two races including Some other race	155	±115	0	±16
Two races excluding Some other race, and three or more races	4,621	±557	25	±30
Hispanic or Latino:	31,179	*****	121	±102
White alone	24,790	±1,049	75	±76
Black or African American alone	104	±79	0	±16
American Indian and Alaska Native alone	82	±79	0	±16
Asian alone	0	±27	0	±16
Native Hawaiian and Other Pacific Islander alone	52	±51	0	±16
Some other race alone	4,658	±1,001	0	±16
Two or more races:	1,493	±424	46	±44
Two races including Some other race	809	±313	11	±17

Table: ACSDT5Y2017.B03002

	Elkhart County, Indiana		Census Tract 11, Elkhart County, Indiana	
Label	Estimate	Margin of Error	Estimate	Margin of Error
Two races excluding Some other race, and three or more races	684	±386	35	±40

Table: ACSDT5Y2018.B17021

	Elkhart County, Indiana		Census Tract 11, Elkhart County, Indiana	
Label	Estimate	Margin of Error	Estimate	Margin of Error
Total:	199,933	±414	5,022	±278
Income in the past 12 months below poverty level:	26,675	±2,122	355	±188
In family households:	21,079	±2,143	308	±184
In married couple families:	7,655	±1,533	176	±142
All relatives	7,186	±1,525	161	±139
Non-relatives	469	±156	15	±22
In other families:	13,424	±1,531	132	±113
Male householder, no wife present:	2,857	±747	13	±16
All relatives	1,787	±688	0	±16
Non-relatives	1,070	±247	13	±16
Female householder, no husband present:	10,567	±1,393	119	±113
All relatives	9,891	±1,304	102	±103
Non-relatives	676	±255	17	±19
In non-family households and other living arrangement:	5,596	±629	47	±36
Householder:	3,557	±423	28	±22
Living alone	2,777	±357	28	±22
Not living alone	780	±200	0	±16
Other living arrangement	2,039	±405	19	±28
Income in the past 12 months at or above poverty level:	173,258	±2,197	4,667	±369
In family households:	153,184	±2,667	4,484	±374
In married couple families:	122,499	±2,939	4,191	±397
All relatives	121,861	±2,913	4,163	±384
Non-relatives	638	±345	28	±43
In other families:	30,685	±2,103	293	±124

Table: ACSDT5Y2018.B17021

	Elkhart County, Indiana		Census Tract 11, Elkhart County, Indiana	
Label	Estimate	Margin of Error	Estimate	Margin of Error
Male householder, no wife present:	10,553	±1,103	91	±71
All relatives	9,842	±1,010	79	±61
Non-relatives	711	±198	12	±16
Female householder, no husband present:	20,132	±1,868	202	±111
All relatives	18,762	±1,752	202	±111
Non-relatives	1,370	±307	0	±16
In non-family households and other living arrangement:	20,074	±1,080	183	±72
Householder:	16,745	±779	160	±60
Living alone	13,645	±680	122	±51
Not living alone	3,100	±429	38	±31
Other living arrangement	3,329	±477	23	±22



Abbreviated Engineer's Report

SR 119 @ CR 7 Intersection Improvement

INDOT Fort Wayne District
Elkhart County, IN
DES No: 1800045

February 18, 2022

Prepared For
INDOT Fort Wayne District
Contact: Miguel Tucker

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Attachments

Appendix A. Project Location Map
Appendix B. Geometric Design Criteria
Appendix C. Site Visit Meeting Minutes
Appendix D. Traffic Forecast Report
Appendix E. Alternatives
Appendix F. Traffic Operations Analysis
Appendix G. Significant Work Zone Determination Worksheet
Appendix H. Cost Estimates
Appendix I. Red Flag Investigation Maps
Appendix J. INDOT Miniscope
Appendix K. Local Coordination Meeting Minutes

1.0⁻ PURPOSE OF REPORT

The purpose of this report is to document the engineering assessment phase of the project development for Des 1800045, including all coordination that has been completed in preparation for this project. This document outlines the proposal and is intended to serve as a guide for subsequent survey, design, environmental, right-of-way, and other project activities leading to construction. The recommended alternative identified in this document is considered preliminary, pending the outcome of environmental studies.

2.0⁻ PROJECT LOCATION

This project is located on SR 119 from RP 19+55 to RP 19+15, at the intersection of SR 119 and CR 7, 1.35 miles east of SR 19 in Union Township, Elkhart County, Indiana. The project is in the INDOT Ft. Wayne District. The area is rural consisting primarily of farm fields. Please see **Appendix A** for the map location.

3.0⁻ PROJECT PURPOSE AND NEED

The purpose of the project is improve the safety of the intersection of SR 119 and CR 7. As described in Section 9, the need for the project is due to the high number of right-angle crashes between high-speed vehicles on SR 119 and lower speed vehicles coming from CR 7. The main attribute to these crashes were failure to yield to the right of way or disregarding signage. The intersection skew is a geometric feature that could be attributable to these crashes.

4.0⁻ EXISTING FACILITY

SR 119 is classified as a major collector and CR 7 is classified as a local collector. SR 119 and CR 7 are not part of the US National Highway System (NHS) or on the National Truck Network. The intersection of SR 119 and CR 7 is two-way stop controlled. The posted speed limit on SR 119 is 55 mph. CR 7 does not have a posted speed limit, therefore it is assumed to be 55 mph. Existing SR 119 is approximately 24' wide through the project limits with a 3' aggregate shoulder. Existing CR 7 is approximately 20' wide through the project limits with a 1' aggregate shoulder. The existing intersection is skewed at about 65 degrees and includes no additional turn lanes. Turning and through movements are shared by the single lane servicing each direction. There are no existing horizontal curves within the project limits. The tables on the following page describe the existing geometric conditions of the roadway and the referenced IDM figures can be found in **Appendix B**.

Table 1: SR 119 Geometric Design Criteria			
Geometric Design Criteria			
Proposed Design Speed	55 MPH Existing 55 MPH Proposed	Functional Class	Major Collector
Proposed Design Criteria	IDM Fig 55-3B	Rural/Urban	Rural
Terrain	Level	Access Control	None
Cross Section Elements			
	Existing	Minimum	Desirable
Lane Width	12'	11'	12'
Shoulder Width Paved	0'	2'	6'
Shoulder Width Usable	3'	6'	8'

Table 2: CR 7 Geometric Design Criteria			
Geometric Design Criteria			
Proposed Design Speed	55 MPH Existing 55 MPH Proposed	Functional Class	Local Collector
Proposed Design Criteria	IDM Fig 55-3C	Rural/Urban	Rural
Terrain	Level	Access Control	None
Cross Section Elements			
	Existing	Minimum	Desirable
Lane Width	10'	10'	11'
Shoulder Width Paved, Optional	0'	2'	4'
Shoulder Width Usable	1'	3'	6'

5.0⁺ PROJECT SITE VISIT

A Project Site Visit was held September 1, 2021 with INDOT and HNTB. During the meeting, the existing conditions were reviewed, along with the project purpose and need. Meeting minutes for the Project Site Visit can be found in **Appendix C**.

6.0⁺ STRUCTURES

There are no existing structures at the intersection of SR 119 and CR 7 within the project limits.

7.0⁻ DRAINAGE

Existing drainage through the project is primarily through sheet flow away from the road into roadside ditches on either side of SR 119. There is one existing 24 in CMP in the project area, located 0.05 mile east of the intersection of SR 119 and CR 7. The conditions of the existing drainage structure and pipe will be determined. Coordination with the Fort Wayne District Engineer will be conducted for verification. A drainage cost of 2% of the construction cost is included in the alternative cost estimate. Review of the Elkhart County Surveyor Union Regulated Drains mapping indicated the Christopher-Davidhizer-Doring Ditching draining to the southwest on the south side of SR 119 and crossing CR 7 0.25 mile south of SR 119. Additionally, the Adams B. Miller Ditch drains to the southwest on the north side of SR 119 and crossing CR 7 0.4 mile north of SR 119.

8.0⁻ TRAFFIC DATA

The INDOT traffic forecast report for SR 119 at CR 7 indicates SR 119 carried 3,633 AADT in 2021. No historic counts prior to the COVID-19 pandemic are available. The growth rate of 0.25% per year was used to calculate construction year AADT (2024) of 3,661. The design year AADT traffic (2044) is 3,844. The 2021 traffic on CR 7 north of SR 119 was 1,006 vpd and south of CR 7 was 2,311 vpd. Growth on CR 7 is not anticipated. Refer to **Appendix D** for the INDOT Traffic Forecast Report, including turning movement forecasts.

9.0⁻ CRASH DATA AND ANALYSIS

Crash analysis was performed as part of the INDOT Mini Scope for January 1, 2016 to December 31, 2018. During this three-year period, there were 13 total crashes, and the Index of Crash Frequency (ICF) Index of Crash Cost (ICC) were 2.88 and 2.42, respectively. These indices indicate whether the frequency or severity of crashes, respectively, are higher than would be expected based on the traffic volumes and facility characteristics. The index value for a specific location indicates how many standard deviations higher or lower the observed crash rate is than the expected crash rate. For example, an ICF or ICC value of 2.0 indicates that the observed crash frequency or severity at a specific location is two standard deviations higher than the expected value for the given type of facility and traffic volumes and can therefore be considered a high crash location with 95 percent confidence. In the INDOT Mini Scope, right angle and left turn crashes were noted as the primary safety concern at the intersection. Refer to **Appendix J** for the INDOT Mini Scope.

Previous analysis of crashes prior to the preparation of the INDOT Mini Scope covers crashes occurring from May 25, 2012 through September 14, 2016. The 13 crashes that occurred during this period are depicted on a collision diagram. Ten of the 13 crashes were right angle crashes, which is consistent with the conclusions of the 2016-2018 analysis. These right angle between high-speed vehicles on SR 119 and lower speed vehicles coming from CR 7 often result in personal injury. Most crashes were attributable to failure to yield to the right-of-way or disregarding signage. The intersection skew is a geometric feature that could be attributable to these crashes. Skew correction will improve the sight distances at the intersection and alleviate challenges for yielding to the vehicle with the right-of-way, which has been the primary cause of crashes. Refer to **Appendix J** for the collision diagram.

