FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION LEVEL 1 FORM

GENERAL PROJECT INFORMATION

Road No./County:	US 35 (Pine Lake Ave) / LaPorte County
Designation Number(s):	2401595
Project Description/Termini:	Pedestrian Flashing Beacons, Installed / 500 feet (ft) north of S.R. 39 to 350 ft south of S.R. 39; 120 ft south of Hawley St to 156 ft south of Hawley St

[X] **CE Level 1 documentation for exempted projects**

[ ] **Additional Information to CE Level 1**

Approval:

INDOT DE/ESD Signature and Date

Release for Public Involvement: ADWP June 2, 2026

INDOT DE/ESD Initials and Date

Certification of Public involvement:

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer:

Signature and Date

CE Preparer: Lisa Vale, H.W. Lochner

Name and Organization

GENERAL PROJECT INFORMATION, DESCRIPTION, AND DESIGN INFORMATION	
Purpose and Need:	**Need**: The need for the project stems from the lack of ADA-compliant pedestrian infrastructure across Pine Lake Ave within the project area. The project area is adjacent to two popular recreational parks that have seen a rise in pedestrian traffic from adjacent commercial and residential neighborhoods that must cross Pine Lake Ave to access the recreational facilities. The project area does not have any traffic signals or pedestrian crossing signals to warn drivers of pedestrian traffic within the area. Portions of the project area also lack sufficient lighting to provide adequate visibility for traffic and pedestrians. The nearest traffic signal does not have any pedestrians crosswalks that cross Pine Lake Ave. **Purpose:** The purpose of this project is to improve conditions for pedestrian traffic by providing ADA-compliant pedestrian facilities, as well as adequate lighting and signage to better control traffic within the project area.
Project Description (Preferred Alternative):	The City of La Porte and the Federal Highway Association (FHWA), with administrative oversight from the Indiana Department of Transportation (INDOT), intend to proceed with a pedestrian safety improvement project along Pine Lake Ave., within the City of La Porte, LaPorte County, Indiana. **Location** The proposed project is located across two project areas on Pine Lake Ave, also known as US 35, and SR 39 through the southern portion of the project area. The project areas are approximately 1 mile apart and will be identified as the northern and southern project areas, respectively. The northern project area is located in Section 27, Township 36-North, Range 3-West; the southern project area is located in Section 35, Township 37-North, Range 3-West. Both project areas are located in Center Township, LaPorte County, Indiana. **Existing Conditions** This section of Pine Lake Ave is classified as a *Minor Arterial* and *Other Principle Arterial* with a speed limit of 35 miles per hour (mph). The project is located in an urban area and land use is a mix of residential, recreational, and commercial properties throughout the project area. *Northern Project Area* The northern project area is approximately 500 ft north of SR 39 and extends south to 350 ft south of SR 39. At this location, the northeast side of Pine Lake Ave is adjacent to three commercial properties. A curbed concrete sidewalk begins at the intersection and terminates at the middle commercial drive. The existing concrete median extends approx. 180 ft north of the Pine Lake Ave and SR 39 intersection. The median currently limits access to only the easternmost commercial drive.

	The southwest side of Pine Lake Ave is adjacent to a public park, Kiwanis-Teledyne Park. Currently, there are no pedestrian facilities on the southern side of Pine Lake Ave. The City of La Porte intends to pursue an independent pedestrian infrastructure project within Kiwanis-Teledyne Park that would connect Chessie Trail to Pine Lake Ave within the project area. A secondary access drive/parking area to Kiwanis-Teledyne Park is located at the northernmost terminus of the project area. There is currently permanent lighting adjacent to but not within the project area (private drive and SR 39 intersection). Pine Lake Ave merges from a four-lane to a two-lane road within the project area. *Southern Project Area* The southern project area is 36 ft in length, approximately 120 ft south of Hawley St, also known as Wardner Ave. Pedestrian facilities within this project area include concrete sidewalks along both shoulders with five-foot grass buffers and curbing. The northern shoulder is adjacent to residential properties; the southern shoulder is adjacent to a public park, Soldiers Memorial Park. **Preferred Alternative** The preferred alternative will install three new pedestrian crossings across the two project areas. *Northern Project Area* The northern project area includes a new mid-block crossing approximately 450 ft north of SR 39, and a new intersection pedestrian crossing along the northwestern leg of the Pine Lake Ave and SR 39 intersection. Both crossings will have ADA-compliant curb ramps, pedestrian refuges at the median, new curbing installed in the immediate area, and the placement of new crosswalk and travel lane pavement markings. A new riprap on geotextile turnout will be placed within the existing ROW at the southeastern terminus of the new curbing along the south side of Pine Lake Ave. The existing center median will be extended approximately 200 ft west along Pine Lake Ave to facilitate a pedestrian refuge at the mid-block crossing. Additionally, two new access points with manhole covers will be installed over the existing municipal sewer pipe beneath the pavement. A new inlet associated with the center median extension will be installed with 86 ft of 15-inch pipe connecting to the existing sewer. *Southern Project Area* The southern project area spans approximately 36 ft along Pine Lake Ave. A new mid-block pedestrian crossing will be installed, including two new curb ramps and the placement of new crosswalk pavement markings. *Both Project Areas* Both mid-block pedestrian crossings will include rectangular rapid flashing beacon (RRFB) systems installed on either side of Pine Lake Ave and at the median refuge, as applicable. Due to a lack of sufficient lighting in the

	immediate vicinity of the northernmost crosswalk, the RRFBs installed at this crosswalk will include Dark Sky-compliant triggered crosswalk illuminators. New pedestrian warning signage will be installed throughout as appropriate. Both project areas have been limited in size to the minimum required to complete construction, and impacts have been reduced as much as possible. The maintenance of traffic (MOT) plan for this project is different for each project area. The southern project area will utilize phased construction and single-lane closure while maintaining traffic in both directions. The northern project area will require a full closure and detour. The official detour will utilize US 20 to SR 39 for through-traffic on Pine Lake Ave (US 35). Refer to the MOT section of this document for details. The MOT plan sheets can be found in Appendix B, pages 17-20. Both project areas are limited to the area immediately adjacent to the crosswalk locations and represent the smallest possible footprint while allowing construction access. This project fulfills the purpose and need by providing ADA-compliant crosswalks, RRFBs, and lighting that will improve traffic control and pedestrian accessibility and visibility in areas that experience high pedestrian traffic between recreational, residential, and commercial areas. This project exhibits independent utility because it will fulfill the purpose and need without reliance on another project that might incur additional impacts not addressed by this document.
Other Alternatives Considered:	**<u>No Build Alternative</u>** The No Build alternative would leave the pedestrian facilities within the project area in their current condition. There would be no environmental or social impacts, and no cost would be incurred. This alternative does not meet the purpose and need; therefore, it was eliminated from consideration.
Funding Source(s):	[X] Federal [ ] State [X] Local [ ] Other
Project Sponsor:	City of La Porte
Estimated Cost:	$790,000 — **Project Length:** 0.08 mi. (400 ft.) (net)
Public Involvement:	**No:** **Yes: X**
No Notice of Entry letters were mailed to adjacent property owners near the project as the survey area was limited to property owned by the Indiana Department of Transportation (INDOT) or the City of La Porte. The project will meet the minimum requirements described in the current *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.	
Right-of-Way:	**No: X** **Yes:**
<u>No right-of-way (ROW) required</u> ROW widths at the north project area are generally 20-25 ft from edge-of-pavement; ROW widths at the south project area are approx. 9 ft (or to the back edge of the existing sidewalk) on the northeast side	

and 20 ft on the southwest side. Both sites are adjacent to publicly owned parks on the southwest side and commercial/residential properties on the northeast side. All work at the south project area will be completed within the existing ROW.

At the north site, construction access to the adjacent park property will be required to complete the construction of the southwestern curb ramps and new curbs along park property. This property, Kiwanis-Teledyne Park, is owned and operated by the City of La Porte Park and Recreation Dept. The Park and Rec Dept. has granted permission to the City to access park property for the purpose of installing this project's pedestrian infrastructure. No temporary or permanent ROW will be purchased; all park property will remain the property of the Park and Rec Dept.

Refer to the Section 4(f) portion of this document for further details about Kiwanis-Teledyne Park.

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

Maintenance of Traffic (MOT) During Construction:	**No:**	**Yes: X**

The MOT plan for this project is different for each project area. The southern project area will utilize phased construction and single-lane closure while maintaining traffic in both directions. Access to Wardner St. will remain open for the duration of construction. Pedestrian MOT will utilize temporary curb ramps/pedestrian paths to allow pedestrians to cross to the sidewalk not currently under construction (Appendix B, pages 17-18).

The northern project area will require a full closure with an official state detour utilizing US 20 and SR 39. The detour will add approximately 2 miles to through-traffic on Pine Lake Ave (US 35). It is anticipated city residents will find local detours (Appendix B, pages 13-14). There is no existing pedestrian infrastructure within the northern project area; therefore, a pedestrian MOT plan is not required.

Four properties are adjacent to the project area: three commercial properties and one recreational property. All four properties have public access drives within the project area that will be closed for the duration of project construction. All four properties have at least one additional access drive outside the project area that will remain open and accessible to the public.

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

Bridge(s) and/or Small Structure(s) (include structure number(s)):	**No:**	**Yes: X**

Presence

Two new access points with manhole covers will be installed on the existing municipal sewer line within the project area. A new inlet and drainage pipe will be installed adjacent to the new median; 86 feet of 15-inch pipe will connect the inlet to the municipal sewer at one of the new access points. All other structures within the project area will remain in place.

IDENTIFICATION AND EVALUATION OF IMPACTS

Early Coordination:

Early coordination letters were sent November 10, 2025 and February 24, 2026 (Appendix C, page 1).

Agency	Date Sent	Date Response Received	Appendix
FHWA	November 10, 2025	No Response Received	N/A
INDOT Aviation	November 10, 2025	November 10, 2025	C6
INDOT Environmental Section Manager (ESM)	November 10, 2025	No Response Received	N/A
INDOT Project Manager	November 10, 2025	No Response Received	N/A
US Dept. of Housing (HUD)	November 10, 2025	No Response Received	N/A
IDEM Division of Fish and Wildlife	November 10, 2025	December 10, 2025	C7
Indiana Geological and Water Survey (IGWS)	Accessed November 3, 2025	Auto Response	C3
IDEM Wetlands and Stormwater	November 10, 2025	Online Database	N/A
Northwestern Indiana Regional Planning Commission (NIRPC)	November 10, 2025	No Response Received	N/A
City of La Porte Floodplain Administrator	November 10, 2025	No Response Received	N/A
City of La Porte Water Department	November 10, 2025	No Response Received	N/A
LaPorte County MS4	November 10, 2025	No Response Received	N/A
LaPorte County Board of Commissioners	November 10, 2025	No Response Received	N/A
LaPorte County Highway Department	November 10, 2025	No Response Received	N/A
LaPorte County Council	November 10, 2025	No Response Received	N/A
LaPorte County Surveyor	November 10, 2025	No Response Received	N/A
LaPorte County Soil and Water Conservation District	November 10, 2025	No Response Received	N/A
LaPorte County Planning Commission	November 10, 2025	No Response Received	N/A
La Porte Community School Corporation	November 10, 2025	No Response Received	N/A

LaPorte County Sheriff's Office	November 10, 2025	No Response Received	N/A
LaPorte County Fire Department	November 10, 2025	No Response Received	N/A
City of La Porte Parks and Recreation	November 10, 2025 February 24, 2026	March 5, 2026	I2
LaPorte County Drainage Board	November 10, 2025	November 10, 2025	C9

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

Streams, Rivers, and Other Jurisdictional Features Impacted:	**No: X**	**Yes:**

No presence, no impacts
Based on a desktop review, the aerial map of the project area, and the RFI report (Appendix E, page 3) there are two streams or rivers within the 0.5 mile search radius. There are no streams, rivers, watercourse, or other jurisdictional features within or adjacent to the project area, which was confirmed by the site visit on October 30, 2025 by H.W. Lochner. Therefore, no impacts are expected.

Open Water Feature(s):	**No: X**	**Yes:**

No presence, no impacts
Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, page 3), there are seventeen open water features 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 October 30, 2025 by H.W. Lochner. Therefore, no impacts are expected.

Wetlands:	**No: X**	**Yes:**

No presence, no impacts
Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, page 3), there are twenty-eight wetlands within the 0.5 mile search radius. There are no wetlands within or adjacent to the project area, which was confirmed by the site visit on October 30, 2025 by H.W. Lochner. Therefore, no impacts are expected.

Terrestrial Habitat:	**No:**	**Yes: X**

Presence, with impacts
Based on a desktop review, a site visit on October 30, 2025 by H.W. Lochner, and the aerial map of the project area (Appendix B, page 3), there is grassy maintained roadside within the project area. Land use surrounding the northern project area is a mix of recreational and commercial; land use surrounding the southern project area is a mix of recreational and residential. Trees are present within the northern project area; no tree trimming or clearing will occur. No permits or mitigation for terrestrial disturbance are anticipated.

Early Coordination
IDNR DFW responded to early coordination on December 10, 2025 with recommendations to revegetate all bare and disturbed areas, minimize tree and brush clearing, maintain appropriate erosion control, and instructions on how to replace mature trees removed (Appendix C, page 7). All applicable recommendations are included in the Environmental Commitments section of this CE document.

Protected Species:	**No:**	**Yes: X**

Based on a desktop review and the RFI report (Appendix E, page 1), completed by H.W. Lochner on January 16, 2026, the IDNR LaPorte County Endangered, Threatened and Rare (ETR) Species list has been checked. According to the IDNR-DFW early coordination response letter dated December 10, 2025 (Appendix C, page 7), the Natural Heritage Program's Database has been checked and there are multiple state threatened and endangered species within 0.5-mile of the project area. These species included:

Northern Project area

- Branching Bur-reed (*Sparganium androcladum*), State threatened
- Flatleaf Pondweed (*Potamogeton robbinsii*), State threatened
- Slender Water-milfoil (*Myriophyllum tenellum*), State endangered
- Thread-like Naiad (*Najas gracillima*), State threatened
- Lake Sturgeon (*Acipenser fulvescens*), State endangered

Southern Project area

- Branching Bur-reed (*Sparganium androcladum*), State threatened
- Flatleaf Pondweed (*Potamogeton robbinsii*), State threatened
- Fries' Pondweed (*Potamogeton friesii*), State endangered
- White-stem Pondweed (*Potamogeton praelongus*), State threatened
- Swamp Stagnalis (*Lymnaea stagnalis*), State special concern
- Lake Sturgeon (*Acipenser fulvescens*), State endangered

The IDNR DFW stated no significant impacts to the above-listed communities or flora is expected from this project. The mollusk and fish communities will not be impacted due to the lack of water resource impacts. An INDOT 0.5-mile bat review occurred on November 19, 2025, and did not indicate the presence of endangered bat species within 0.5 mile of the project area.

Indiana Bat and Northern Long-Eared Bat

Bats, Programmatic Informal Consultation – Not Likely to Adversely Affect

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, page 10). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). Three other species were generated in the IPaC species list along with the Indiana bat and northern long-eared bat. Refer to paragraph below.

The official species list generated from IPaC indicated three other species present within the project area: the Whooping Crane (*Grus americana*), Salamander Mussel (*Simpsonaias ambigua*), and the Monarch Butterfly (*Danaus plexippus*). The Monarch Butterfly and Salamander Mussel are listed as proposed threatened and the Whooping Crane is listed as a non-essential experimental population. None of the species have designated critical habitat. No further coordination with USFWS is required.

This project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on November 24, 2025, and based on the responses provided, the project was found to "May Effect – Not Likely to Adversely Affect" the Indiana bat and NLEB (Appendix C, page 24). INDOT reviewed and verified the effect finding on December 4, 2025, and requested USFWS's review of the finding. No response was received from the USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures

(AMMs) include instructions regarding temporary and permanent lighting, and to ensure all operators, employees, and contractors are familiar with all commitments. AMMs and/or commitments are included as firm commitments in the Environmental Commitments section of this document.

New permanent lighting will be required. Both mid-block pedestrian crossings will include rectangular rapid flashing beacon (RRFB) systems installed on either side of Pine Lake Ave and at the median refuge, as applicable. RRFBs will flash when activated by crossing pedestrians and deactivate after a short interval. Due to a lack of sufficient lighting in the immediate vicinity of the northernmost crosswalk, the RRFBs installed at this crosswalk will include Dark Sky-compliant triggered crosswalk illuminators, which will activate and deactivate with the RRFB system to improve pedestrian and motorist visibility while limiting light pollution. Impacts from new permanent lighting have been minimized to the fullest extent possible. The current scope represents the minimum necessary lighting to create safe pedestrian crossings at each location.

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:	**No: X**	**Yes:**

Outside karst area

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 2) and the RFI report (Appendix E, page 3), there are no karst features identified within or adjacent to the project area. In the early coordination response dated November 3, 2025, the IGWS did not indicate that karst features exist within the project area (Appendix C, page 3). The IGWS Environmental Assessment Report identified the following features within the 0.5-mile search radius:

- Geological Hazards: moderate liquefaction potential and within a floodway
- Mineral Resources: high potential for sand and gravel resources
- Abandoned Industrial Mineral Resource Extraction sites: Sand Gravel Pits

Response from IGWS was communicated to the designer on November 3, 2025.

Drinking Water Resources:	**No:**	**Yes: X**

Outside of Sole Source Aquifer (SSA)

The project is located in LaPorte County, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/EPA/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.

Not located in a Wellhead Protection Area or Source Water Area

The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (https://idemmaps.idem.in.gov/whpa2/) was accessed on February 19, 2026 by H.W. Lochner. The project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

Wells present, no impacts

The Indiana Department of Natural Resources Water Well Record Database website (https://www.in.gov/dnr/water/ground-water-wells/water-well-record-database/) was accessed on February 19, 2026 by H.W. Lochner. One well is located north of the northern project area. The feature

will not be affected because no right-of-way is being acquired from the parcel in question. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that the well will be affected, a cost to cure will likely be included in the appraisal to restore the well.

In an Urban Area Boundary Location

Based on a desktop review of the IDEM MS4 map by H.W. Lochner on February 19, 2026, this project is located in an Urban Area Boundary (UAB). An early coordination letter was sent on November 10, 2025 to LaPorte County MS4. The MS4 coordinator did not respond within the 30-day timeframe. This project includes additions to the existing storm sewer that will facilitate drainage around the new curbs and median; these new inlets will not cause a significant increase in stormwater carried by the sewer. Therefore, no impacts are expected.

In a Public Water System Location

Based on a desktop review, a site visit on October 30, 2025 by H.W. Lochner, the aerial map of the project area (Appendix B, page 3), and the EPA Public Water Systems Service Areas map (https://www.epa.gov/ground-water-and-drinking-water/public-water-system-service-areas?tab=map), the project is located where there is a public water system. The public water system, LaPorte Water Works, also known as the City of La Porte Water Department, will not be affected because of the limited scope of the project area and the lack of utility lines within the project area. An early coordination letter was sent on November 10, 2025 to the City of La Porte Water Department. No response was received within the 30-day timeframe.

Floodplains:	**No: X**	**Yes:**

Not in a floodplain

The Federal Emergency Management Agency (FEMA) Flood Map Service Center website (https://msc.fema.gov/portal/home) was accessed on February 19, 2026 by H.W. Lochner. This project is not located in a regulatory floodplain as determined from approved FEMA floodplain maps (Appendix F, pages 1-2). Therefore, it does not fall within the guidelines of the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

Farmland:	**No: X**	**Yes:**

No presence, no impact

Based on a desktop review, a site visit on October 30, 2025 by H.W. Lochner, and the aerial map of the project area (Appendix B, page 3), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected.

Cultural Resources:	**No: X**	**Yes:**

Minor Project PA Category B projects

On November 6, 2025 the INDOT Cultural Resources Office (CRO) determined that this project falls within the guidelines of Category B, Types 1 and 2.

Category B, Type 1 includes the replacement, repair, or installation of curbs, curb ramps, or sidewalks, including when such projects are associated with roadway work, under the following conditions:

- Work occurs in previously disturbed soils; and
- Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

Category B, Type 2 covers the installation of new lighting, signals, signage, and other traffic control devices under the following conditions:

- Work occurs in previously disturbed soils; and
- Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

INDOT CRO concluded all work is occurring within previously disturbed soils. No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

Section 4(f) and Section 6(f) Resources:	**No: X**	**Yes:**

Section 4(f)

Presence, no impact, no use

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreational areas, wildlife / wildfowl 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 3), and the RFI report (Appendix E, page 2), there are five potential 4(f) resources located within the 0.5-mile search radius. According to additional research and by the site visit on October 30, 2025 by H.W. Lochner, there are two 4(f) resources located within or adjacent to the project area.

Soldiers Memorial Park is located adjacent to the southern side of the southern project area. Solders Memorial Park is a publicly funded park open to public use, owned and operated by the City of La Porte Park and Recreation Department (La Porte Park and Rec Dept.). No construction work will take place within park property and construction will not disrupt public use of the resource; therefore, no use of Solders Memorial Park is expected.

Kiwanis-Teledyne Park is located adjacent to the northern project area. Kiwanis-Teledyne Park is a publicly funded park open to public use, owned and operated by the La Porte Park and Rec Dept. Construction access to park property will be required to complete the construction of the southwestern curb ramps and new curbs along park property, as well as connecting the new curb ramps to the anticipated sidewalk connections.

This project meets the 4(f) exception requirement as a transportation enhancement, in agreement with the Superintendent of La Porte Park and Recreation Dept., the official with jurisdiction (OWJ) over this Section 4(f) resource, in accordance with 23 CFR 774.13(g),

(1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and
(2) The official(s) with jurisdiction over the Section 4(f) resource agrees in writing to paragraph (g)(1) of this section.

The pedestrian crossings will increase pedestrian connectivity across Pine Lake Ave and improve pedestrian safety. There will be no tree trimming or clearing associated with this project; and all areas disturbed by construction will be restored to good or better condition than before upon project completion. These are firm project commitments.

In order to facilitate construction activities, the northwest driveway/parking area of Kiwanis-Teledyne Park will be closed for the duration of construction. While this will be a temporary inconvenience to park visitors, the primary southern parking area will remain open throughout construction. These restrictions do not represent a significant hinderance to anyone seeking to visit the park and will not limit or restrict public use of any of the park's recreational facilities. All closures will be temporary in nature, and the drive will be reopened upon construction completion.

Therefore, it has been determined that the project meets the conditions of a Section 4(f) enhancement exception. The OWJ of the park concurred with this assessment on March 5, 2026 (Appendix I, page 2). The project will not use this resource by taking permanent right-of-way and will not indirectly use this resource in such a way that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired. Therefore, no 4(f) use is expected.

Section 6(f)

No presence, no impact

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

A review of 6(f) properties on the INDOT ESD website revealed a total of 9 properties in LaPorte County (Appendix I, page 1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

Air Quality:	**No: X**	**Yes:**

Standalone Project

This project is included in the Fiscal Year (FY) 2026-2030 Statewide Transportation Improvement Program by way of the FY 2026-2030 Northwestern Indiana Regional Planning Commission (NIRPC) TIP (Appendix H, page 1).

Attainment Area

This project is located in LaPorte County, which is currently in attainment for all criteria pollutants according to the EPA Green Book (https://www.epa.gov/green-book). Therefore, the conformity of 40 CFR Part 93 does not apply.

MSAT Level 1a Analysis

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

Community Impacts:	**No: X**	**Yes:**

H.W. Lochner has reviewed the City of La Porte 2023-2027 Five-Year Park and Recreation Master Plan and found no future plans for the immediate project area. This number was updated to one adjacent project after coordination with the City of La Porte.

The City intends to independently pursue a separate pedestrian infrastructure project within Kiwanis-Teledyne Park immediately adjacent to the northern project area (Appendix I, page 4, 10(a)). Coordination with the City has occurred to allow for the possibility of connecting the northern crosswalks

to Chessie Trail within Kiwanis-Teledyne Park via this or other projects completed independently by the City.

This crosswalk project exists to fulfill the purpose and need; such connections are beyond the scope of this project and are not required to fulfill the purpose or need. However, this connection would support the stated goals of the La Porte Park and Rec Master Plan by increasing the overall connectivity of La Porte recreational facilities and be a quality-of-life improvement of the existing pedestrian facilities within the immediate area. It was deemed responsible and appropriate to consider this possibility during design, and the project will be constructed in such a way as to allow for future connection without increasing project impacts or cost. The functionality of this project will not decrease should no additional work ever occur in this area.

A review of the Master Plan and the website www.indianafestivals.org found no events held within Kiwanis-Teledyne Park or Soldiers Memorial Park during construction season. The INDOT website publishes announcements regarding construction activities. No impact is expected.

Public Facilities and Services (e.g. schools, emergency services):	**No:**	**Yes: X**

Presence, no impact

Based on a desktop review, the aerial map of the project area (Appendix B, page 3), and the RFI report (Appendix E, page 2), there are five recreational facilities, five trails, four managed lands, one cemetery, and one school within 0.5 mile of the project area. There are two recreational facilities and one trail within or adjacent to the project area. That number was confirmed by the site visit on October 30, 2025 by H.W. Lochner. Soldiers Memorial Park is adjacent to the southern project area; Kiwanis-Teledyne Park, with contains Chessie Trail, is adjacent to the northern project area. All three facilities are owned and operated by the City of La Porte Park and Rec Dept.; coordination with La Porte Park and Rec has occurred. Refer to the Section 4(f) portion of this document for further details on Soldiers Memorial Park and Kiwanis-Teledyne Park.

Though not located within the 0.5-mile search radius, one public-use airport, La Porte Municipal Airport, is located within 3.8 miles (20,000 ft) of the project area. No impact is expected.

Early Coordination

INDOT Aviation responded on November 10, 2025 with instructions to contact them if any structure or equipment, temporary or permanent, will be taller than 185 ft (Appendix C, page 6). La Porte County Drainage Board responded on November 10, 2025 stating no regulated drains will be impacted by this project (Appendix C, page 9). All applicable recommendations are included in the Environmental Commitments section of this CE document.

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.

Hazardous Materials and Regulated Substances:	**No:**	**Yes: X**

Presence, potential impact

Based on a review of GIS and available public records, the RFI was completed on January 16, 2026 by H.W. Lochner and approved by INDOT SAM on March 18, 2026 (Appendix E, page 1). Four RCRA generator/TSD sites; three State Cleanup Sites; ten Underground Storage Tank (UST) Sites; seven Leaking Underground Storage (LUST) Sites; five Landfill Boundary sites; seven Brownfields sites; twenty-four Institutional Control sites; sixteen NPDES Facilities; and one each of Open Dump Waste Sites, Restricted Waste Sites, Waste Transfer Stations, and Voluntary Remediation Program sites are located within 0.5 mile of the project area. One State Cleanup/UST/Voluntary Remediation

Program/Institutional Control site is located adjacent to the northeast corner of the northern project area; two LUST sites are located adjacent to the northern project area; and one NPDES facility is located adjacent to the north side of the northern project area.

North Shore Sales Incorporated, located at 1301 Pine Lake Ave (AI ID# 30582) is identified as a State Cleanup site, UST site, Voluntary Remediation Program site, and Institutional Control. It is located adjacent to the northeast corner of the northern project area. The site was formerly an automotive dealership and service center. Remediation efforts included removal and disposal of USTs and contaminated soils and operation of a pump and treat system. COCs were VOCs, SVOCs, and RCRA metals. A Certificate of Completion for the Voluntary Remediation Program was issued on May 26, 2016m which placed restrictions on land use on the affected area located 0.03 mile northwest of the northern project area and groundwater uses over the entire site. Groundwater depth ranged from approximately 12 to 18 ft-bgs and groundwater flow was to the south-southwest. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater, to include analysis for RCRA Metals, may be necessary. Coordination with IDEM Institutional Controls Section (institutionalcontrols@idem.IN.gov) before Stage 3 and prior to submittal of the ECF. Refer to Appendix G of the SAM Manual for the recommended procedures to manage and report contamination.

Pine Lake Service Center, located at 1213 Pine Lake Ave (AI ID# 31221) is identified as a LUST site. It is located adjacent to the north of the northern project area. Two (2) 3,000 gallon gasoline USTs, one (1) 2,000 gallon gasoline UST, and one (1) 1,000 gallon kerosene UST were removed from the site in 1998. Analytical results from confirmatory soil sampling showed elevated levels of TPH up to 2,196 ppm, well over the closure level in effect at that time of 100 ppm. No additional investigation was completed. On January 19, 2025 IDEM requested that an Exposure Assessment be completed due to the subsurface impacts of the contamination being unknown. It is possible that petroleum contamination may remain on site. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM project manager identified in the VFC, Emme Lorh, Elohr@idem.in.gov, before Stage 3 Plans and prior to submittal of the ECF. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

Family Express 24, located at 1209 Pine Lake Ave (AI ID# 10934) is identified as a LUST site and active gas station. It is located on the southeast corner of the northern project area. IDEM issued a No Further Action Approval Determination Pursuant to RISC on February 21, 2017. Even though the closure was unconditional for soil, groundwater, and vapor intrusion exposures, low levels of soil and groundwater contamination remain in the soil and groundwater on the site. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

Project Thunderbird, located at 1251 Pine Lake Ave (permit #INRA11003) is an NPDES facility located to the north of the northern project area. The permit is still effective and will expire on December 11, 2027. Coordination with Pine Lake Development, LLC will occur.

All recommendations for hazardous material sites will be included as firm project commitments.

Permits:	**No: X**	**Yes:**
No permits are anticipated at this time.		