Table 3: Crashes by Type of Collision and Severity May 2012 – September 2016					
	Fatal and Incapacitating Injury	Non-Incapacitating Injury	Property Damage Only	Total	Percentage
Ran Off Road	-	-	1	1	8%
Rear End	-	-	2	2	15%
Right Angle	3	2	5	10	77%
Total	3	2	8	13	100%

10.0 ALTERNATIVES AND RECOMMENDATIONS

In all build alternatives, the intersection is redesigned to improve and reduce severe crashes. Alternatives 1 and 2 use a “S” Curve on CR 7 to remove the skew and realign the intersection to be at 90 degrees. Alternative 3 is an offset “T” intersection and alternative 4 is a roundabout intersection. Design alternatives are illustrated in **Appendix E**. Descriptions of each alternative are listed below.

Alternative 0: (No Build)

The intersection of SR 119 and CR 7 will remain skewed with no-improvements. This does not meet the need nor achieves the purpose of the project and will not be considered further.

Alternative 1: (Realign Intersection with CR 7 “S” Curve: 55 MPH)

The intersection of SR 119 and CR 7 will be realigned to the west to eliminate the skew. The approach horizontal curves are designed to meet 55 mph design speed criteria.

Alternative 2: (Realign Intersection with CR 7 “S” Curve: 35 MPH) RECOMMENDED

The intersection of SR 119 and CR 7 will be realigned to the west to eliminate the skew. The approach horizontal curves are designed to meet 35 mph design criteria. CR 7 has an existing design speed of 55 mph, therefore a Level 1 Design Exception will be required.

Alternative 3: (Offset “T” Intersection)

CR 7 will no longer be continuous across SR 119 but will have off “T” intersections to the south and north of SR 119. To the south, CR 7 will be realigned to the west, while to the north of SR 119, CR 7 will be aligned to the east. Traffic will then have to utilize SR 119 to access south and north of CR 7. The approach horizontal curve on CR 7 to the south is designed to meet 35 mph design speed criteria. CR 7 has an existing design speed of 55 mph, therefore a Level 1 Design Exception will be required. The horizontal curve on CR 7 to the north is designed to meet 55 mph design speed criteria. SR 119 will be widened to provide a two-way-left-turn-lane between the “T” intersections.

Alternative 4: (Roundabout Intersection)

The intersection of SR 119 and CR 7 will be reconstructed to a single-lane roundabout. The approaches from SR 119 and CR 7 to the roundabout will be realigned to meet design criteria. Curb and gutter, an enclosed drainage system, landscaping, and lighting are additional cost to be included in the roundabout alternative.

11.0⁻ TRAFFIC OPERATIONS ANALYSIS

The traffic operations analysis was performed using Synchro 11 and CAP-X. Analysis was performed with traffic turning movement forecasts for the construction year 2024 and the design year 2044. The results of the analysis are summarized in **Appendix F**. The analysis concludes that Alternatives 1-4 provide acceptable traffic operations (LOS C or better).

Alternatives 1 and 2 are analyzed with existing intersection control (TWSC) at the intersection of SR 119 and CR 7, which does not require traffic on SR 119 to come to a stop. This results in minimal delays to CR 7 approaches while the approaches on SR 119 remains free flowing.

Alternatives 3 does not require traffic on SR 119 to come to a stop, which results in minimal delay to CR 7 approaches only and the SR 119 approach remains free flowing.

Alternative 4 was analyzed using CAP-X, a planning level tool used to analyze alternative intersection types and determine if they are viable. The roundabout had a volume-to-capacity ratio that indicates a roundabout is performing acceptably in terms of traffic operations. The feasibility of the roundabout may be impacted by the skew of the intersection and the presence of horse and buggies.

12.0⁻ DETAILS OF RECOMMENDED ALTERNATIVE

Alternative 2 is the recommended alternative. The improvements described in Alternative 2 will address the safety concern of the intersection. The intersection of SR 119 and CR 7 will be realigned to the west to eliminate the skew, which will improve sight distances and alleviate challenges for yielding to the vehicle with the right-of-way of SR 119. CR 7 is traveled by Amish buggy. Removing through traffic along CR 7 in Alternative 3 would force buggies onto SR 119, which decreases safety. Introducing a roundabout in Alternative 4 would force buggies to share the circulatory travel lane with vehicle, which decreases safety as well. Therefore, by keeping CR 7 continuous across SR 119 will provide a safer crossing for Amish buggy and vehicle.

Out of the four build alternatives, alternative 2 has the lowest construction cost, Right-Of-Way Impacts, and Utility Impacts.

13.0⁻ MAINTENANCE OF TRAFFIC DURING CONSTRUCTION

This project is not considered a mobility significant project per IDM Section 503-2.02. Refer to **Appendix G** for the significant work zone impact determination worksheet. The Maintenance of Traffic will be determined once the recommended alternative is selected. However, the intersection of SR 119 and CR 7 is likely to remain open to traffic and is anticipated to be completed in phased construction.

14.0⁻ COST ESTIMATE

The preliminary cost for the intersection improvement alternatives was prepared using planning-level cost methods and Table 4 summarizes the expected costs. Cost breakdowns are explained in **Appendix H** and consist of the major pay items including excavation and full depth pavement. Other pay items have been accounted for in the 30% contingency. Cost of right-of-way is assumed to be at \$40,000 per acre for

permanent right-of-way. See Section 16.0 Right-Of-Way Impact for additional information. Cost of utility relocation is explained in Section 18.0 Utility Impacts.

<i>Table 4: Cost Analysis</i>				
	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Construction Cost (CN)	\$2,218,700	\$1,214,000	\$2,039,100	\$2,978,500
Utility (UT)	\$27,300	\$27,300	\$32,500	\$93,350
Right-Of-Way	\$175,600	\$100,000	\$182,000	\$197,600
Contingency (30%)	\$665,700	\$364,200	\$611,800	\$893,600
Total Project Cost	\$3,087,300	\$1,705,500	\$2,865,400	\$4,163,050

15.0 ENVIRONMENTAL ISSUES

A preliminary environmental Red Flag Investigation (RFI) was performed for this project. Refer to **Appendix I** for the preliminary RFI maps. The following were identified within 0.5 mile of the project vicinity:

- There are no infrastructure concerns within a half mile radius of the project area.
- There are three impaired streams, four historic canal routes, and one wetland within 0.5 mile of the project area. The closest impaired stream and canal route is Wisler Ditch, which is 0.09 mile southwest of the project area. The closest wetland is 0.30 mile southwest.
- There are no mining and mineral resources within 0.5 mile of the project area.
- There are no hazardous materials within 0.5 mile of the project area.

The level of the environmental document is anticipated to be a Categorical Exclusion 2 (CE-2) due to acquisition of greater than 0.5 acres of right-of-way. No water resources were noted within the project limits and therefore no permitting is anticipated; however, this determination will be updated based on final drainage design. A Rule 5 Sediment and Erosion Control permit is anticipated due to disturbance of more than 1 acre of land.

16.0 RIGHT-OF-WAY IMPACT

Right-of-way impacts are varied for each of the four alternatives. According to the Elkhart County GIS, the parcel property lines run along the center of the roadway of SR 119 and CR 7. Therefore, it is assumed that there is no existing right-of-way. Preliminary right-of-way impacts were determined utilizing an offset of 30' on either side of SR 119 and CR 7. No relocations are anticipated with any of the four alternatives.

Alternative 1: Impact 6 right-of-way parcels of an area of 4.39 acres.

Alternative 2: Impact 6 right-of-way parcels of an area of 2.50 acres.

Alternative 3: Impact 11 right-of-way parcels of an area of 4.55 acres.

Alternative 4: Impact 8 right-of-way parcels of an area of 4.94 acres.

17.0⁻ RAILROAD IMPACT

There are no railroads within the project area.

18.0⁻ UTILITY IMPACTS

The following assessments of the utility impacts anticipated for the design alternatives are based on a desktop review of available information and are deliberative in nature pending further coordination with the potentially affected utility companies/cooperatives. All costs provided are approximate and based on past projects of similar size and scope. Costs shown may not necessarily be the responsibility of INDOT as cost of the relocation of the affected facility may not be reimbursable to the utility.

Determination of whether the relocation is reimbursable will happen at a later stage of the utility coordination process. Once an alternative has been selected and the design has been developed to an appropriate stage, the utility companies will be provided plans for determination of any conflicts.

There are two utility facilities in the project area that are likely to be impacted by the construction. There are existing overhead electric lines along the north side of SR 119. There are underground telecom lines along the south side of SR 119. The project area appears to be within the service area of NIPSCO, which suggest that the relocation of the electric lines will not be reimbursable. All the alternatives will require utility relocations.

Alternative 1: Will require utility relocations. The existing telecom line along the south side of SR 119 will require relocation to accommodate widening of the roadway. This impact is approximately \$27,300 (1820 ft x \$15/ft).

Alternative 2: Will require utility relocations. The existing telecom line along the south side of SR 119 will require relocation to accommodate widening of the roadway. This impact is approximately \$27,300 (1820 ft x \$15/ft).

Alternative 3: Will require utility relocations. Two overhead electric poles will require relocation to accommodate the construction of the north approach of the east “T” intersection. The approximate cost for this relocation is \$10,000 (2 x \$5,000/pole) to relocate poles, conductor and service drop to the nearby residence. Additionally, the existing telecom line along the south side of SR 119 will require relocation to accommodate widening of the roadway. This impact is approximately \$22,500 (1,500 ft x \$15/ft).