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:

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 LaPorte 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) GAMM1: Ensure all operators, employees, and contractors working in areas of Indiana bat, NLEB, or TCB suitable habitat are aware of all Transportation Agency environmental commitments, including all applicable AMMs. (USFWS)
4) LAMM1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
5) LAMM2: When installing new/additional permanent lighting or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those Transportation Agencies using the Backlight Uplight and Glare (BUG) system developed by the Illuminating Engineering Society, the project should be as close to 0 for all three ratings with a priority of “upright” of 0 and “backlight” as low as practicable (http://www.escolighting.com/PDFfiles/BUG_rating.pdf). (USFWS)
6) No tree clearing or trimming will occur. (La Porte Park & Recreation Dept.)
7) All disturbed areas will be restored to good or better condition than before upon completion of project construction (reseeding, etc.). (La Porte Park & Recreation Dept.)
8) If any structure, temporary or permanent in any configuration, is taller than 185 ft, additional coordination with INDOT Aviation will occur. (INDOT Aviation)
9) North Shore Sales Incorporated, located at 1301 Pine Lake Ave (AI ID# 30582) is identified as a State Cleanup site, UST site, Voluntary Remediation Program site, and Institutional Control. It is located adjacent to the northeast corner of the northern project area. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater, to include analysis for RCRA Metals, may be necessary. Coordination with IDEM Institutional Controls Section (institutionalcontrols@idem.IN.gov) before Stage 3 and prior to submittal of the ECF. Refer to Appendix G of the SAM Manual for the recommended procedures to manage and report contamination. (INDOT SAM)
10) Pine Lake Service Center, located at 1213 Pine Lake Ave (AI ID# 31221) is identified as a LUST site. It is located adjacent to the north of the northern project area. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM project manager identified in the VFC, Emme Lorh, Elohr@idem.in.gov, before Stage 3 Plans and prior to submittal of the ECF. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM)
11) Family Express 24, located at 1209 Pine Lake Ave (AI ID# 10934) is identified as a LUST site and active gas station. It is located on the southeast corner of the northern project area. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or

groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM)

12) Project Thunderbird, located at 1251 Pine Lake Ave (permit #INRA11003) is a NPDES facility located to the north of the northern project area. Coordination with Pine Lake Development, LLC will occur. (INDOT SAM)

For Consideration:

1) Do not cut any trees suitable for Indiana Bat or Northern Long-eared Bat roosting (3 inches or greater diameter-at-breast height, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30. (IDNR-DFW)
2) If erosion control blankets are used, they shall be heavy-duty, biodegradable, and net free or use loose-woven/Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas. (IDNR-DFW)
3) Replace each mature tree removed (trees that are 10" diameter-at-breast height or larger) with 2 native trees of 3-gallon stock or larger. (IDNR-DFW)

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APPENDIX A

CE Threshold Chart

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 Impacts[3]	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 Impacts[3]	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way[5]	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations[6]	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 • **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

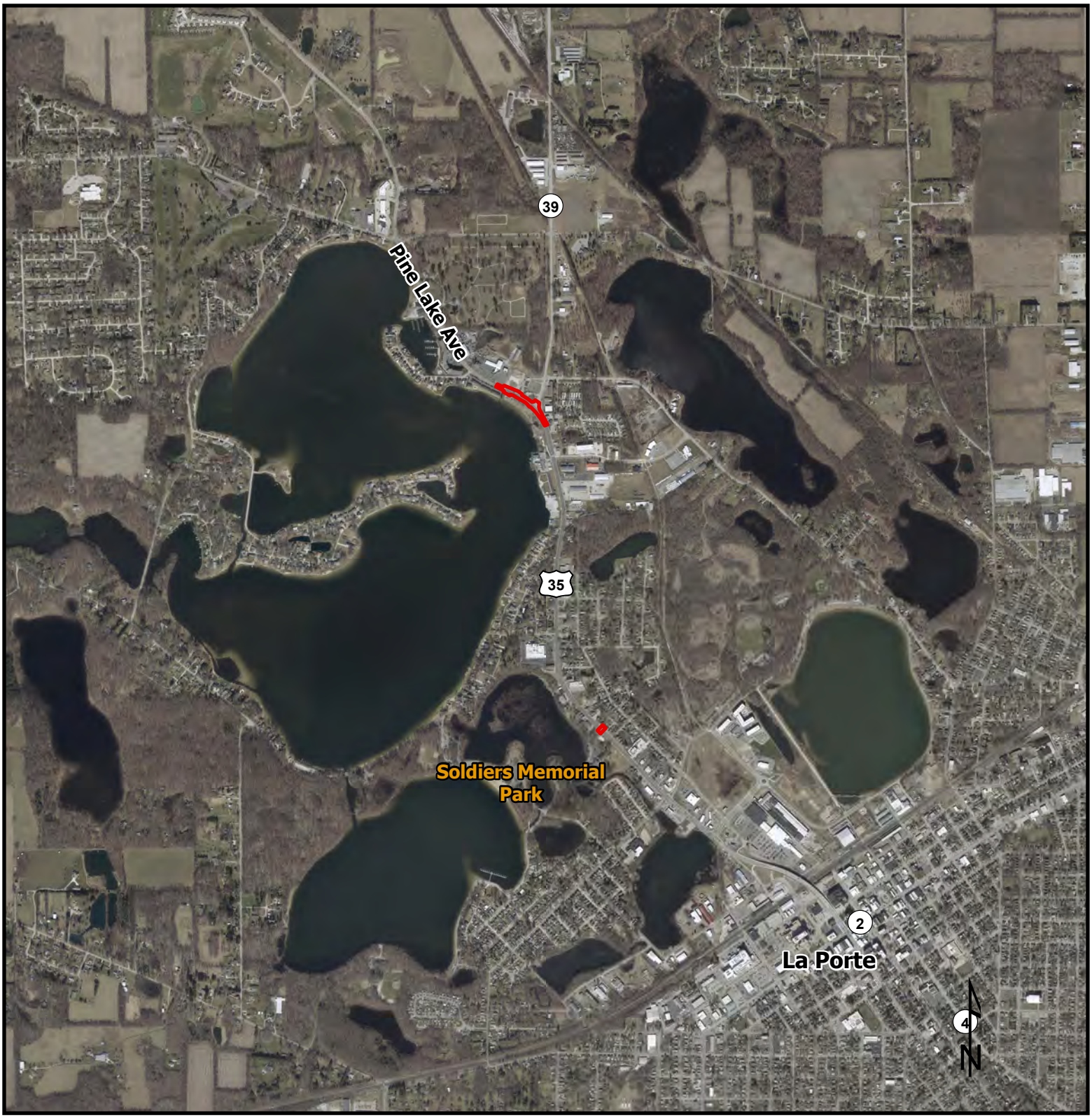
[1] Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.
[2] Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.
[3] Total permanent impacts to streams (linear feet) and wetlands (acres).
[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.

Document level has been elevated to a CE Level-1 due to public involvement requirements regarding the facility change caused by the extension of the concrete median along Pine Lake Ave.

APPENDIX B

Graphics

Project Location Map



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.

SCALE
0 1,000 2,000 4,000
US Feet

Lochner

Legend

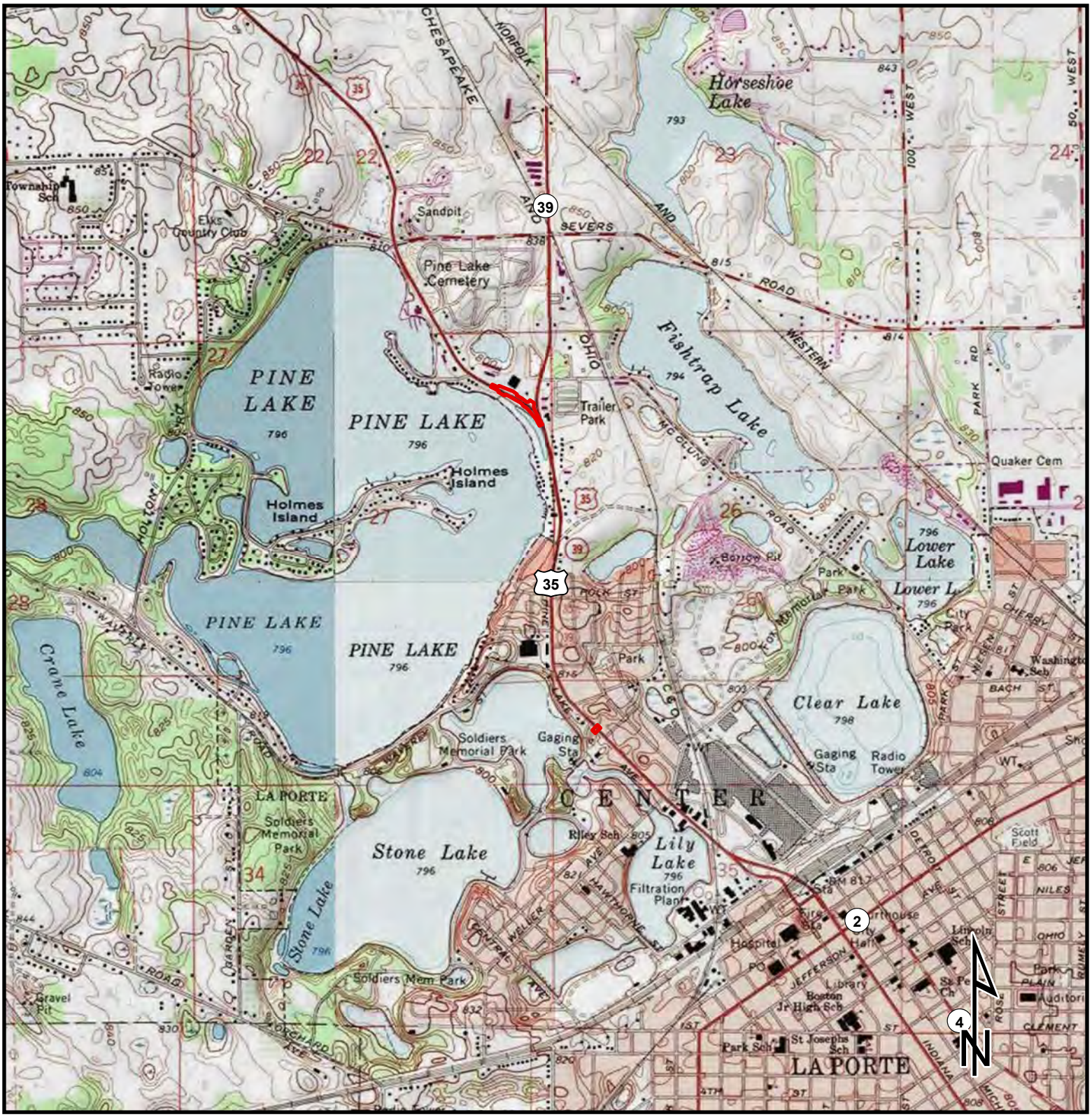
Project Area

PROJECT

Pedestrian Flashing Beacons, Installed
Pine Lake Avenue
City of La Porte
Des. No. 2401595
LaPorte County, Indiana

(41.632232, -86.739447)

USGS Topographic Map



Sources:
USGS Quadrangle 7.5 Minute Series, 2023

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.

SCALE
0 1,150 2,300 4,600
US Feet

Lochner

Legend

Project Area

PROJECT
Pedestrian Flashing Beacons, Installed
Pine Lake Avenue
City of La Porte
Des. No. 2401595
LaPorte County, Indiana

(41.632232, -86.739447)

Construction Details Map



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.

Lochner

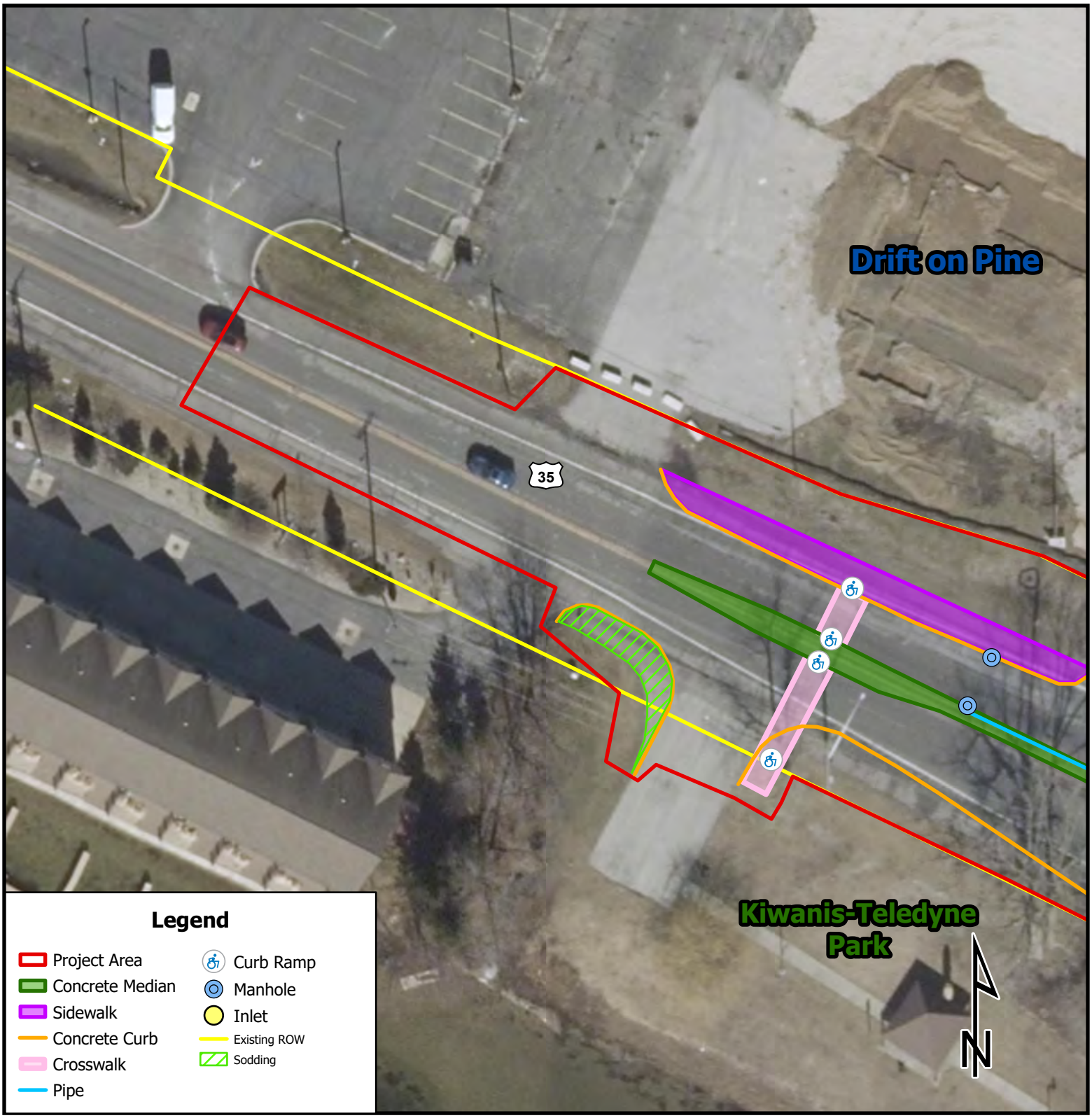
Graphic #2

SCALE
0 212.5 425 850
US Feet

PROJECT
Pedestrian Flashing Beacons, Installed
Pine Lake Avenue
City of La Porte
Des. No. 2401595
LaPorte County, Indiana

(41.632232, -86.739447)

Construction Details Map



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

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Lochner

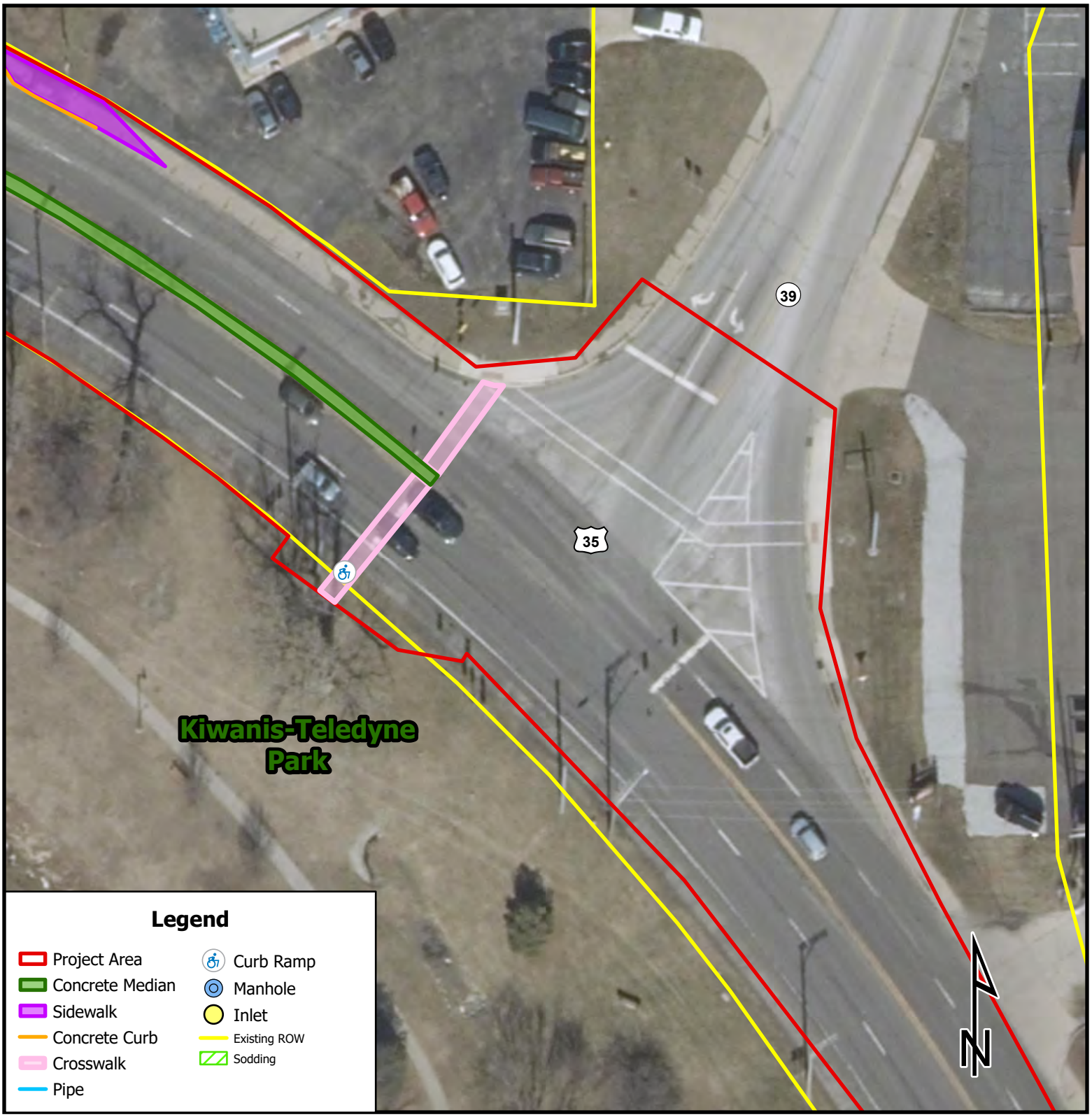
Graphic #3

SCALE
0 40 80 160 US Feet

PROJECT
Pedestrian Flashing Beacons, Installed
Pine Lake Avenue
City of LaPorte
Des. No. 2401595
La Porte County, Indiana

(41.632232, -86.739447)

Construction Details Map



Legend

- Project Area
- Concrete Median
- Sidewalk
- Concrete Curb
- Crosswalk
- Pipe
- Curb Ramp
- Manhole
- Inlet
- Existing ROW
- Sodding

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.

Lochner

Graphic #4

SCALE
0 40 80 160 US Feet

PROJECT
Pedestrian Flashing Beacons, Installed
Pine Lake Avenue
City of LaPorte
Des. No. 2401595
La Porte County, Indiana

(41.632232, -86.739447)

Construction Details Map



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.

Lochner

SCALE
0 40 80 160 US Feet

PROJECT
Pedestrian Flashing Beacons, Installed
Pine Lake Avenue
City of LaPorte
Des. No. 2401595
La Porte County, Indiana

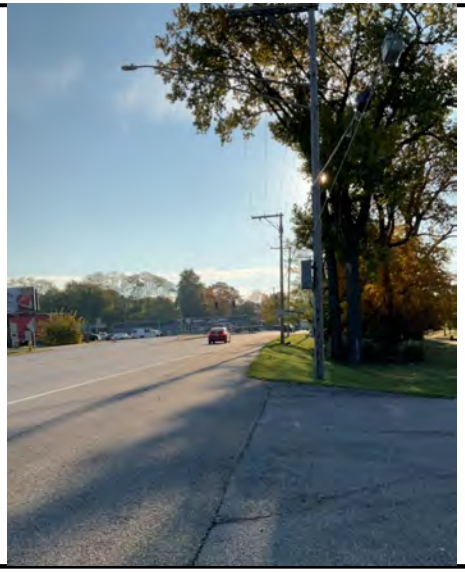
(41.632232, -86.739447)

Pine Lake Avenue Pedestrian Flashing Beacons, Installed
Des 2401595

Investigated Area
Photos Taken: October 30, 2025



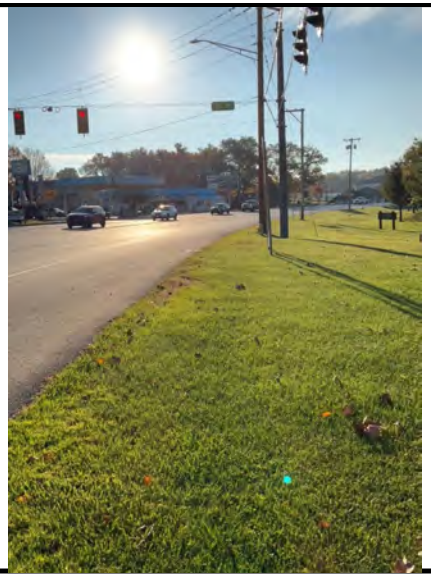
1. Facing northwest, south of Pine Lake Ave, looking at the roadside and roadway.



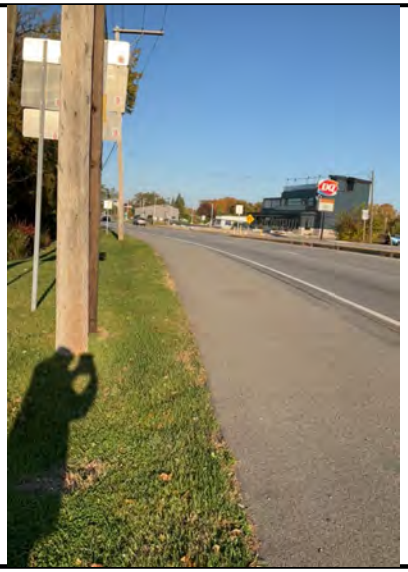
2. Facing east, south of Pine Lake Ave, looking at the roadside and roadway.



3. Facing southwest, south of Pine Lake Ave, looking at the paved area in Kiwanis-Teledyne Park and the grassy area east of it.



4. Facing southeast, south of Pine Lake Ave, looking towards the intersection with SR 39 and at the roadside and roadway.



5. Facing northwest, south of Pine Lake Ave, looking at the roadside and roadway north of Kiwanis-Teledyne Park.



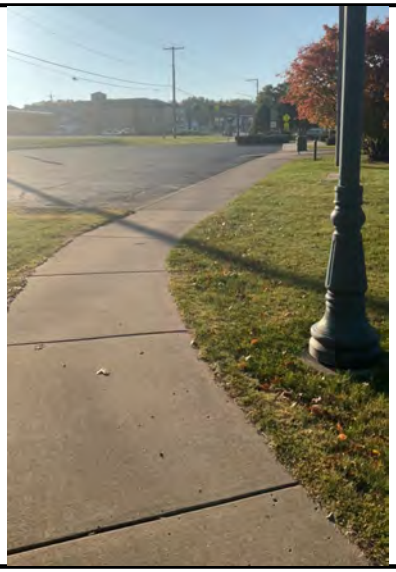
6. Facing southwest, south of Pine Lake Ave and east of the intersection with SR 39, looking at Kiwanis-Teledyne Park.



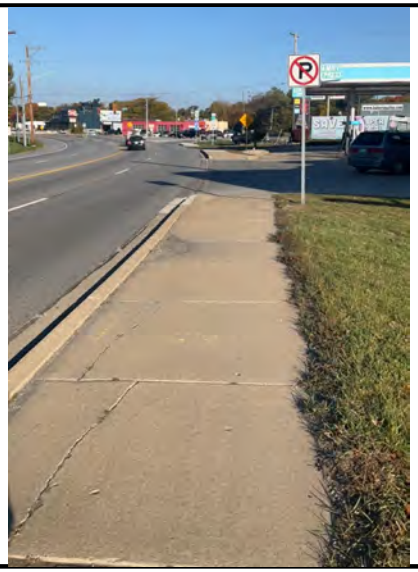
7. Facing north, south of Pine Lake Ave and the intersection with SR 39, looking across Pine Lake Ave.



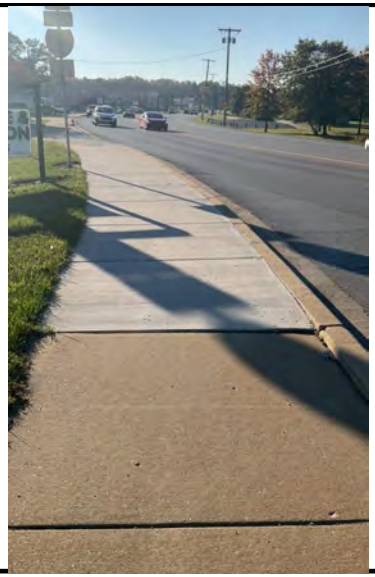
8. Facing south, west of Pine Lake Ave, looking at the roadside and roadway.



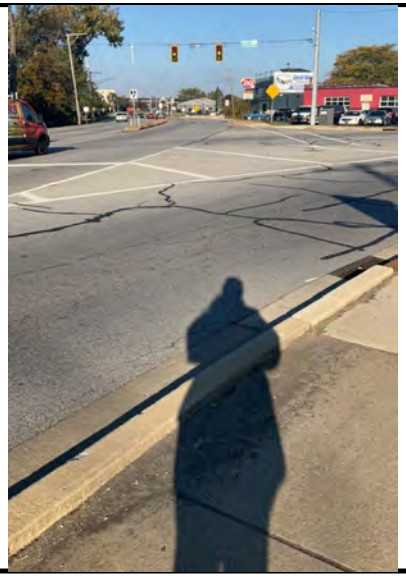
9. Facing south, west of Pine Lake Ave, looking at the connection between Kiwanis-Teledyne Park and Chessie Trail.



10. Facing north, east of Pine Lake Ave, looking at the roadside and roadway.



11. Facing south, west of Pine Lake Ave, looking at the roadside and roadway.



12. Facing northwest, west of the intersection between Pine Lake Ave and SR 39, looking at the intersection.



13. Facing north, east of the intersection between Pine Lake Ave and SR 39, looking at the roadside and roadway.



14. Facing northeast, west of the intersection between Pine Lake Ave and SR 39, looking at the roadside and roadway.



15. Facing southwest, west of the intersection, looking across Pine Lake Ave at the intersection and concrete median.



16. Facing west, north of Pine Lake Ave, looking at the roadway, roadside, and concrete median.



17. Facing southeast, north of Pine Lake Ave, looking at the roadside and roadway.



18. Facing west, north of Pine Lake Ave, looking at the roadside and roadway.



19. Facing south, south of Drift on Pine and north of Pine Lake Ave, looking across Pine Lake Ave at Kiwanis-Teledyne Park.



20. Facing northwest, southwest of Pine Lake Ave, looking at the roadside.



21. Facing southeast, northeast of Pine Lake Ave, looking at the roadside.

DESIGNATION	
2401595	
CONTRACT	BRIDGE FILE
R-43028	N/A

INDIANA DEPARTMENT OF TRANSPORTATION

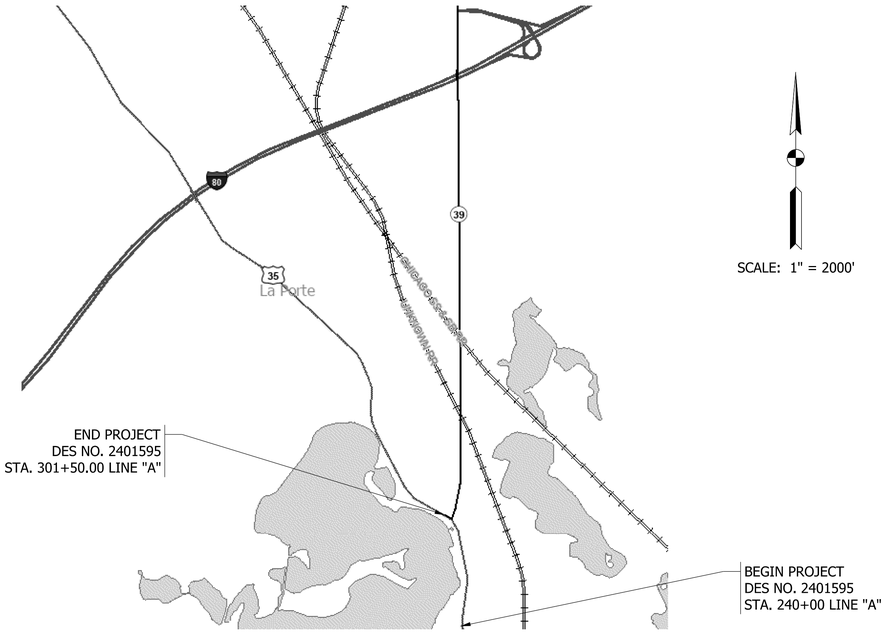
ROAD PLANS

ROUTE: US 35

FROM: RP 198+0.568 TO: RP 199+0.473

DESIGNATION NO. 2401595

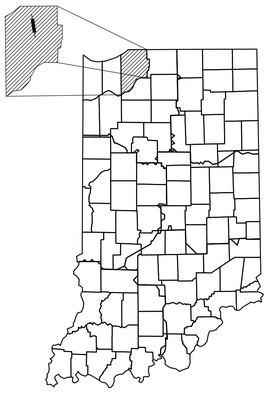
Pedestrian Improvement on US 35 from Veteran's Way Parkway to the North Junction at SR 39
Located 3.06 Miles South of I-80/I-90 at SR 39 Interchange
Section 27, T-36-N, R-3-W, Center Township, LaPorte County, Indiana, and
Section 35, T-37-N, R-3-W, Center Township, LaPorte County, Indiana



SCALE: 1" = 2000'

TRAFFIC DATA		
A.A.D.T.	(2024)	16,032 V.P.D.
A.A.D.T.	(2044)	16,032 V.P.D.
D.H.V	(2044)	1523 V.P.H.
DIRECTIONAL DISTRIBUTION		54.00 %
TRUCKS		3.80 % A.A.D.T.
		3.99 % D.H.V.

DESIGN DATA	
DESIGN SPEED	35 M.P.H.
PROJECT DESIGN CRITERIA	3R (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	PRINCIPAL ARTERIAL
RURAL/URBAN	URBAN (INTERMEDIATE)
TERRAIN	LEVEL
ACCESS CONTROL	NONE



PROJECT LOCATION SHOWN BY
LAPORTE COUNTY

LATITUDE: 41 37'08.20"N LONGITUDE: -86 44'08.50"W

GROSS LENGTH: 0.13 MI.
NET LENGTH: 1.15 MI.
MAX. GRADE: XXX %

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2026
TO BE USED WITH THESE PLANS.