Alternative 4: Will require utility relocations. Four overhead electric poles will require relocation to accommodate the construction of the roundabout intersection. The approximate cost for this relocation is \$20,000 (4 x \$5,000/pole) to relocate poles, conductor and service drop to the nearby residence. Additionally, the existing telecom line along the south side of SR 119 will require relocation

to accommodate widening of the roadway. This impact is approximately \$19,350 (1,290 ft x \$15/ft). This alternative will also likely affect the buried gas main at the intersection of SR 9 and SR 119. The planning level anticipated impact is approximately \$54,000 (2,100 ft x \$26/ft).

19.0 LOCAL COORDINATION

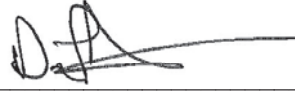
A local coordination meeting was held January 27, 2022 with INDOT, Elkhart County, Michiana Area Council of Governments (MACOG), and HNTB. During the meeting, the alternatives were reviewed and discussed along with the project purpose and need. Meeting minutes for the local coordination can be found in **Appendix K**.

20.0 CHANGES TO ENGINEERING REPORT


Fort Wayne District Technical Services and Capital Program Management shall be consulted if deviation from the proposal is determined to be necessary during a later phase of project development. The person initiating changes shall route a memo detailing the changes including justification for the change and the estimated cost difference to the Fort Wayne District System Asset Manager, Scoping Manager, and Project Manager for concurrence.

Approved:  Date: 2/18/2022
Matthew Canada, P.E.
HNTB, Project Manager

Approved:  Date: 03/11/2022
Miguel Tucker
INDOT, Project Manager

Approved:  Date: 3/10/22
Dana Plattner, P.E.
INDOT, Traffic Engineer

Approved:  Date: 3/24/2022
Nathan Edwards, P.E.
INDOT, System Asset Manager

Approved:  Date: 3/1/2022
Susan Doell
INDOT, Scoping Manager

Appendix C.

Site Visit Meeting Minutes

Purpose: SR 119 at CR 7 Intersection Improvement Project Site Visit
Project Type: Intersection Improvement
Des No: 1800045
Date/Time: September 1, 2021 10:00 am – 11:00 am (EST)
Location: Co Rd 7 & IN-119, Union Township, IN 46573

Attendees:

<i>Name</i>	<i>Company</i>	<i>Email</i>
Chris Schultz	HNTB Corporation	cjschultz@hntb.com
Dana Plattner	INDOT	dplattner@indot.in.gov
Mark Young	HNTB Corporation	mdyoung@hntb.com
Miguel Tucker	INDOT	mtucker2@indot.in.gov
Mike Koch	INDOT	mkoch@indot.in.gov

The following is summary of the discussion, comments and action items from the meeting:

I. MOT & Pedestrian MOT

Maintenance of Traffic will be determined once the preferred alternative is selected. MOT will likely be completed in phased construction.

II. Culverts

No existing culverts were noted during the site visit. Coordination with County Surveyor will be conducted for verification of no legal drain tiles with-in project limits during design. The existing ditches and tiles if present will be mitigated with the design of the preferred alternative.

III. Bridges

There are no bridges within the limits of the project.

IV. Roadside Elements**A. Guardrail, Ditching and Clipping, Linear Grading,**

Guardrail will be replaced as needed. Grading new ditches will be required to perpetuate the existing drainage patterns.

B. Trees and Mailboxes

Trees and Mailboxes were noted during the site visit, and will be replaced as needed with the design of the preferred alternative. Tree trimming was noted on the west side of SR 119 north of Co Rd 7.

Meeting Minutes (cont'd.)



Project: SR 119 at CR 7 Intersection Improvement Project Site Visit

Meeting Location: Co Rd 7 & IN-119, Union Township, IN 46573

Meeting Date: 9/1/2021

V. ADA & Curb Work

There are no sidewalks within the project limits, and ADA curb ramp or curbing work will not be necessary.

VI. Traffic Item Impacts

INDOT provided the exhibit (attached) during the scoping of the project. The purpose and need of the project is to improve overall intersection safety. Proposed options for different realignment and intersection types were discussed, and HNTB will explore each of these options further in development of the Abbreviated Engineer's Assessment Report. No level one design exceptions are anticipated, however if any of the options to be assessed require a design exception it will be noted in the Report and if alternative selected, exception will be developed in future stage. INDOT will provide traffic data for the intersection and will take new traffic counts if necessary. The proposed options discussed include:

1. " S " curve of Co Rd 7 centered on the existing intersection to meet the current design speed
2. " S " curve of Co Rd 7 centered on the existing intersection designed to a reduced design speed
3. Offset " T " intersections
4. Roundabout

VII. Right-of-way, Utility & Railroad Impacts

HNTB will research the existing right-of-way documents and will include the findings in the development of the Abbreviated Engineer's Assessment Report. There are minor overhead utilities on both the north and west sides of the intersection. There are also underground gas and fiber lines in the area. There are no existing railroads within the project limits.

VIII. Environmental Impacts & Permits

The level of environmental document will be determined once the preferred alternative is selected. A Section 401/404 and an IDEM Rule 5 permit is anticipated.

IX. Unique Elements to this Project & Location

There are low lying areas on the east side of SR 119 that could have wet soils. Geotechnical investigation will be required once the preferred design alternative is selected to determine remediation.

Authored By: MY, CS

Copy To: Meeting Participants, File

Issue Date: 9/8/2021

Page 2 of 3

Meeting Minutes (cont'd.)



Project: SR 119 at CR 7 Intersection Improvement Project Site Visit

Meeting Location: Co Rd 7 & IN-119, Union Township, IN 46573

Meeting Date: 9/1/2021

X. Project Coordination with Nearby Projects

There are no nearby projects in the area at the time these minutes were prepared.

XI. Local Coordination

Future coordination will be required with Elkhart County, MACOG, and INDOT once design alternatives are prepared with the Abbreviated Engineer's Assessment Report. County concurrence will be needed for the selected design alternative.

XII. Changes from Scoping Application

There are no changes from the original scoping application.

XIII. Project Development, Construction & Letting Information

HNTB will prepare the draft Abbreviated Engineer's Assessment Report by 11/19/2021. Coordination with INDOT and Elkhart County will be completed by 12/20/2021, and the final Abbreviated Engineer's Assessment Report will be prepared by 1/19/2022. Once the design alternative is selected, HNTB will prepare the Phase 2 design fee proposal for the remaining development of the project. The proposed construction budget for this project is approximately \$2M. This project is bundled with INDOT in-house project Des 2001821 (lead) and DES 2000024. The INDOT Contract No is R-43314.

Attachments:

- Sign-in Sheet
- Project Exhibit



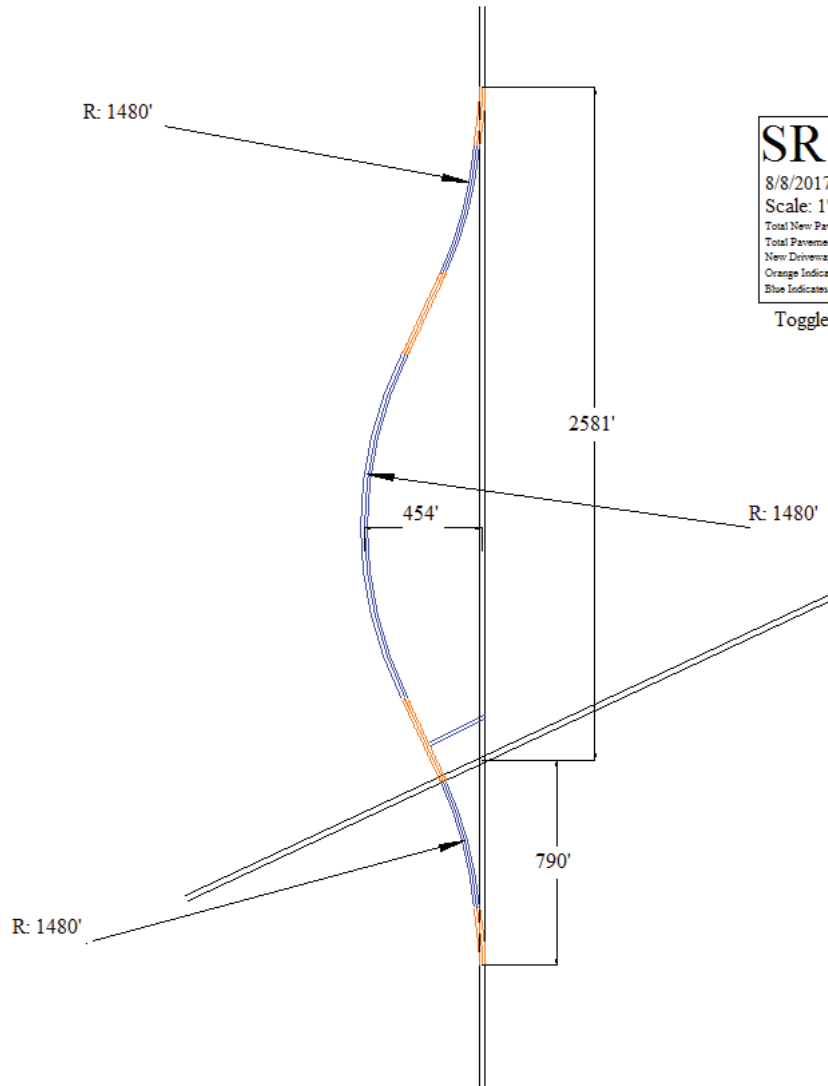
Meeting Sign-In Sheet

Purpose: Site Visit
INDOT DES NO. 1800045
SR 119 at CR 7 Intersection Improvement Project