Lochner

PLANS PREPARED BY: XXXXXXXXXX, PE XXX-XXX-XXXX
PHONE NUMBER

"THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT."
CERTIFIED BY: XX/XX/2026
DATE

RECOMMENDED FOR LETTING:
INDIANA DEPARTMENT OF TRANSPORTATION DATE

BRIDGE FILE
N/A
DESIGNATION
2401595
SHEETS
1 of 15
CONTRACT
R-43028

Plot: 2/20/2026 4:42 PM
File: c:\pw_working\lochner-pw-01\d0218978\RD_Title.dgn
Model:BR_Title Sheet

UTILITIES

CABLE TV: COMCAST NORTH
688 INDUSTRIAL DRIVE
ELMHURST, IL 60126
TOM MUNAR
thomas_munar@comcast.com
KEVIN WATSON
kevin_watson@comcast.com
224-229-5863

WATER: CITY OF LAPORTE
1119 LAKE STREET
LAPORTE, IN, 46350
TODD TAYLOR
lpwatersuper@comcast.net
219-608-9823

FIBER OPTIC: SURF INTERNET
TANNER BRADLEY
tbradley@surfinternet.com
574-389-3100
EXT. 7163

FIBER OPTIC: ACME COMMUNICATIONS
BRADLEY HUTCHINSON
bradley@rollingcommunications.us

TELEPHONE: FRONTIER
8001 WEST JEFFERSON BLVD
FORT WAYNE, IN, 46804
utilitycordreq@ftr.com
260-461-3324

GAS: NIPSCO GAS
801 E 86TH AVE
MERRILLVILLE, IN, 46410
DEAN GARRETT
utilitycoordination@nisource.com
219-713-6929

ELECTRIC: NIPSCO ELECTRIC
801 E 86TH AVE
MERRILLVILLE, IN, 46410
DEAN GARRETT
utilitycoordination@nisource.com
219-713-6929

ITS: JOHN SUTTERER
jsutterer@indot.in.gov

DISTRICT TRAFFIC: MICAH GLOSSINGER
mglossinger@indot.in.gov

811 Know what's below. Call before you dig.

INDIANA UNDERGROUND
1-800-382-5544 OR CALL 811
24 HOURS A DAY 7 DAYS A WEEK

INDEX

SHEET NO.	SUBJECT
1	TITLE
2	INDEX
3	TYPICAL SECTION
4	SURVEY POINTS
5-8	MAINTENANCE OF TRAFFIC
9	PLAN
10	PLAN AND PROFILE
11	CURB RAMP DETAILS
12-14	SIDEWALK AND CURB DETAILS
15-16	SIGNING AND PAVEMENT MARKINGS PLAN
17	MISCELLANEOUS DETAILS AND SUMMARY TABLES
18-19	MISCELLANEOUS TABLES
20-21	CROSS SECTIONS

RECOMMENDED FOR APPROVAL XXXXXXXXXX XX/XX/2026
DESIGN ENGINEER DATE

DESIGNED: JS 03/2026 DRAWN: MM 03/2026
CHECKED: AH 03/2026 CHECKED: JS 03/2026

INDIANA
DEPARTMENT OF TRANSPORTATION

INDEX SHEET

SCALE	BRIDGE FILE
	N/A
	DESIGNATION
	2401595

SHEETS: 2 of 15
CONTRACT: R-43028

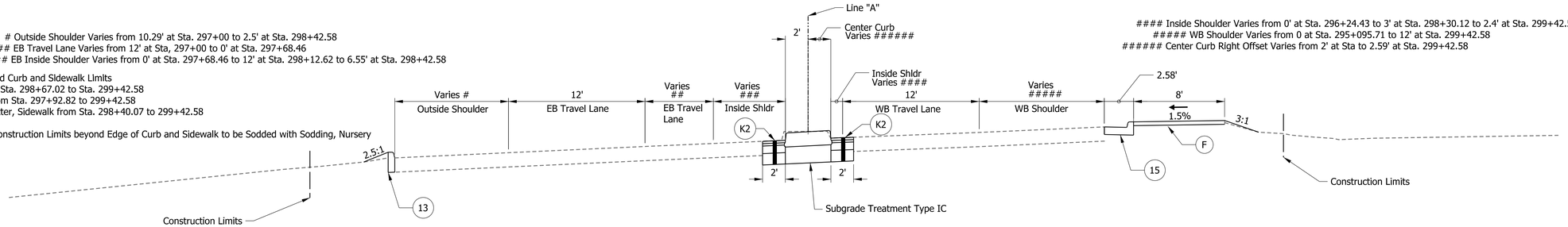
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Model: BR_Index Sheet

Outside Shoulder Varies from 10.29' at Sta. 297+00 to 2.5' at Sta. 298+42.58
EB Travel Lane Varies from 12' at Sta, 297+00 to 0' at Sta. 297+68.46
EB Inside Shoulder Varies from 0' at Sta. 297+68.46 to 12' at Sta. 298+12.62 to 6.55' at Sta. 298+42.58

NOTE: Proposed Curb and Sldewalk Limits
Left Curb from Sta. 298+67.02 to Sta. 299+42.58
Center Curb from Sta. 297+92.82 to 299+42.58
Right Curb, Gutter, Sidewalk from Sta. 298+40.07 to 299+42.58

Areas within Construction Limits beyond Edge of Curb and Sidewalk to be Sodded with Sodding, Nursery

Inside Shoulder Varies from 0' at Sta. 296+24.43 to 3' at Sta. 298+30.12 to 2.4' at Sta. 299+42.58
WB Shoulder Varies from 0 at Sta. 295+095.71 to 12' at Sta. 299+42.58
Center Curb Right Offset Varies from 2' at Sta to 2.59' at Sta. 299+42.58



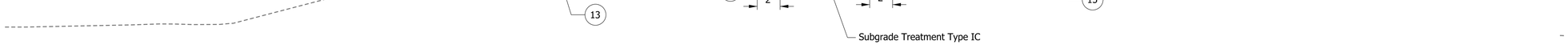
TYPICAL SECTION
SCALE: 1" = 5'
Sta. 297+00 to Sta. 299+42.58

* Outside Shoulder Varies from 2.5' at Sta. 298+42.58 to 11.5' at Sta. 301+40
** EB Inside Shoulder Varies from 6.55' at Sta. 298+42.58 to 0' at Sta. 301+40.35
***Center Curb Left Offset Varies from 2' at Sta. 298+42.58 to 5' at Sta. 299+62.81 to 3' at Sta. 300+42.81

NOTE: Proposed Curb and Sidewalk Limits
Left Curb from Sta. 299+42.58 to Sta. 299+79.34 and from Sta. 300+19.94 to Sta. 300+61.94
Center Curb from Sta. 299+42.58 to Sta. 300+42.81
Right Curb, Gutter, Sidewalk from 299+42.58 to Sta. 300+55.68

Areas within Construction Limits beyond Edge of Curb and Sidewalk to be Sodded with Sodding, Nursery

**** Center Curb Right Offset Varies from 2.59' at Sta. 299+42.58 to 1' at Sta. 300+42.81
*****Inside Shoulder Varies from 2.4' at Sta. 299+42.58 to 3.08' to 0' at Sta. 301+40
******WB Shoulder Varies from 12' at Sta. 299+42.58 to 0' at Sta. 299+67.94



TYPICAL SECTION
SCALE: 1" = 5'
Sta. 299+42.58 to Sta. 301+40

13 Integral Concrete Curb	22 Concrete Center Curb, Type C	K2 Full Depth HMA Patch Consisting Of: 165 lbs/syd HMA Surface, Type C on 275 lbs/syd HMA Intermediate, Type C on 880 lbs/syd HMA Base, Type C on Subgrade Treatment Type IC
15 Concrete Curb and Gutter	26 Sodding, Nursery	
F Concrete Sidewalk		

RECOMMENDED FOR APPROVAL XXXXXXXXXX XX/XX/2026
DESIGN ENGINEER DATE

DESIGNED: JS 03/2026 | DRAWN: MM 03/2026
CHECKED: AH 03/2026 | CHECKED: JS 03/2026

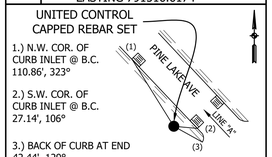
INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION

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	DESIGNATION
	2401595
	SHEETS
	3 of 15
	CONTRACT
	R-43028

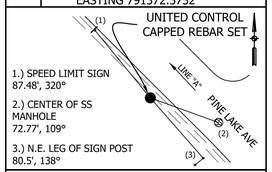
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Model:RD_Detail Sheet

1	NORTHING 379813.3570 EASTING 791516.6174



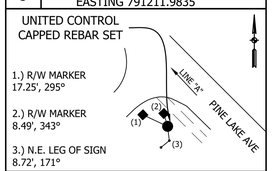
O.P.O.T. 240+87.01 "A", 39.42' LT.

2	NORTHING 379965.8621 EASTING 791372.5732



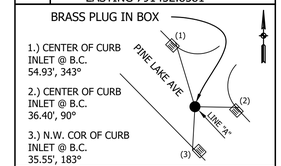
O.P.O.T. 242+97.90 "A", 37.05' LT.

3	NORTHING 380122.9710 EASTING 791211.9835



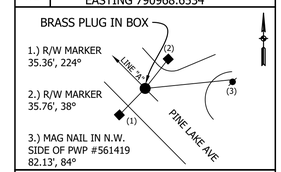
O.P.O.T. 245+22.55 "A", 39.22' LT.

50	NORTHING 379938.1171 EASTING 791452.8581



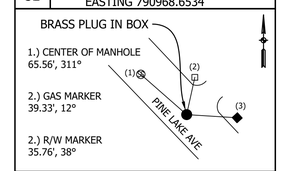
P.I. 242+21.46 "A"

51	NORTHING 380421.0640 EASTING 790968.6534



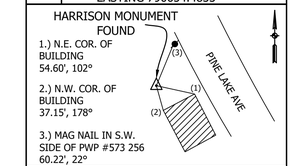
P.C. 249+05.34 "A"

52	NORTHING 379486.3994 EASTING 790968.6534



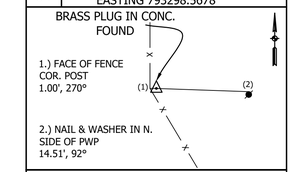
POINT ON TANGENT LINE "A"

53	NORTHING 380729.3514 EASTING 790654.4833



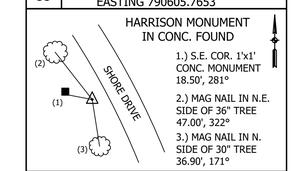
N.W. COR. SEC. 35, T.37N., R.3W.

54	NORTHING 380712.0389 EASTING 793298.5678



N. QTR. COR. SEC. 35, T.37N., R.3W.

55	NORTHING 379284.3167 EASTING 790605.7653



INTERSECTION OF I.B.L. & W. LINE SEC. 35,T.37N.,R.3W.

	ADJ. DIFF. LEVELED ELEV.			
BENCHMARK	**(N.A.V.D. 88 - FEET)**	**STATION**	**OFFSET**	**DESCRIPTION**
TBM 100	812.022	O.P.O.T. 241+97.0 "A"	25.8' LT.	CUT SQUARE IN THE TOP OF CURB AT THE NORTHWEST CORNER OF A CURB INLET ALONG THE SOUTHWEST SIDE OF PINE LAKE AVE. (U.S. 35) ±35' SOUTHEAST OF THE CENTERLINE OF WARDNER STREET.
TBM 101	815.108	O.P.O.T. 246+24.7 "A"	26.0' LT.	CUT SQUARE IN THE TOP OF CURB AT THE SOUTHWEST CORNER OF A CURB INLET ALONG THE SOUTHWEST SIDE OF PINE LAKE AVE. (U.S. 35) ±35' NORTHWEST OF THE CENTERLINE OF VETERANS MEMORIAL PARKWAY.

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Indianapolis, IN 46250
Phone 317-895-2585
www.ucindy.com

CALEB C. ROSS REGISTERED PE No. 11400778 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — DATE 1-23-26

DESIGNED: EHT | DRAWN: MCM | CHECKED: CCR | CHECKED: CCR

INDIANA DEPARTMENT OF TRANSPORTATION

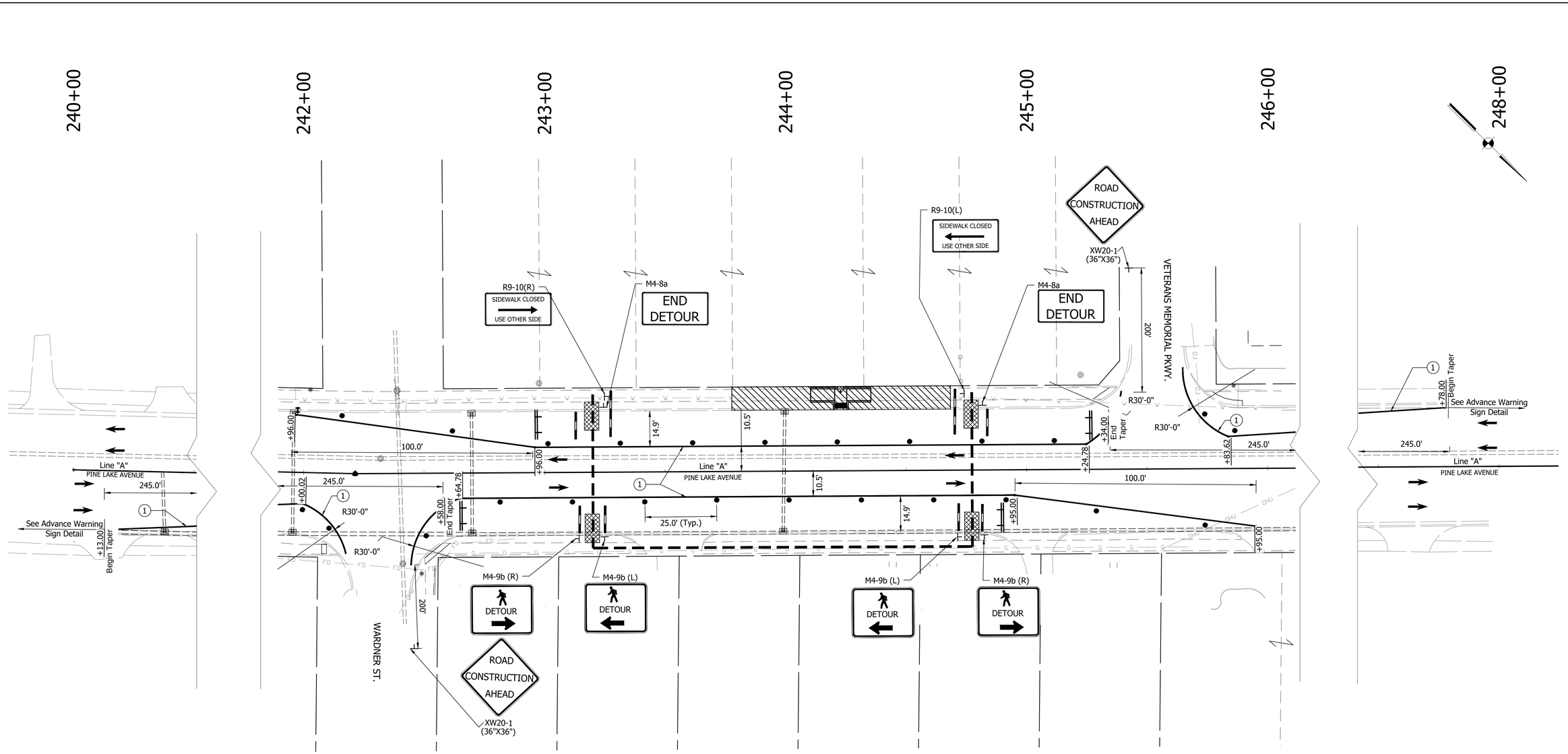
SURVEY CONTROL

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	2401595

SHEETS 3 of 8

CONTRACT T-46036

File Name: P:\RD\C3D\25-413 Pine Lake Avenue\Road\Dwg\Plans\Survey Control.dwg Plot Date: 1/23/2026 Plotted By: Jake Ferrill



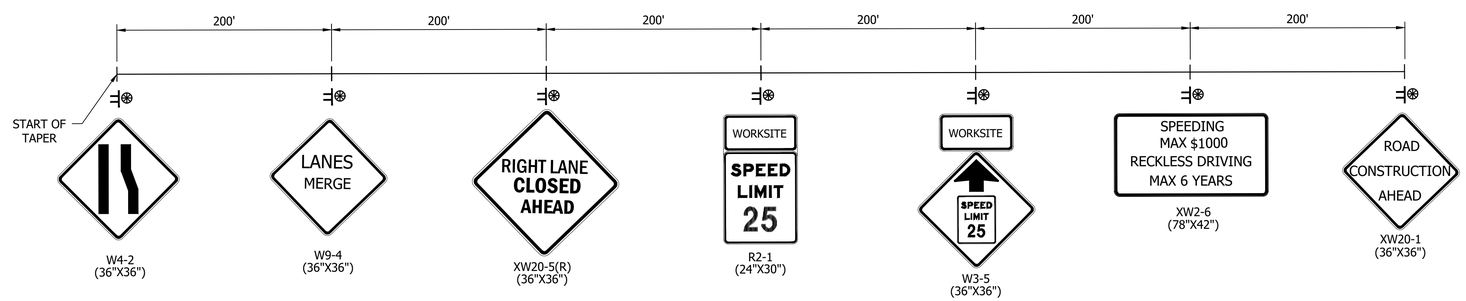
LEGEND

- Construction Drum
- Construction Sign
- Construction Warning Light, Type "A"
- Barricade, Type III-B
- Temporary Pedestrian Channelizers
- Detour Route Marker Assembly
- Construction Area
- Temporary Curb Ramp w/ Temporary Accessible Pedestrian Path
- Pedestrian Detour Route
- (1) Temporary Pavement Marking, Removable, White 6"
- Indicates Traffic Flow

NOTE

The contractor shall leave Wardner St. and Veterans Memorial Pkwy. open at all times during construction and maintain the MOT devices for access.

ADVANCE WARNING SIGN DETAIL



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RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — DATE 1-23-26

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INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 20'	2401595

SHEETS 4 of 8

CONTRACT T-46036

File Name: P:\RD\C3D\25-413 Pine Lake Avenue\Road\Dwg\Plans\MOT Plans.dwg Plot Date: 1/23/2026 Plotted By: Jake Ferrill

240+00
242+00
243+00
244+00
245+00
246+00
248+00
Line "A"
PINE LAKE AVENUE
245.0'
See Advance Warning Sign Detail
+13.00
Begin Taper
+96.00
100.0'
+00.02
245.0'
+64.78
End Taper
+58.00
R30'-0"
R30'-0"
WARDNER ST.
200'
M4-9b (R)
DETOUR
M4-9b (L)
DETOUR
R9-9
SIDEWALK CLOSED
M4-9b (R)
DETOUR
M4-9b (L)
DETOUR
ROAD CONSTRUCTION AHEAD
XW20-1 (36"X36")
200'
R30'-0"
VETERANS MEMORIAL PKWY.
14.9'
10.5'
10.5'
14.9'
+24.78
+34.00
End Taper
+83.62
245.0'
100.0'
+95.00
+95.00
25.0' (Typ.)
R9-10(L)
SIDEWALK CLOSED
USE OTHER SIDE
M4-8a
END DETOUR
R9-10(R)
SIDEWALK CLOSED
USE OTHER SIDE
M4-8a
END DETOUR
+78.00
Begin Taper
See Advance Warning Sign Detail
245.0'
Line "A"
PINE LAKE AVENUE

LEGEND

- Construction Drum
- Construction Sign
- Construction Warning Light, Type "A"
- Barricade, Type III-B
- Temporary Pedestrian Channelizers
- Detour Route Marker Assembly
- Construction Area
- Temporary Curb Ramp w/ Temporary Accessible Pedestrian Path
- Pedestrian Detour Route
- (1) Temporary Pavement Marking, Removable, White 6"
- Indicates Traffic Flow

NOTE

The contractor shall leave Wardner St. and Veterans Memorial Pkwy. open at all times during construction and maintain the MOT devices for access.

ADVANCE WARNING SIGN DETAIL

200' 200' 200' 200' 200' 200' 200'

START OF TAPER

W4-2 (36"X36")

LANES MERGE
W9-4 (36"X36")

RIGHT LANE CLOSED AHEAD
XW20-5(R) (36"X36")

WORKSITE
SPEED LIMIT 25
R2-1 (24"X30")

WORKSITE
SPEED LIMIT 25
W3-5 (36"X36")

SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YEARS
XW2-6 (78"X42")

ROAD CONSTRUCTION AHEAD
XW20-1 (36"X36")

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Indianapolis, IN 46250
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CALEB C. ROSS REGISTERED PE No. 11400778 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — DATE 1-23-26

DESIGNED: EHT
DRAWN: MCM
CHECKED: CCR
CHECKED: CCR

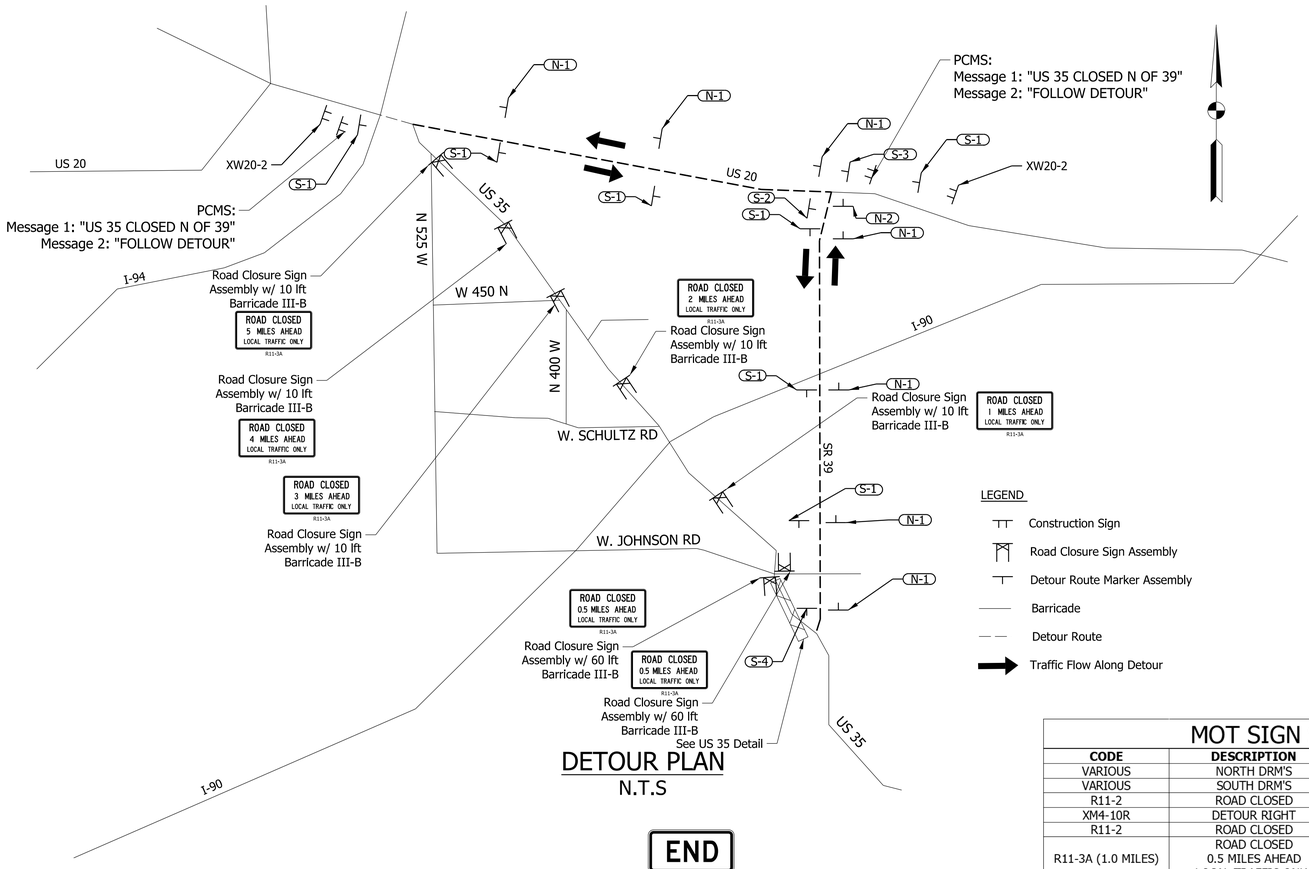
INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE 2

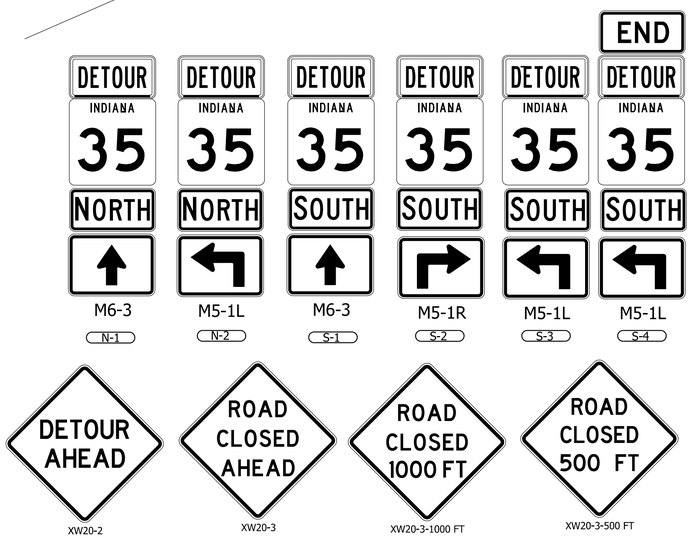
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VERTICAL SCALE	DESIGNATION
1" = 20'	2401595

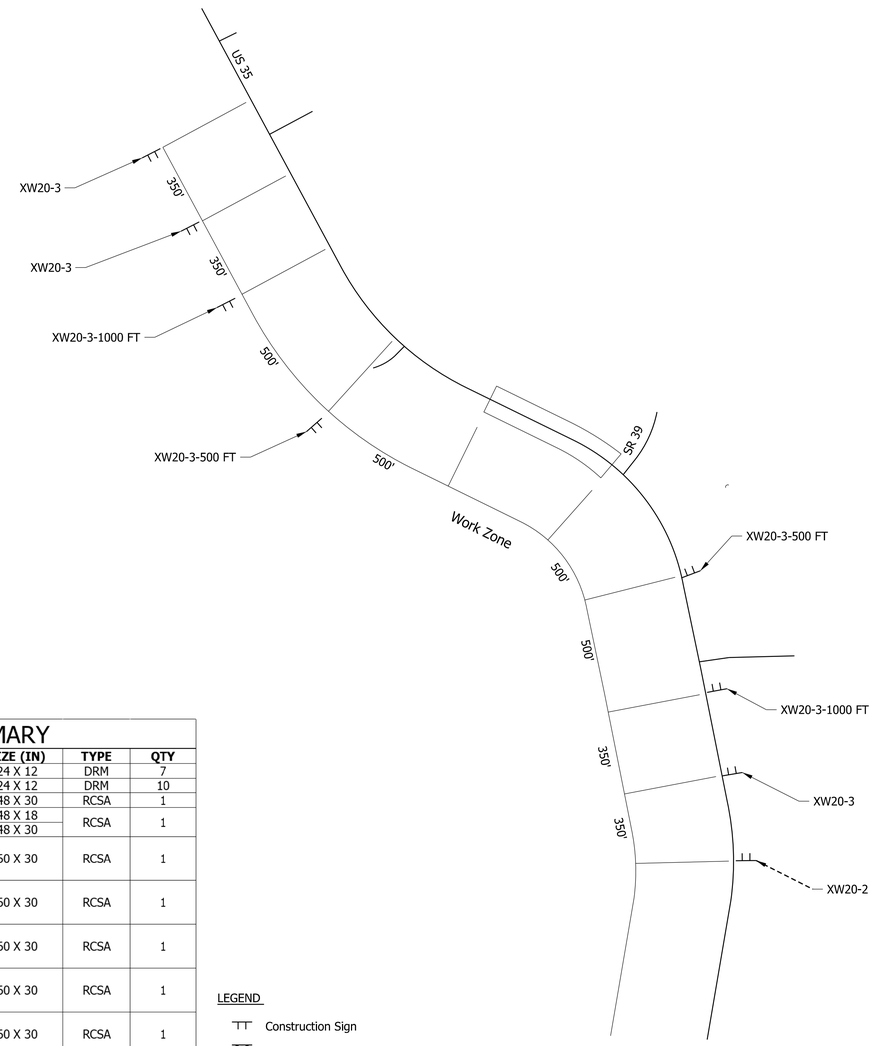
SHEETS 5 of 8
CONTRACT T-46036

File Name: P:\RD\C3D\25-413 Pine Lake Avenue\Road\Dwg\Plans\MOT Plans Phase 2.dwg Plot Date: 1/23/2026 Plotted By: Jake Ferrill



DETOUR PLAN
N.T.S





ADVANCED SIGNING DETAIL
N.T.S

MOT SIGN SUMMARY

CODE	DESCRIPTION	SIZE (IN)	TYPE	QTY
VARIOUS	NORTH DRM'S	24 X 12	DRM	7
VARIOUS	SOUTH DRM'S	24 X 12	DRM	10
R11-2	ROAD CLOSED	48 X 30	RCSA	1
XM4-10R	DETOUR RIGHT	48 X 18	RCSA	1
R11-2	ROAD CLOSED	48 X 30		
R11-3A (1.0 MILES)	ROAD CLOSED 0.5 MILES AHEAD LOCAL TRAFFIC ONLY	60 X 30	RCSA	1
R11-3A (1.0 MILES)	ROAD CLOSED 1.0 MILES AHEAD LOCAL TRAFFIC ONLY	60 X 30	RCSA	1
R11-3A (2.0 MILES)	ROAD CLOSED 2.0 MILES AHEAD LOCAL TRAFFIC ONLY	60 X 30	RCSA	1
R11-3A (3.0 MILES)	ROAD CLOSED 3.0 MILES AHEAD LOCAL TRAFFIC ONLY	60 X 30	RCSA	1
R11-3A (4.0 MILES)	ROAD CLOSED 4.0 MILES AHEAD LOCAL TRAFFIC ONLY	60 X 30	RCSA	1
R11-3A (5 MILES)	ROAD CLOSED 5.0 MILES AHEAD LOCAL TRAFFIC ONLY	60 X 30	RCSA	1
XW20-2	DETOUR AHEAD	48 X 48	A	2
XW20-3	ROAD CLOSED AHEAD	48 X 48	A	3
XW20-3-500FT	ROAD CLOSED 500 FT	48 X 48	A	2
XW-20-3-1000FT	ROAD CLOSED 1000 FT	48 X 48	A	2

MOT SUMMARY

ITEM	UNIT	QUANTITY
MAINTAINING TRAFFIC	LS	1
CONSTRUCTION SIGN, A	EACH	9
ROAD CLOSURE SIGN ASSEMBLY	EACH	7
DETOUR ROUTE MARKER ASSEMBLY	EACH	17
BARRICADE, III-A	LFT	100
BARRICADE, III-B	LFT	349