Meeting Date: September 1, 2021

<u>Name</u>	<u>Representing</u>	<u>Email</u>	<u>Phone Number</u>	<u>Initials</u>
Brad Taylor	INDOT	BrTaylor@indot.IN.gov	(260) 438-2063	
Brian Bauermeister	INDOT	bbauermeister@indot.in.gov	(260) 341-5922	
Chris Schultz	HNTB Corporation	cjschultz@hntb.com	(317) 917-5213	CS
Dana Plattner	INDOT	dplattner@indot.in.gov	(260) 969-8233	DP
Dirk Schmidt	INDOT	dschmidt1@indot.in.gov	(260) 969-8287	
Jenny Bass	INDOT	jbass@indot.in.gov	(260) 969-8252	
John Langmaid	INDOT	jlangmaid@indot.in.gov	(260) 969-8318	
Keith Lytton	INDOT	klytton@indot.in.gov	(260) 415-3284	
Mark Young	HNTB Corporation	mdyoung@hntb.com	(463) 777-3624	MY

<u>Name</u>	<u>Representing</u>	<u>Email</u>	<u>Phone Number</u>	<u>Initials</u>
Melissa Cool	INDOT	mcool@indot.in.gov	(260) 241-1425	
Miguel Tucker	INDOT	mtucker2@indot.in.gov	(260) 969-8258	MT
Mike Koch	INDOT	mkoch@indot.in.gov	(574) 612-2224	mk



SR 119 and CR 7

8/8/2017 DAG

Scale: 1" = 1'

Total New Pavement: 3400' x 24' wide

Total Pavement to be Removed: 3300' x 24' wide

New Driveway: 235' x 10'

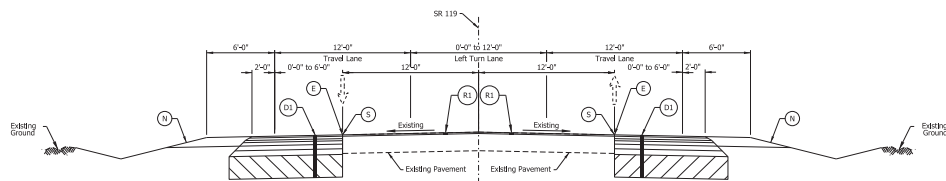
Orange Indicates Spiral Curve (167' min length per AASHTO)

Blue Indicates Simple Horizontal Curve

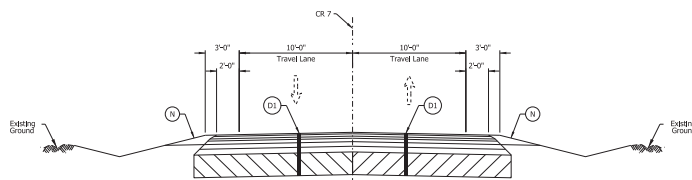


Toggle Satellite layer to view surroundings

Appendix E. Alternatives



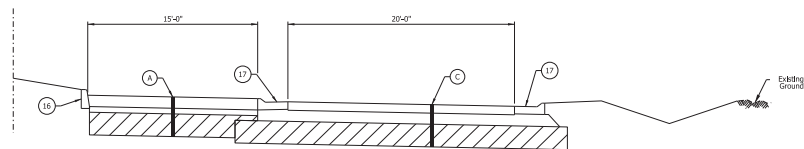
TYPICAL SECTION SR 119



TYPICAL SECTION CR 7

Legend

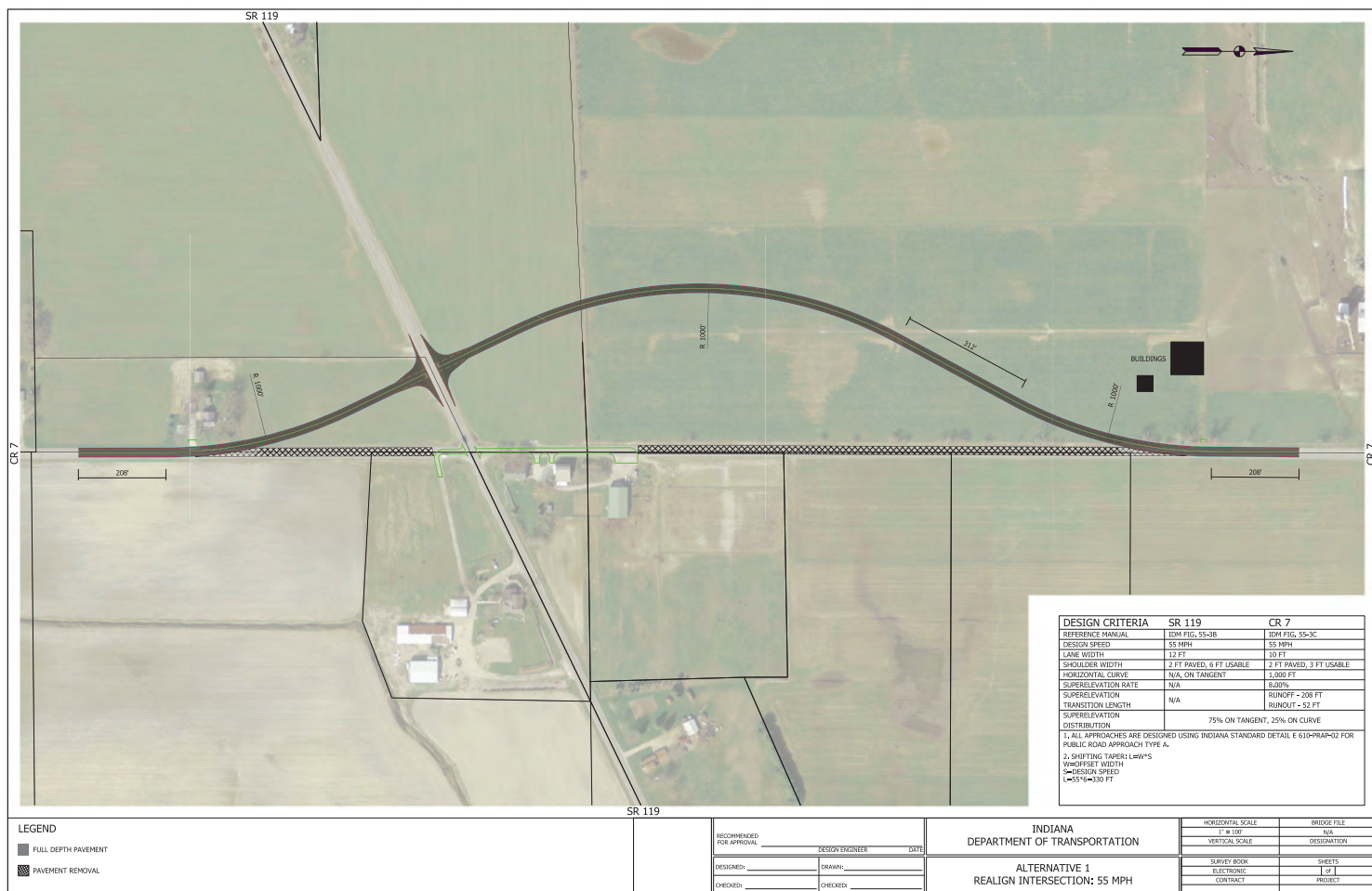
- (D1) 165#/Syl. CCQA-HMA 4, 70, Surface, 9.5 mm on
275#/Syl. CCQA-HMA 4, 70, Intermediate, 13.0 mm on
360#/Syl. CCQA-HMA 4, 96, Base, 25.0 mm on
500#/Syl. CCQA-HMA 4, 76, Intermediate OG, 15.0 mm on
5 in. of Compacted Aggregate, No. 53 on
Subgrade Treatment Type 1C
- (R1) 165#/Syl. CCQA-HMA 4, 70, Surface, 9.5 mm on
Mill/Asphalt, 1 1/2 in.
- (C) CCQA-CCP, 10 in. on
Subbase for PCP on
Subgrade Treatment Type 1C
- (A) PCP, 8 in. on
5 in. Compacted Aggregate, No. 53 on
Subgrade Treatment Type 1C
- (E) Milled HMA Corrugations, Conventional (See Note 1)
- (S) Saw Cut (No Direct Pay)
- (N) Compacted Aggregate, No. 53
- (16) Concrete Curb (Vertical) (See Std. Dwg. No. E-605-CCSG-01)
- (17) Combine Concrete Curb and Gutter, Type B (Sloping) (See Std. Dwg. No. E-605-CCSG-01)