Plot: 2/20/2026 2:34 PM AM_PM

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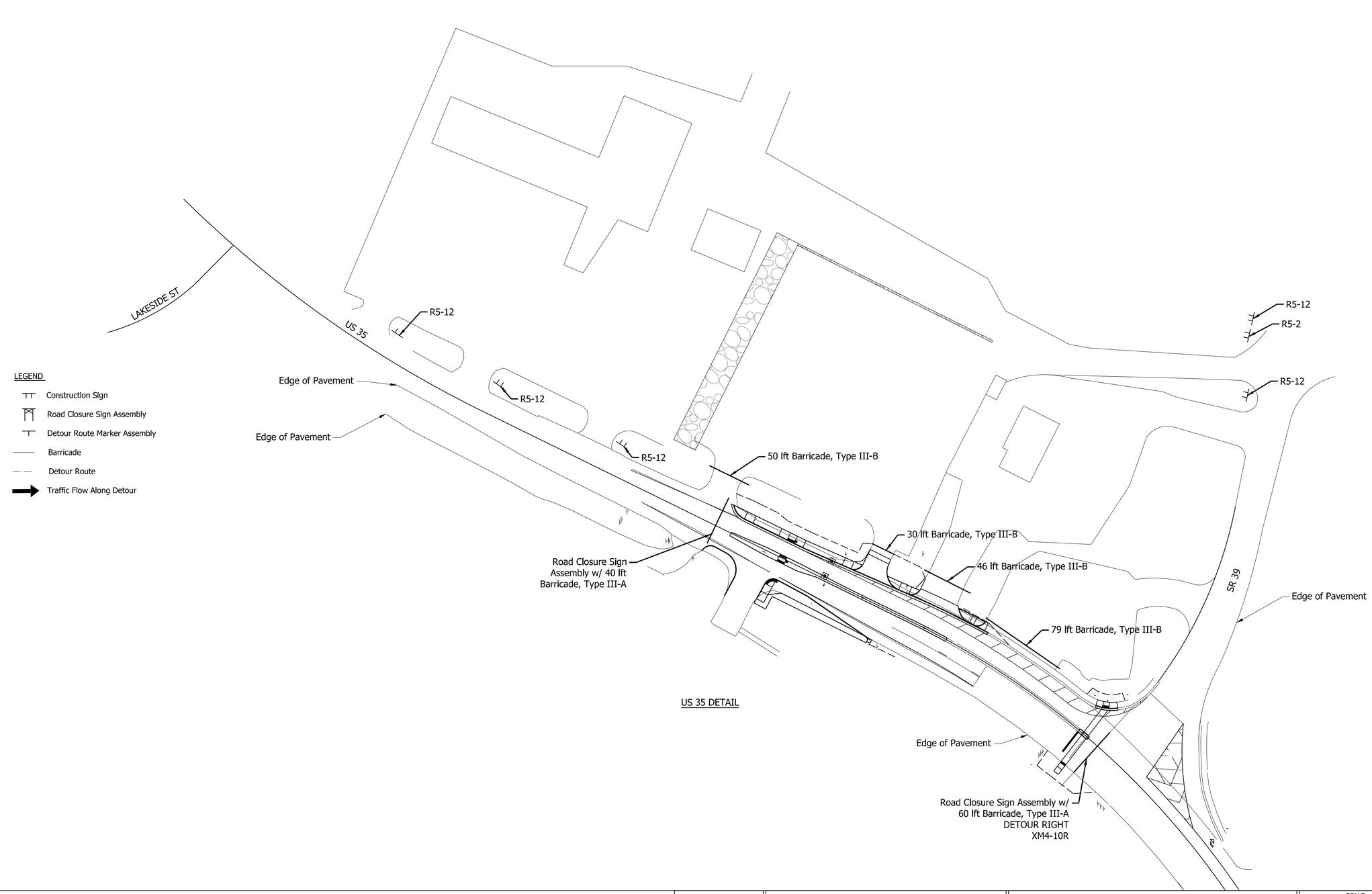
RECOMMENDED FOR APPROVAL XXXXXXXXXX XX/XX/2026
DESIGN ENGINEER DATE

DESIGNED: JS 03/2026 DRAWN: MM 03/2026
CHECKED: AH 03/2026 CHECKED: JS 03/2026

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DEPARTMENT OF TRANSPORTATION

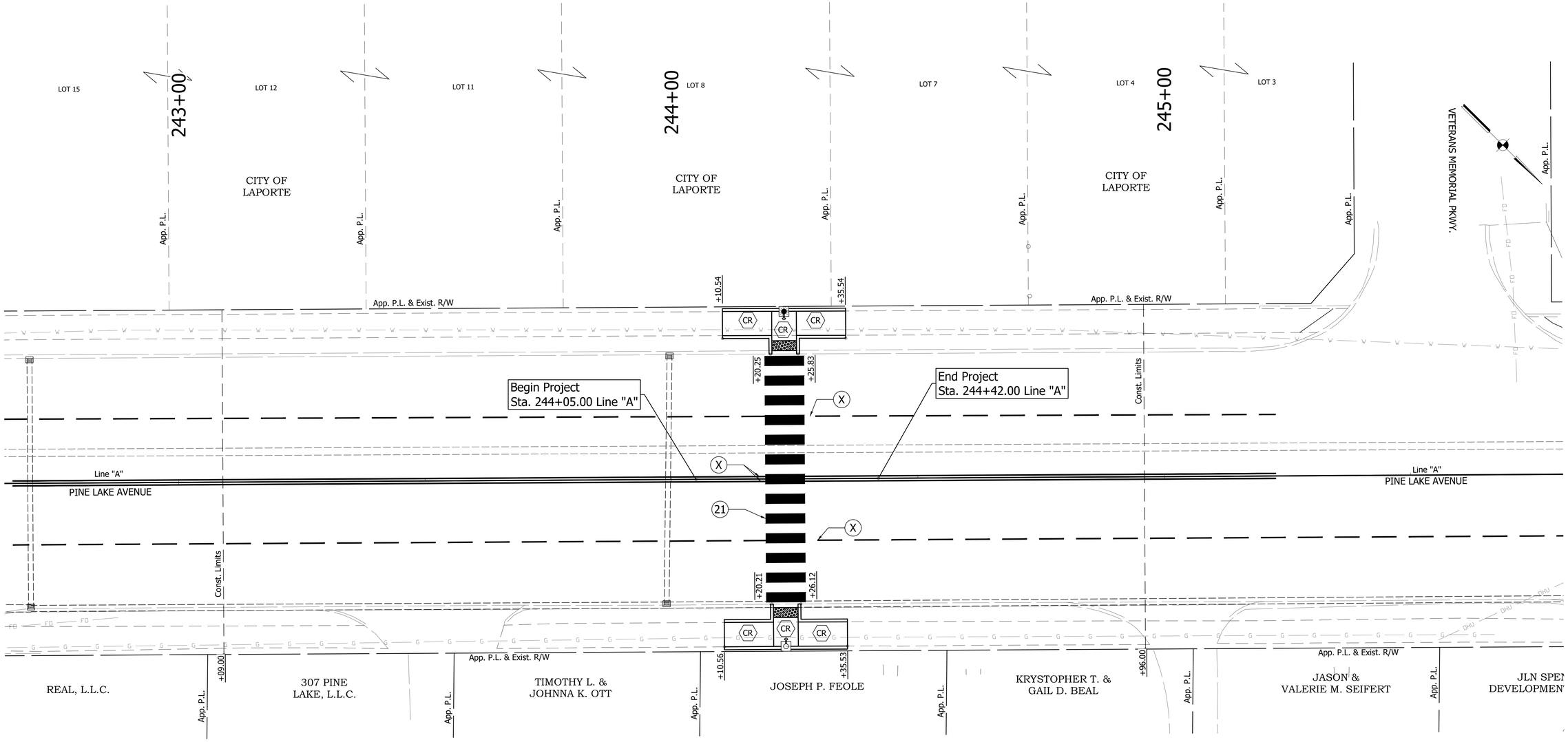
MAINTENANCE OF TRAFFIC

SCALE	BRIDGE FILE
0.0833 ' / in.	N/A
	DESIGNATION
	2401595
	SHEETS
	4 of 15
	CONTRACT
	R-43028



RECOMMENDED FOR APPROVAL XXXXXXXXXX XX/XX/2026 DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE 1" = 50'	BRIDGE FILE N/A
			DESIGNATION 2401595
DESIGNED: JS 03/2026 DRAWN: MM 03/2026 CHECKED: AH 03/2026 CHECKED: JS 03/2026	MAINTENANCE OF TRAFFIC		SHEETS 5 of 15
			CONTRACT R-43028

Plot: 2/20/2026 2:36 PM AM_PM
File: c:\pw_working\lochner-pw-01\d0218978\RD_MOT Sheets.dgn
Model:$MODEL_NAME$



LEGEND

- (CR) Curb Ramp (See Curb Ramp Details for Add'l Information)
- (X) Line, Remove
- (21) Transverse Pavement Marking, Thermoplastic, Crosswalk Line, White, 24"
- Rectangular Rapid Flashing Beacon
- Rectangular Rapid Flashing Beacon, Dark Sky Compliant Street Light

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8440 Allison Pointe Boulevard, Suite 200
Indianapolis, IN 46250
Phone 317-895-2585
www.ucindy.com

CALEB C. ROSS — REGISTERED — PE No. 11400778 — STATE OF INDIANA — PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL: Caleb Ross 1-23-26
DESIGN ENGINEER DATE

DESIGNED: EHT DRAWN: MCM
CHECKED: CCR CHECKED: CCR

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 10'	N/A
VERTICAL SCALE	DESIGNATION
1" = 10'	2401595

SHEETS: 6 of 8
CONTRACT: T-46036

File Name: P:\RDI\C3D\25-413 Pine Lake Avenue\Road\Dwg\Plans\Plans.dwg Plot Date: 1/23/2026 Plotted By: Jake Ferrill

CURVE DATA
PI = 294+66.72
Delta = 53°15'25.00" LT
D = 06°45'00"
R = 848.83'
T = 425.59'
L = 788.99'
E = 100.72'

CITY OF LAPORTE

NORTH SHORE CONDOMINIUM

PERPETUAL EASEMENT

Exist. R/W

Exist. Esmt.

Constr. Limits

Exist. R/W

Ped. Push Button Assembly, Attach to Ex. Signal Pole

Concrete Curb Turnout
2 Tons of Revetment Riprap on 2 syd Geotextile Type 1B

P.T. = 298+30.12

Str. No. 3
Do Not Disturb

Str. No. 2
Do Not Disturb

End Project
STA. 301+00 Line A

Bearing = N63°51'53.00"W
LINE "A"

US 35
LINE "A"

Remove and Reset Existing Signs and Supports

Remove Ex. Center Curb

Casting, Catch Basin, Adjust to Grade

+36 Str. No. 101
Manhole, Type C8
Connect to Ex. Pipe

+36 Str. No. 102
Manhole, Type C8
Connect to Ex. Pipe

END CURVE RADIUS
STA. 297+48.70

Str. No. 25
Manhole Casting, Adjust to Grade

BEGIN CURVE RADIUS
STA. 297+59.12

R = 987.42'

N63°51'53"W

Str. No. 28
Manhole Casting, Adjust to Grade

Str. No. 5
Do Not Disturb

Constr. Limits

Str. No. 12
Do Not Disturb

10" Signal Pole w/ Ped. Push Button Assembly

+18 "A" Class III Drive
W = 44.5'
L = 12'

Str. No. 6
Do Not Disturb

+93 "A" Class III Drive
W = 24'
L = 28.5'

Str. No. 4
Do Not Disturb

P.C. = 50+80.30

SECTION 27, T-37-N, R-3-W,
CENTER TWP., LAPORTE CO.

Existing Grade
Line "A"

Existing Grade
Line "A"

820
810
800
790

295+00 296+00 297+00 298+00 299+00 300+00 301+00

(13) Concrete Curb, Vertical, 6"
(15) Concrete Curb and Gutter, Type C
(26) Sodding, Nursery
Detectable Warning Surface
Remove Existing Pavement, Backfill with Topsoil
(K2) HMA Full Depth Patch Consisting of: 165 lbs/syd HMA Surface, Type C on 275 lbs/syd HMA Intermediate, Type C on 880 lbs/syd HMA Base, Type C on Subgrade Treatment Type IC
(F) Concrete Sidewalk
(C1) PCCP For Approaches, 9 in., on Dense Graded Subbase, 6 in., on Geogrid Type 1B, on Subgrade Treatment Type II
(22) Concrete Center Curb, Type C
(CR) Curb Ramp
(D1) HMA for Approaches, Type C consisting of: 165 lbs/syd HMA Surface, Type C on 275 lbs/syd HMA Intermediate, Type C on 880 lbs/syd HMA Base, Type C on Subgrade Treatment Type IC
P Pedestrian Push Button Assembly
10" Signal Pole

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER — DATE: XX/XX/2026

DESIGNED: JS 03/2026 | DRAWN: MM 03/2026
CHECKED: AH 03/2026 | CHECKED: JS 03/2026

INDIANA
DEPARTMENT OF TRANSPORTATION

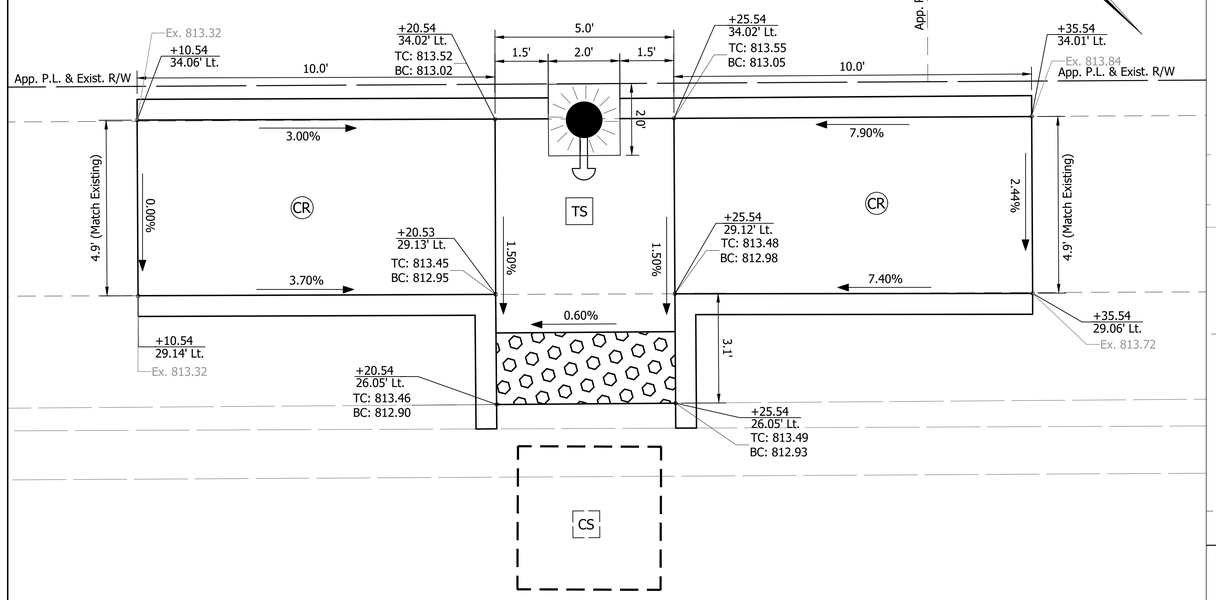
PLAN AND PROFILE
LINE "A"