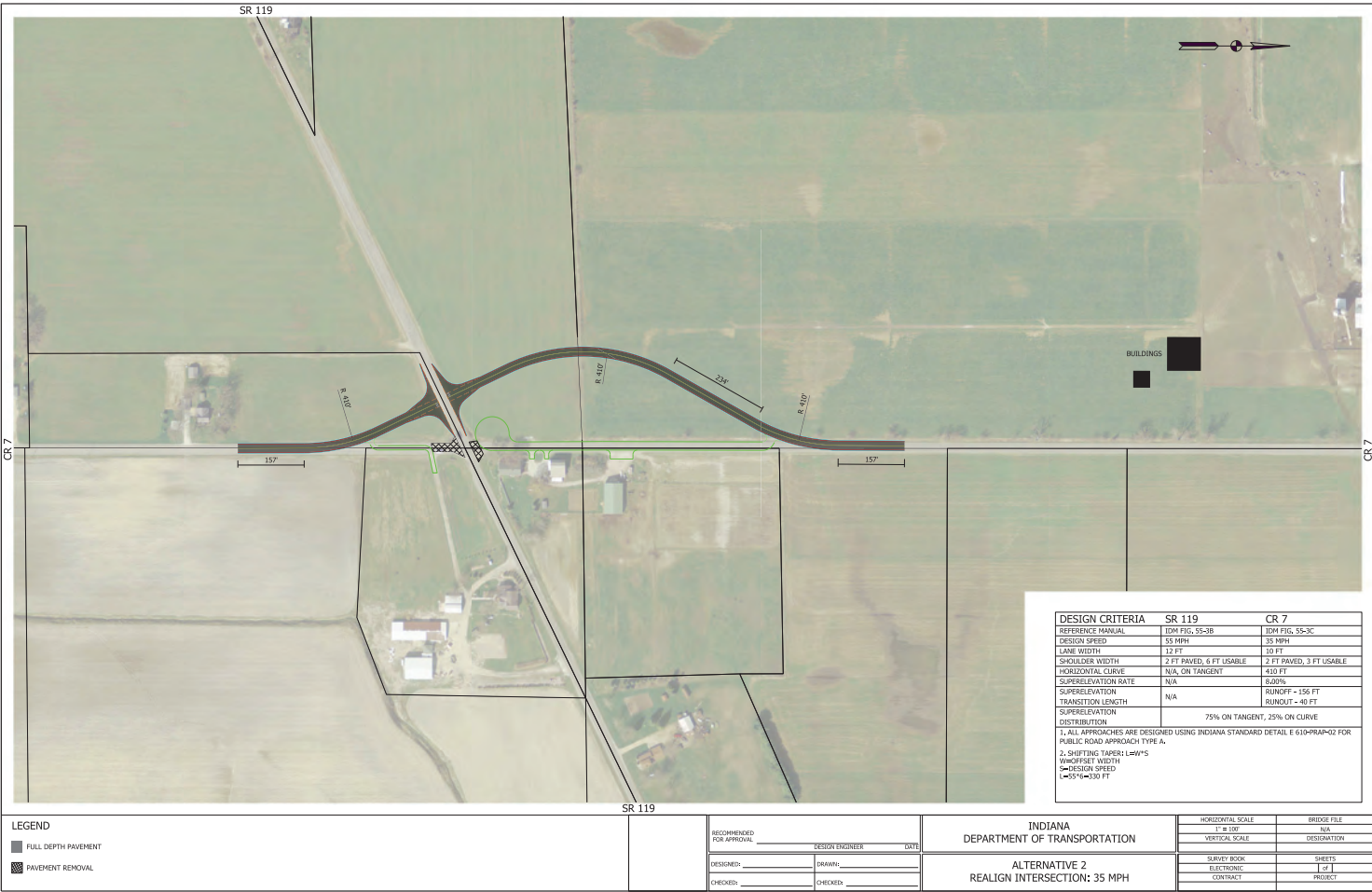


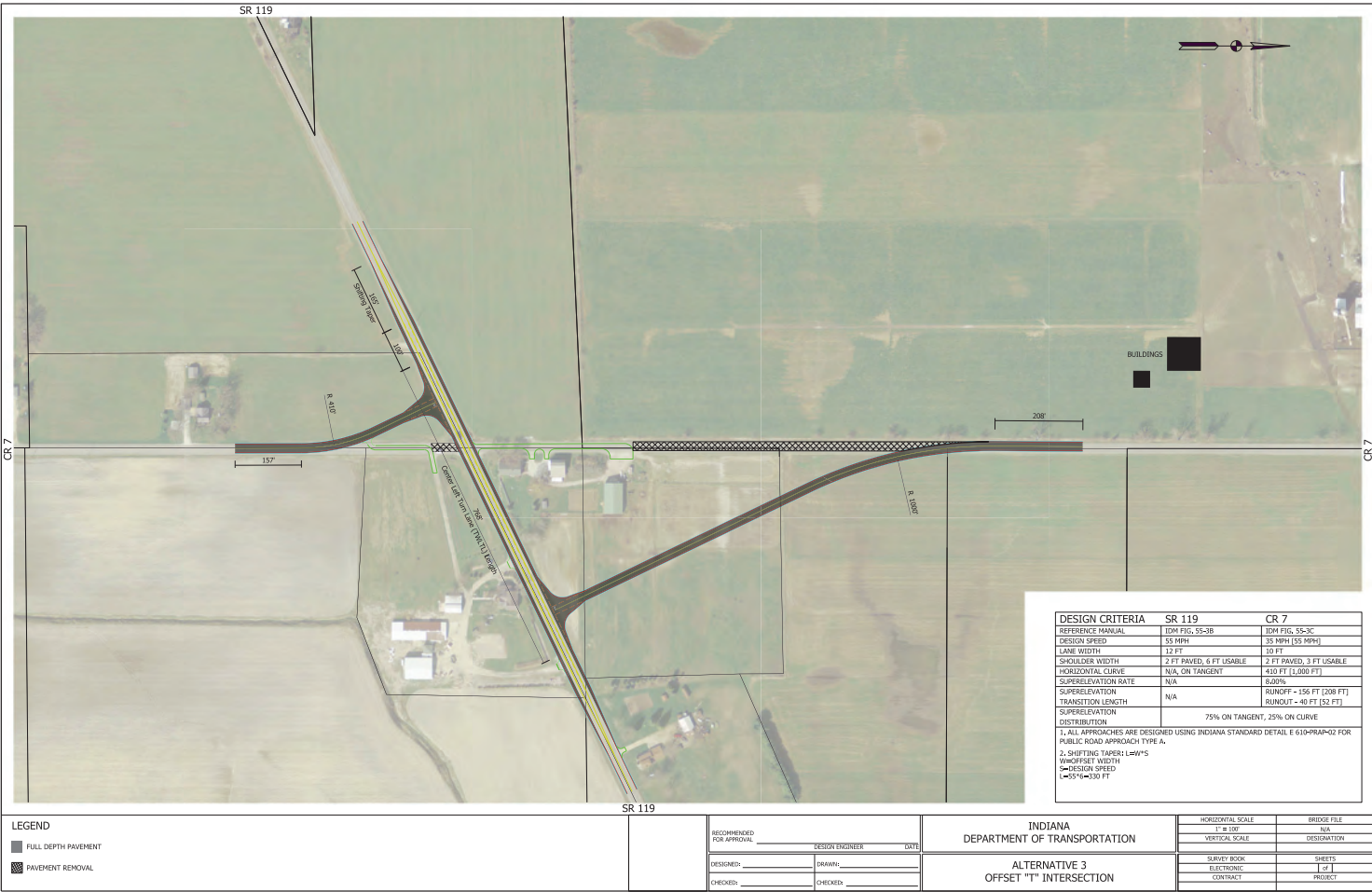
TYPICAL SECTION ROUNDABOUT

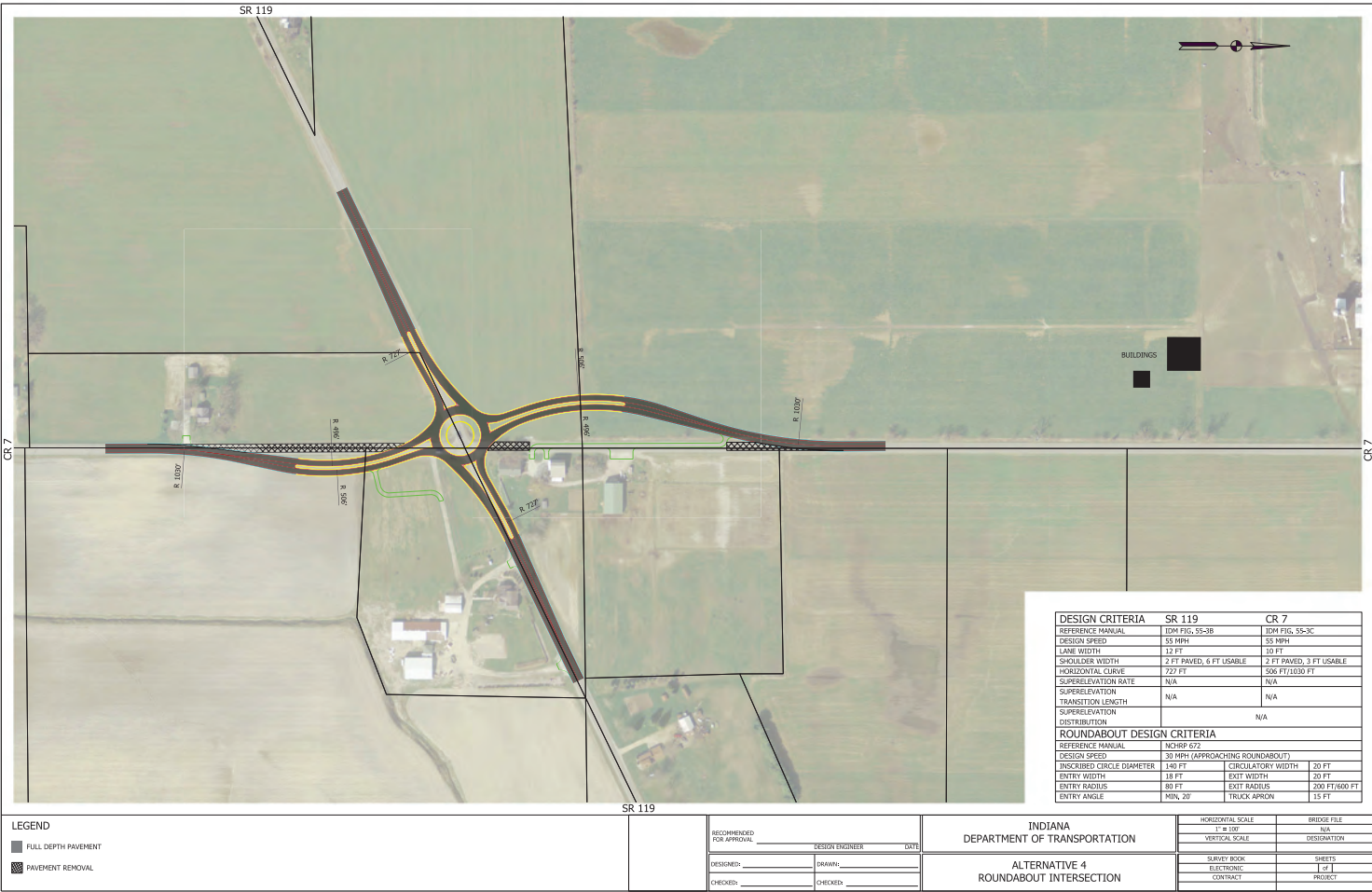
Note to Reviewer: Pavement assumed to be asphalt.
Final pavement design to be determined in a future
submittal.

Notes
1. Milled HMA Corrugations, Conventional shall be
installed per Std. Dwg. E-605-CCSG-01.









Appendix H. Cost Estimates



Calced: JMS 10/14/2021

Checked: NSX 02/09/2022

Back Checked: HDW 02/09/2022

Updated: HDW 02/09/2022

Verified: NSX 02/10/2022

PAY ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
105-06845	CONSTRUCTION ENGINEERING - 2%	1	LS	\$44,400.00	\$44,400.00
110-01001	MOBILIZATION AND DEMOBILIZATION - 5%	1	LS	\$111,000.00	\$111,000.00
201-52370	CLEARING RIGHT OF WAY - 2%	1	LS	\$44,400.00	\$44,400.00
203-02000	EXCAVATION, COMMON	7234	CYS	\$30.00	\$217,020.00
207-09935	SUBGRADE TREATMENT, TYPE IC	9854	SYS	\$40.00	\$394,160.00
301-12234	COMPACTED AGGREGATE NO. 53	1643	CYS	\$70.00	\$115,010.00
303-01180	COMPACTED AGGREGATE NO. 53	830	TON	\$50.00	\$41,500.00
401-07329	QC/QA-HMA, 4, 70, SURFACE, 9.5 mm	724	TON	\$100.00	\$72,400.00
401-07399	QC/QA-HMA, 4, 70, INTERMEDIATE, 19.0 mm	1230	TON	\$90.00	\$110,700.00
401-07409	QC/QA-HMA, 4, 64, BASE, 25.0 mm	4081	TON	\$80.00	\$326,480.00
401-12137	QC/QA-HMA, 4, 76, INTERMEDIATE, OG, 19.0 mm	1440	TON	\$90.00	\$129,600.00
606-12399	MILLED HMA CORRUGATIONS, CONVENTIONAL	6270	LFT	\$2.00	\$12,540.00
801-06775	MAINTAINING TRAFFIC - 15%	1	LS	\$333,000.00	\$333,000.00
999-00001	SIGNING AND PAVEMENT MARKING - 2%	1	LS	\$44,400.00	\$44,400.00
999-00002	EROSION CONTROL - 5%	1	LS	\$111,000.00	\$111,000.00
999-00003	DRAINAGE - 5%	1	LS	\$111,000.00	\$111,000.00
				Subtotal	\$2,218,700.00
				Contingency 30%	\$665,700.00
				Right-Of-Way	\$175,600.00
				Utility	\$27,300.00
				Total	\$3,087,300.00



Calced: JMS 10/14/2021

Checked: NSX 02/09/2022

Back Checked: HDW 02/09/2022

Updated: HDW 02/09/2022

Verified: NSX 02/10/2022

PAY ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
105-06845	CONSTRUCTION ENGINEERING - 2%	1	LS	\$24,300.00	\$24,300.00
110-01001	MOBILIZATION AND DEMOBILIZATION - 5%	1	LS	\$60,750.00	\$60,750.00
201-52370	CLEARING RIGHT OF WAY - 2%	1	LS	\$24,300.00	\$24,300.00
203-02000	EXCAVATION, COMMON	2898	CYS	\$30.00	\$86,940.00
207-09935	SUBGRADE TREATMENT, TYPE IC	5652	SYS	\$40.00	\$226,080.00
301-12234	COMPACTED AGGREGATE NO. 53	942	CYS	\$70.00	\$65,940.00
303-01180	COMPACTED AGGREGATE NO. 53	465	TON	\$50.00	\$23,250.00
401-07329	QC/QA-HMA, 4, 70, SURFACE, 9.5 mm	416	TON	\$100.00	\$41,600.00
401-07399	QC/QA-HMA, 4, 70, INTERMEDIATE, 19.0 mm	708	TON	\$90.00	\$63,720.00
401-07409	QC/QA-HMA, 4, 64, BASE, 25.0 mm	2344	TON	\$80.00	\$187,520.00
401-12137	QC/QA-HMA, 4, 76, INTERMEDIATE, OG, 19.0 mm	827	TON	\$90.00	\$74,430.00
606-12399	MILLED HMA CORRUGATIONS, CONVENTIONAL	3519	LFT	\$2.00	\$7,038.00
801-06775	MAINTAINING TRAFFIC - 15%	1	LS	\$182,250.00	\$182,250.00
999-00001	SIGNING AND PAVEMENT MARKING - 2%	1	LS	\$24,300.00	\$24,300.00
999-00002	EROSION CONTROL - 5%	1	LS	\$60,750.00	\$60,750.00
999-00003	DRAINAGE - 5%	1	LS	\$60,750.00	\$60,750.00
				Subtotal	\$1,214,000.00
				Contingency 30%	\$364,200.00
				Right-Of-Way	\$100,000.00
				Utility	\$27,300.00
				Total	\$1,705,500.00



Calced: JMS 10/14/2021

Checked: NSX 02/09/2022

Back Checked: HDW 02/09/2022

Updated: HDW 02/09/2022

Verified: NSX 02/10/2022

PAY ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
105-06845	CONSTRUCTION ENGINEERING - 2%	1	LS	\$40,800.00	\$40,800.00
110-01001	MOBILIZATION AND DEMOBILIZATION - 5%	1	LS	\$102,000.00	\$102,000.00
201-52370	CLEARING RIGHT OF WAY - 2%	1	LS	\$40,800.00	\$40,800.00
203-02000	EXCAVATION, COMMON	5462	CYS	\$30.00	\$163,860.00
207-09935	SUBGRADE TREATMENT, TYPE IC	8807	SYS	\$40.00	\$352,280.00
301-12234	COMPACTED AGGREGATE NO. 53	1468	CYS	\$70.00	\$102,760.00
303-01180	COMPACTED AGGREGATE NO. 53	1336	TON	\$50.00	\$66,800.00
306-08034	MILLING, ASPHALT, 1 1/2 IN.	3989	SYS	\$2.00	\$7,978.00
401-07329	QC/QA-HMA, 4, 70, SURFACE, 9.5 mm	964	TON	\$100.00	\$96,400.00
401-07399	QC/QA-HMA, 4, 70, INTERMEDIATE, 19.0 mm	1081	TON	\$90.00	\$97,290.00
401-07409	QC/QA-HMA, 4, 64, BASE, 25.0 mm	3612	TON	\$80.00	\$288,960.00
401-12137	QC/QA-HMA, 4, 76, INTERMEDIATE, OG, 19.0 mm	1281	TON	\$90.00	\$115,290.00
606-12399	MILLED HMA CORRUGATIONS, CONVENTIONAL	6496	LFT	\$2.00	\$12,992.00
801-06775	MAINTAINING TRAFFIC - 15%	1	LS	\$306,000.00	\$306,000.00
999-00001	SIGNING AND PAVEMENT MARKING - 2%	1	LS	\$40,800.00	\$40,800.00
999-00002	EROSION CONTROL - 5%	1	LS	\$102,000.00	\$102,000.00
999-00003	DRAINAGE - 5%	1	LS	\$102,000.00	\$102,000.00
				Subtotal	\$2,039,100.00
				Contingency 30%	\$611,800.00
				Right-Of-Way	\$182,000.00
				Utility	\$32,500.00
				Total	\$2,865,400.00



Calced: JMS 10/14/2021

Checked: NSX 02/09/2022

Back Checked: HDW 02/09/2022

Updated: HDW 02/09/2022

Verified: NSX 02/10/2022

PAY ITEM	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
105-06845	CONSTRUCTION ENGINEERING - 2%	1	LS	\$59,600.00	\$59,600.00
110-01001	MOBILIZATION AND DEMOBILIZATION - 5%	1	LS	\$149,000.00	\$149,000.00
201-52370	CLEARING RIGHT OF WAY - 2%	1	LS	\$59,600.00	\$59,600.00
203-02000	EXCAVATION, COMMON	8322	CYS	\$30.00	\$249,660.00
207-09935	SUBGRADE TREATMENT, TYPE IC	11341	SYS	\$40.00	\$453,640.00
301-12234	COMPACTED AGGREGATE NO. 53	326	CYS	\$50.00	\$16,300.00
302-06464	SUBBASE FOR PCCP	2323	CYS	\$60.00	\$139,380.00
303-01180	COMPACTED AGGREGATE NO. 53	759	TON	\$50.00	\$37,950.00
401-07329	QC/QA-HMA, 4, 70, SURFACE, 9.5 mm	72	TON	\$100.00	\$7,200.00
401-07399	QC/QA-HMA, 4, 70, INTERMEDIATE, 19.0 mm	136	TON	\$90.00	\$12,240.00
401-07409	QC/QA-HMA, 4, 64, BASE, 25.0 mm	525	TON	\$80.00	\$42,000.00
401-12137	QC/QA-HMA, 4, 76, INTERMEDIATE, OG, 19.0 mm	208	TON	\$90.00	\$18,720.00
501-06321	QC/QA-PCCP, 10 IN.	9289	SYS	\$65.00	\$603,785.00
501-06999	PCCP, 8 IN.	419	SYS	\$70.00	\$29,330.00
605-06120	CURB, CONCRETE	205	LFT	\$35.00	\$7,175.00
605-06145	CURB AND GUTTER, B, CONCRETE	4622	LFT	\$35.00	\$161,770.00
606-12399	MILLED HMA CORRUGATIONS, CONVENTIONAL	3674	LFT	\$2.00	\$7,348.00
801-06775	MAINTAINING TRAFFIC - 15%	1	LS	\$447,000.00	\$447,000.00
999-00001	SIGNING AND PAVEMENT MARKING - 2%	1	LS	\$59,600.00	\$59,600.00
999-00002	EROSION CONTROL - 5%	1	LS	\$149,000.00	\$149,000.00
999-00003	DRAINAGE - 5%	1	LS	\$149,000.00	\$149,000.00
999-00004	LANDSCAPING - 2%	1	LS	\$59,600.00	\$59,600.00
999-00005	LIGHTING - 2%	1	LS	\$59,600.00	\$59,600.00
				Subtotal	\$2,978,500.00
				Contingency 30%	\$893,600.00
				Right-Of-Way	\$197,600.00
				Utility	\$93,350.00
				Total	\$4,163,050.00

Appendix J.

INDOT Miniscope

Call Application Report Project (Mini Scope)

FORM VERSION:

7/6/2015

FORM VERSION BY: Andrew Fitzgerald, PTOE, PE

Date:	12/31/2019	District:	FORT WAYNE	SCORE:	94
DES:	1800045	Sub-District:	Elkhart		
Proposed FY:	2025	Asset Group:	SAFETY		
Work Type:	Improve Intersection Approach Angle	Work Category:	Intersection Improvement Project		

Project Location

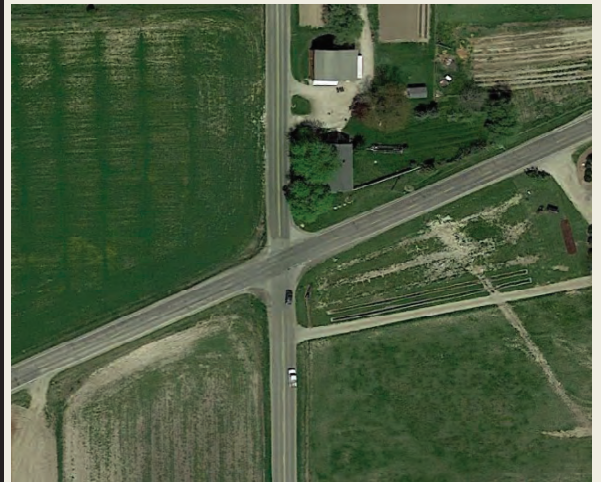
Route:	119	City/Town:	Goshen	County 1	Elkhart	County 2	
RP Start:	19.55	Latitude Start:	41°30'56"	Longitude Start:	-85°58'45"		
RP End:	19.15	Latitude End:	41°30'47"	Longitude End:	-85°59'10"		
AADT FY:	2016	AADT:	2963	% Trucks:	8.0%		
Length:	0.4	# Lanes:	2	Lane Mi:			
Func. Class:	Minor Arterial	Area:		NHS:	No		
Str. #		NBI #:		Bridge / Culvert: Length (FT) / Width (FT):		Bridge Area (SFT):	Year Built:

Location Description: SR 119 @ CR 7, 1.35 miles E of SR 19

SEE IT: WHAT IS THE CURRENT AND PROJECTED CONDITION AND WHY IS THIS A PROBLEM (FOCUS ON THE PROBLEM):

High crash rate due to vehicles on the CR 7 approaches failing to yield to SR 119 traffic. Exact reason is unknown, however the skew of the intersection does create some sight distance issues.

INSERT ONE OR TWO PICTURES OF PRIMARY PROBLEM:



DATE AND TYPE OF LAST MAJOR TREATMENT:				DATE:	
PROJECT CONDITION RATINGS:		LOS:		Crash Rate:	2.42
Wearing Surface:		Deck:		Bridge/Culvert Super:	
Type I Culverts/ pipes:		Bridge Scour:		Bridge Paint:	
IRI:		PCR:		RUT:	
				Friction #:	
				Other:	

INTENT/PURPOSE OF PROJECT (INITIAL STATEMENT OF ESSENTIAL PROJECT PURPOSE:

The purpose of this project is to reduce right angle crashes at this intersection.

Completed FULL SCOPE:	NO	KPI Delta:		KPI UNIT:	
-----------------------	----	------------	--	-----------	--

OWN IT: Alternatives

PRELIMINARY ALTERNATIVES THAT ARE CONTEMPLATED (ANALYSED) WITH COSTS:

Sight distance improvement and skew correction is recommended at this intersection. Volumes are low enough that signal warrants are not met. No reason to create unnecessary delay along the state route by building a alternative intersection.

CONSEQUENCES IF NO ACTION IS TAKEN (DO NOTHING ALTERNATIVE IS SELECTED):
Potential for severe crashes will remain.

SECONDARY CONSIDERATIONS OR GOALS WITH COSTS:

Attach extra sheets as necessary to fully describe the alternatives.

Will Further Analysis/Assessment be required beyond this form?	YES
--	-----

SOLVE IT: Project Recommendations and Costs

QUANTIFIABLE PRIMARY GOAL(S) OF PROJECT (WHAT ARE WE PURCHASING SUCH AS CONDITION, SERVICE LIFE, LOS, OR CRF):

CRF of 43 is expected with sight distance improvement.

Estimated Total Project Costs:		\$0.00		COMMENTS	
Right of Way Purchase (RW1):	YES	COST:	\$0.00		
Right of Way Services (RW2):		COST:	\$0.00		
Preliminary Engineering 1 (PE1):	YES	COST:	\$0.00		
Preliminary Engineering 2 (PE2):		COST:	\$0.00		
Maintenance of Traffic:		COST:	\$0.00		
Railroad PE (RR1):		COST:	\$0.00		
Railroad PE (RR2):		COST:	\$0.00		
Environmental Study:		COST:	\$0.00		
Utilities PE (UT1):		COST:	\$0.00		
Utilities CN (UT2):	YES	COST:	\$0.00		
Construction (CN):	YES	COST:	\$0.00		
Construction Engineering (CE):		COST:	\$0.00		
Relinquishment Payment (RQP):		COST:	\$0.00		
Other Considerations:		COST:	\$0.00		
Other Projects within Limits					
DES:	FY:	Work Type:	Location:		
DES:	FY:	Work Type:	Location:		
DES:	FY:	Work Type:	Location:		
Miscellaneous Notes					
ANTICIPATED NUMBER OF CONSTRUCTION SEASONS TO COMPLETE(1, 2 or 3 seasons):				1	
ANTICIPATED NUMBER OF YEARS TO COMPLETE DESIGN (1, 2 or 3 fiscal years):					
CALL HISTORY: Submitted in FY 2023 and FY 2024 Call for Projects					
Attachments					
Pictures		Asset Team Scoring Sheet:	Mobility History:		
Spreadsheets (calcs):		Engineer Assessment:			
Solution Schematic:		Bridge/Culvert Inspection Report:			
Cost Calculations:		Accident History:			
Location Map:		Pathway Data:			
Additional Comments					
Other items relevant to the project not specifically listed elsewhere.					
NOTE: Appropriate environmental and assessment process need to be followed.					
Report Prepared By and Approved By					
Report Prepared By and Approved By		Title:	Signature		
Prepared by:	Steven Lam	Traffic Planning Engineer			
Prepared by:					
Reviewed by:	Dana Plattner	Traffic Engineer			
Approval by:	Jason Kaiser	Tech Services Director		APPROVED ON:	
NOTE: Any changes require a re-submittal of Call Application Report.					
FORM VERSION: 7/6/2015		FORM VERSION BY: Andrew Fitzgerald, PTOE, PE			

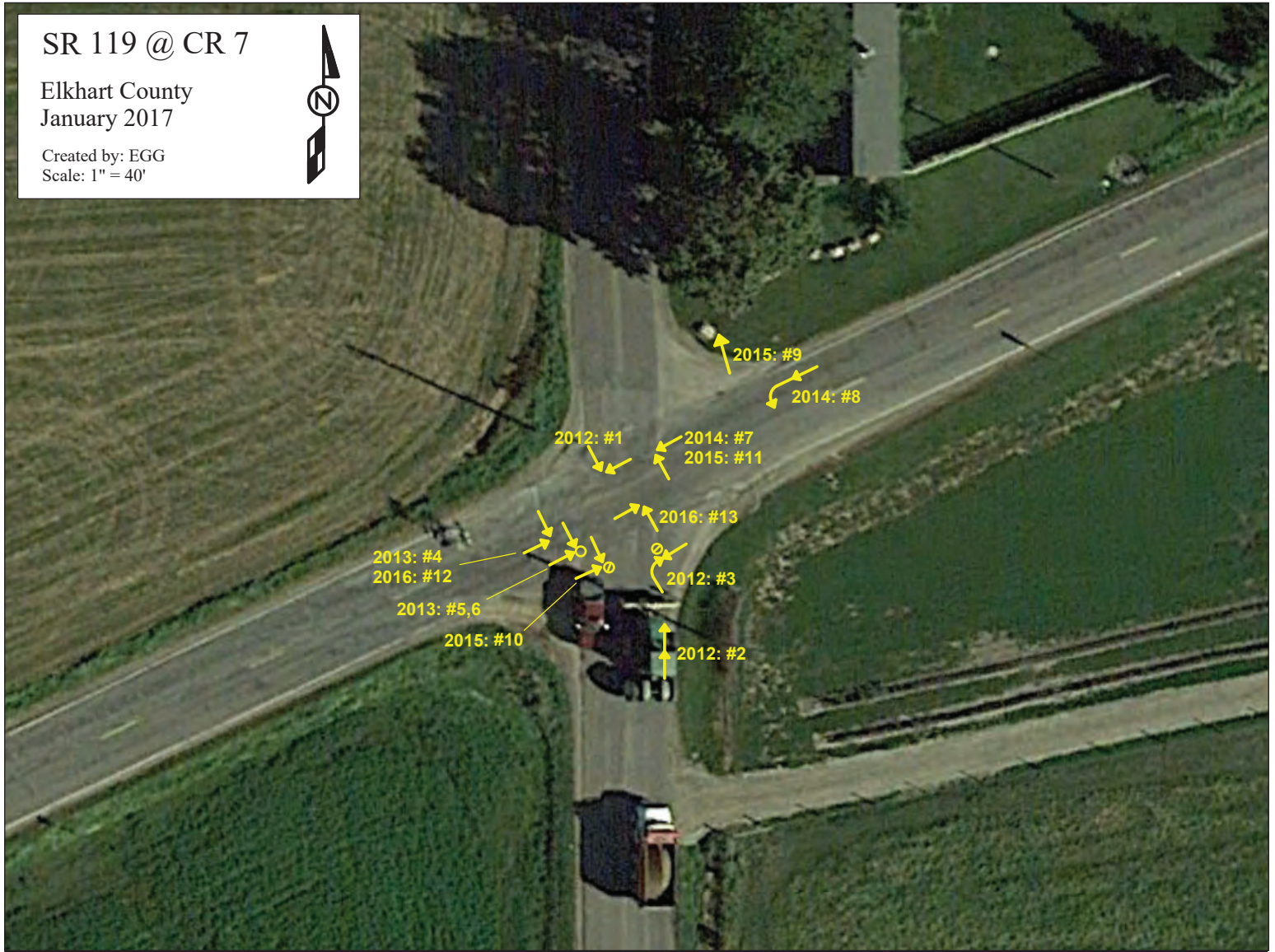
Index of Crash Frequency and Cost - Form F1			Page 1/2
Location	SR 119 @ CR 7		
Elkhart County			
GIS			
Post			
Analyst	Steven Lam		
Date	5/29/2019		
INPUT			
Road Facility Type	Unsignalized Rural State-Local Intersection		
Major Road AADT (veh/day)	2919		
T-intersection Indicator (1 if present, 0 otherwise)	0		
First Year with Crash Data (yyyy)	2016		
Last Year with Crash Data (yyyy)	2018		
Number of Crashes (crash/period)			
Fatal and Incapacitating Injury Crashes	6		
Non-Incapacitating and Possible Injury Crashes	0		
Property Damage Only Crashes	7		
Route or Road Type	Unsignalized Rural State-Local Intersection		
Average Crash Costs (\$)			
Fatal and Incapacitating Injury Crashes	459600		
Non-Incapacitating and Possible Injury Crashes	32700		
Property Damage Only Crashes	5000		
Crash Cost Year (yyyy)	2013		
OUTPUT			
Expected Crash Frequency (crash/year)			
Fatal and Incapacitating Injury Crashes	0.024		
Non-Incapacitating and Possible Injury Crashes	0.11		
Property Damage Only Crashes	0.39		
All Crashes	0.52		
Index of Crash Frequency	2.88		
Index of Crash Cost	2.42		

Index of Crash Frequency and Cost - Form F1			Page 2/2
Location	SR 119 @ CR 7		
Elkhart County			
GIS			
Post			
Analyst	Steven Lam		
Date	5/29/2019		
Comments: Traffic count from TCDS			

SR 119 @ CR 7

Elkhart County
January 2017

Created by: EGG
Scale: 1" = 40'



#	Collision Type	MRN	Date	Time	Non-Incap. Injuries	Incap. Injuries	Number Dead	Light Condition	Weather Conditions	Surface Condition	Primary Factor
1	RA	901830794	5/25/2012	2131	0	0	0	DARK (NOT LIGHTED)	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY
2	RE	901854393	7/10/2012	1453	0	0	0	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY
3	RA	901875484	8/20/2012	1020	0	1	0	DAYLIGHT	CLEAR	DRY	IMPROPER TURNING
4	RA	902017516	5/10/2013	900	0	0	0	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY
5	RA	902074937	8/29/2013	1028	1	0	0	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY
6	RA	902120676	11/15/2013	1431	2	0	0	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY
7	RA	902300502	9/21/2014	1509	0	0	0	DAYLIGHT	RAIN	WET	FAILURE TO YIELD RIGHT OF WAY
8	RE	902336833	11/17/2014	1644	0	0	0	DAWN/DUSK	CLEAR	DRY	FOLLOWING TOO CLOSELY
9	ROR	902491645	7/30/2015	2138	0	0	0	DARK (NOT LIGHTED)	CLEAR	DRY	RAN OFF ROAD RIGHT
10	RA	902569217	11/23/2015	952	0	1	0	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY
11	RA	902596294	12/22/2015	832	0	0	0	DAYLIGHT	RAIN	WET	DISREGARD SIGNAL/REG SIGN
12	RA	902768320	8/30/2016	1613	0	0	0	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY
13	RA	902777173	9/14/2016	1300	0	1	0	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY

Appendix K.
Local Coordination Meeting Minutes

MEETING MINUTES

Meeting Date: January 27, 2022

Abbreviated Engineers Report – Alternatives Review

SR 119 at CR 7 Intersection Improvement Project

RFP P210110a-f

HNTB Project No. 79749-DS-010

INDOT Des No. 1800045

Contract R-43314

1. Introductions

Miguel Tucker – INDOT

Dana Plattner – INDOT

Susan Doell – INDOT

Allyson Ragan – MACOG (via TEAMS)

James Turnwald – MACOG (via TEAMS)

Vincent Divaccaro – Elkhart County Highways (via TEAMS)

Nou Xiong – HNTB

Mark Young - HNTB

2. Scope of Project

The purpose of this project is to improve arterial progression on SR 119 by improving intersection movement and adding turn lanes at SR 119 and CR 7 in Elkhart County, Indiana. The current intersection is experiencing delays due to long green times for left turning vehicles from NB SR 119 to WB CR 7 and for left turning vehicles from EB CR 7 to NB SR 119.

3. Alternatives

- Alternative 1 - Realign Intersection at 55 MPH
 - Remove left turn lanes after verification with traffic data.
- Alternative 2 - Realign Intersection at 35 MPH
 - Remove left turn lanes after verification with traffic data.
 - Redesign the first curve to meet 35 MPH design criteria verses 55 MPH.
 - Provide a driveway/local intersection to the north from the proposed realignment of CR 7 onto existing CR 7 to provide access to the NE quadrant parcel and add in a cul-de-sac to eliminate access from the existing CR 7 onto SR 119.
- Alternative 3 - Offset "T" Intersection
 - Maintain the turn lanes due to the proximity of the intersections.
- Alternative 4 - Roundabout
 - a. Maintenance of Traffic
 - i. Construction will be phased to allow SR 119 and CR 7 traffic to be maintained within the project limits.
 - b. Structures
 - i. N/A

- c. Drainage
 - i. Christopher-Davidhizer-Doring Ditch drains to the southwest on the south side of SR 119 and crossing CR 7 0.25 mile south of SR 119.
 - ii. Adams B. Miller Ditch drains to the southwest on the north side of SR 119 and crossing CR 7 0.4 mile north of SR 119.
 - iii. Investigate drainage structure approximately 150 ft northeast along SR 119.
 - d. Costs Estimates
 - i. Include lighting cost in the roundabout cost estimate.
 - ii. Revise the roundabout cost estimate to include concrete verses HMA pavement.
 - e. Right-of-Way Impacts
 - f. Utility Impacts
 - i. Investigate gas line marker on the NE quadrant of the intersection which looks to run along the north side of SR 119.
 - ii. HNTB to confirm gas utility and verify ROW if utilities are reimbursable as possible at AER stage.
 - g. Environmental Impacts & Permits
 - i. The level of the environmental document is anticipated to be a CE-2.
 - h. Project Coordination with Nearby Projects
4. Upcoming Schedule
- a. Finalize Engineers Report and obtain approval
 - b. Develop Scope for Phase 2 and obtain INDOT approval
 - c. Perform Design Process upon NTP
 - d. Current letting is set for July 10th, 2024
5. Local Comments
- a. Discussion on traffic counts used in AER being from MACOG as they are dated October of 2021, which lines up with MACOG counts.
 - b. MACOG stated the “T” intersection is the least preferred. Concern was the Amish community will need to utilize SR 119 to get from one side of CR 7 to the other.
 - c. Elkhart County Highway preferred the roundabout, 35 MPH realignment, 55 MPH realignment, and then the “T” intersection in this order. Stated that the 35 MPH, 55 MPH, and “T” intersection will not fully eliminate right angle crashes, therefore his preference is the roundabout.
 - i. The intersection of SR 119 and SR 19, 1 mile southwest of SR 119 and CR 7 intersection, is a roundabout intersection which allows for a precedent in the area for a roundabout if selected.
6. INDOT Comments
- a. Remove left turn lanes for AER along SR 119 unless warranted by traffic data. Dana will attempt to see if more recent crash data is now available and will review and provide to HNTB if available.
 - b. Adjust the roundabout cost estimate to include lighting and change from HMA to concrete pavement.

- c. INDOT would like to move ahead with the recommended alternative based on discussions as the 35 MPH realignment. Concern over Amish community using roundabout as well as the volume differentiation at the intersection between the SR and CR.
- d. Add Gas utility to list of potentially impacted utilities.
- e. Adjust access to residents to utilize existing CR and add cul-de-sac to close existing intersection location.



Meeting Sign-In Sheet

Purpose: Abbreviated Engineer's Report - Alternative Review
INDOT DES NO. 1800045
SR 119 at CR 7 Intersection Improvement Project

Meeting Date: January 27, 2022

Name	Representing	Email	Phone Number	Initials
Miguel Tucker	INDOT	mtucker2@indot.in.gov	(260) 969-8258	MT
Dana Plattner	INDOT	dplattner@indot.in.gov	(260) 969-8233	DP
Mark Young	HNTB Corporation	mdyoung@hntb.com	(463) 777-3624	MY
Nou Soua Xiong	HNTB Corporation	nxiong@hntb.com	(608) 294-5017	NSX
SUSAN Doell	INDOT			SD
Allyson Ragan	MACOG			
VINCENT DUARCO	ELKHART COUNTY			
JAMES	MACOG			