SCALE	BRIDGE FILE
1" = 20' H / 1" = 5' V	N/A
	DESIGNATION
	2401595

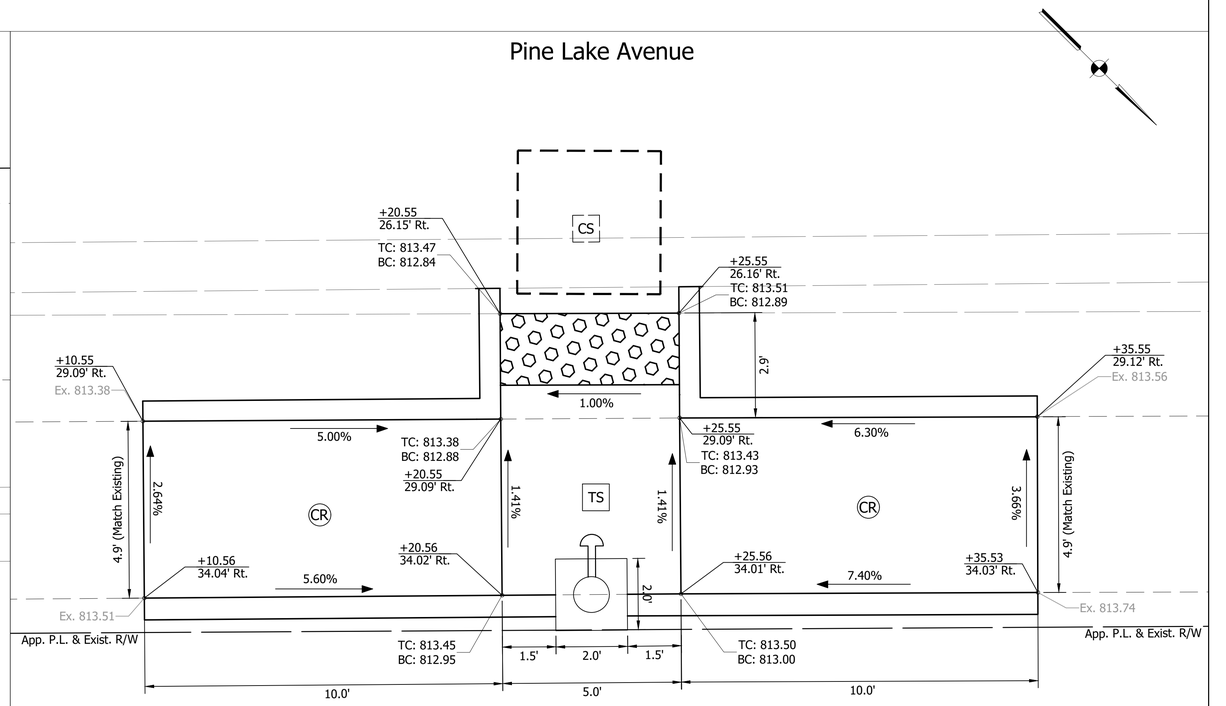
SHEETS: 6 of 15
CONTRACT: R-43028

Plot: 2/20/2026 4:44 PM
File: c:\pw_working\lochner-pw-01\d0218978\RD_PlanandProfile.dgn
Model: LINE_A - PlanOne-1 [Sheet]

Soldiers Memorial Park



Pine Lake Avenue



Pine Lake Avenue

JOSEPH P. FEOLE

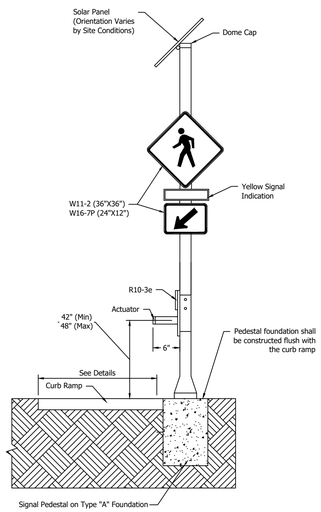
LEGEND

- CR — Curb Ramp, Concrete
- TS — Turning Space
- CS — Clear Space
- Detectable Warning Surface, 2' Width (Typ.)
- F — Sidewalk, Concrete
- 26 — Sodding, Nursery
- Rectangular Rapid Flashing Beacon
- Rectangular Rapid Flashing Beacon, Dark Sky Compliant Street Light

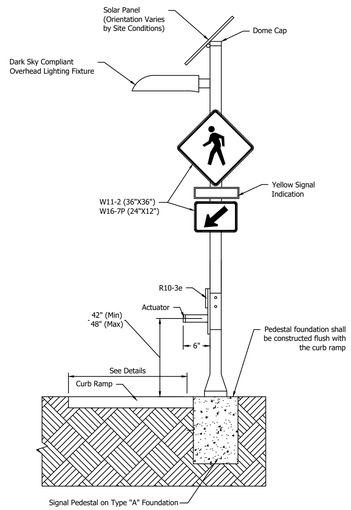
Ex. Existing Elv.

Proposed Elv.

TC: Proposed Top of Curb Elv.
BC: Proposed Bottom of Curb Elv.



RECTANGULAR RAPID FLASHING BEACON DETAIL
Not to Scale



RECTANGULAR RAPID FLASHING BEACON,
DARK SKY COMPLIANT STREET LIGHT DETAIL
Not to Scale

UNITED Consulting
8440 Allison Pointe Boulevard, Suite 200
Indianapolis, IN 46250
Phone 317-895-2585
www.ucindy.com

CALEB C. ROSS — REGISTERED — PE No. 11400778 — STATE OF INDIANA — PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL	Caleb Ross 1-23-26	
	DESIGN ENGINEER	DATE
DESIGNED: EHT	DRAWN: MCM	
CHECKED: CCR	CHECKED: CCR	

INDIANA
DEPARTMENT OF TRANSPORTATION

CURB RAMP
DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1" = 2'	N/A
VERTICAL SCALE	DESIGNATION
1" = 2'	2401595
	SHEETS
	7 of 8
	CONTRACT
	T-46036

File Name: P:\RD\C3D\25-413 Pine Lake Avenue\Road\Dwg\Plans\Curb Ramp Details.dwg Plot Date: 1/23/2026 Plotted By: Jake Ferrill

296+00

297+00

804.82
804.68
806.59
806.55
0.67%
Grading Line (2.5:1)
Connect to Sidewalk, Constructed by Others
Pedestrian Push Button Assembly, Attach to Ex. Signal Pole
Grading Line (3:1)
Ex. RW
Constr. Limits
805.73
806.64
806.53
806.54
806.72
0.63%
0.75%
0.75%
806.68
805.50
806.57
806.57
806.75
TS
CR
CS
6'
7'
1.50%
4.50%

Line "A"
US 35
SR 39

809.18
809.16
809.12
B.C. 809.10
T.C. 809.10
809.02
B.C. 809.00
T.C. 809.66
T.C. 809.57
809.70
809.24
809.25
809.24
809.26
B.C. 809.24
809.33
B.C. 809.31
T.C. 809.40
T.C. 809.24
T.C. 809.49
809.99
809.50
809.34
809.26
T.C. 809.15
T.C. 809.19
809.52
809.40
1.50%
4.25%
1.93%
5.39%
0.64%
5.06%
Ex. R/W
10" Signal Pole w/ Pedestrian Push Button Assembly
Grading Line (3:1)

MATCHLINE STA. 297+50

CS Clear Space
T.C. Top of Curb Elevation
B.C. Base of Curb Elevation
Proposed Elevation
TS Turning Space
CR Curb Ramp, Concrete
F Sidewalk
C1 Driveway
Detectable Warning Surface, 2' Width, (Typ.)
Rectangular Rapid Flashing Beacon
Rectangular Rapid Flashing Beacon with Push Button
Rectangular Rapid Flashing Beacon, Dark Sky Compliant Street Light with Push Button
26 Sodding, Nursery
P Pedestrian Push Button Assembly
10" Signal Pole

Plot: 2/20/2026 4:44 PM
File:
Model:RD_Detail Sheet_1

RECOMMENDED FOR APPROVAL XXXXXXXXXX DESIGN ENGINEER XX/XX/2026 DATE

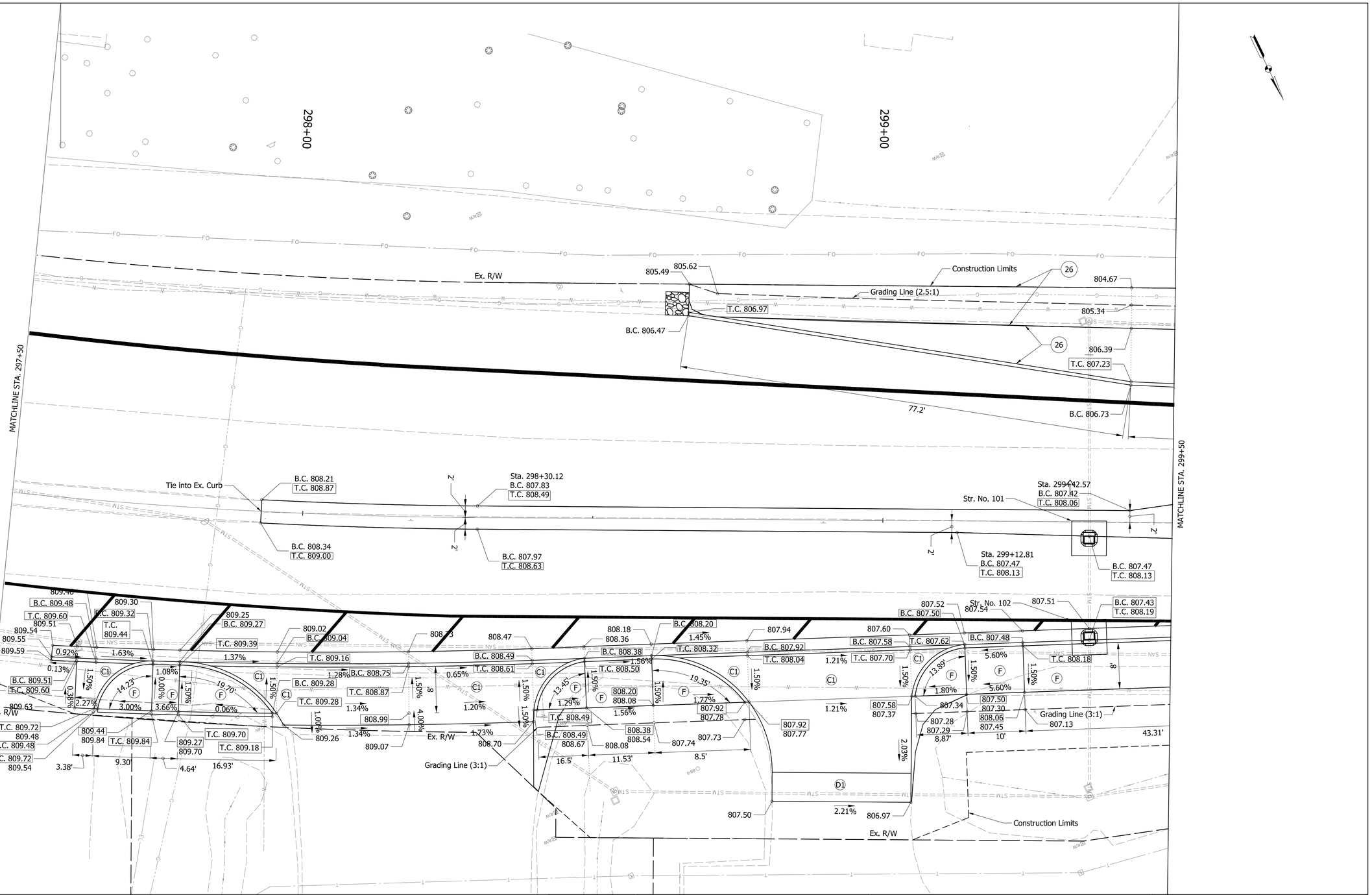
DESIGNED: JS 03/2026 DRAWN: MM 03/2026
CHECKED: AH 03/2026 CHECKED: JS 03/2026

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

SCALE	BRIDGE FILE
1/8" = 1'	N/A
	DESIGNATION
	2401595

SHEETS	
7	of 15
CONTRACT	
R-43028	



CS Clear Space	TS Turning Space	Detectable Warning Surface, 2' Width, (Typ.)	(26) Sodding, Nursery
T.C. Top of Curb Elevation	(CR) Curb Ramp, Concrete	Rectangular Rapid Flashing Beacon	P Pedestrian Push Button Assembly
B.C. Base of Curb Elevation	(F) Sidewalk	Rectangular Rapid Flashing Beacon with Push Button	10" Signal Pole
Proposed Elevation	(C1) Driveway	Rectangular Rapid Flashing Beacon, Dark Sky Compliant Street Light with Push Button	

RECOMMENDED FOR APPROVAL XXXXXXXXXX DESIGN ENGINEER XX/XX/2026 DATE

DESIGNED: JS 03/2026 DRAWN: MM 03/2026

CHECKED: AH 03/2026 CHECKED: JS 03/2026

INDIANA
DEPARTMENT OF TRANSPORTATION

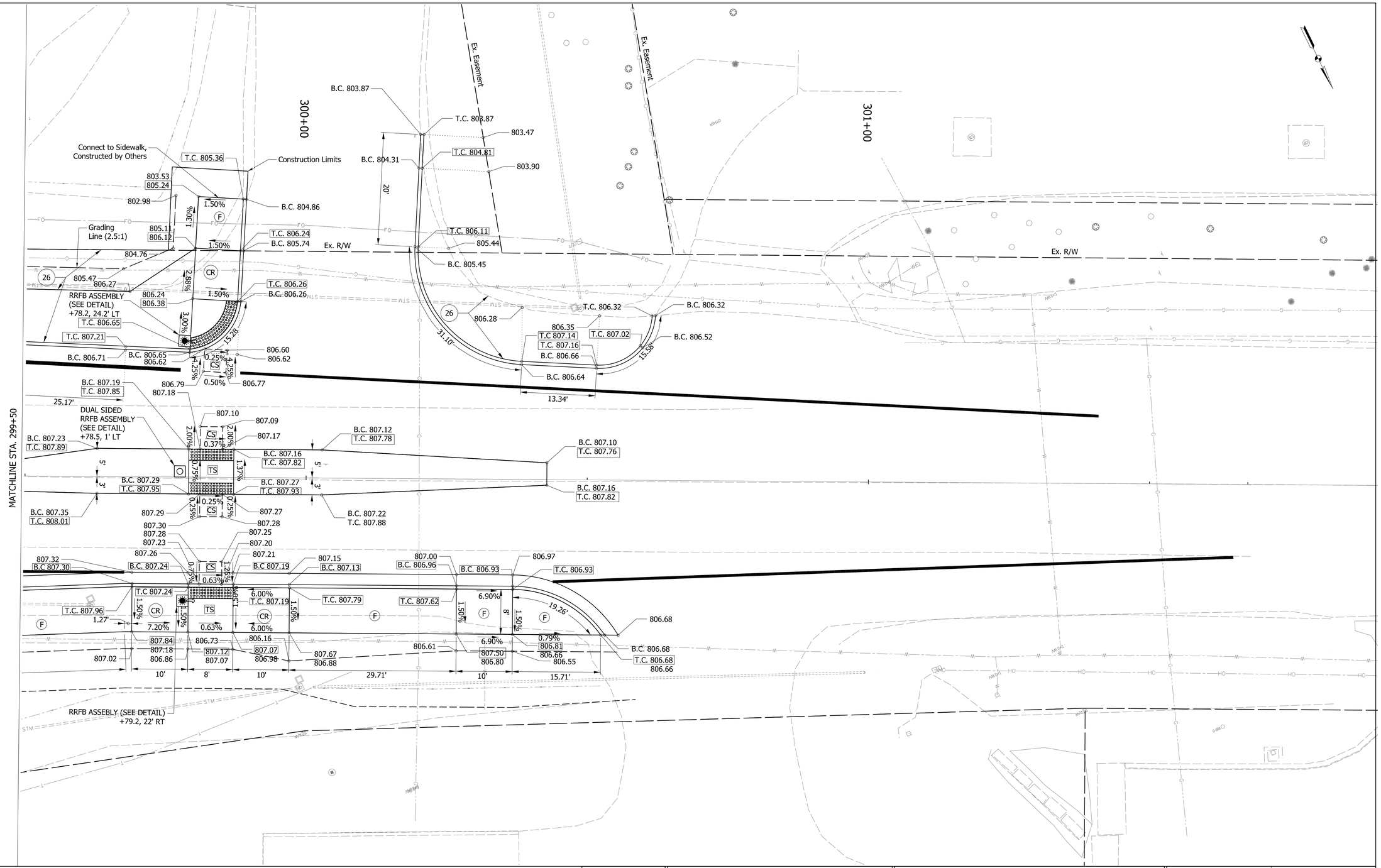
CONSTRUCTION DETAILS

SCALE	BRIDGE FILE
1/8" = 1'	N/A
	DESIGNATION
	2401595

SHEETS		
8	of	15
CONTRACT		
R-43028		

Plot: 2/20/2026 4:44 PM

File: c:\pw_working\lochner-pw-01\d0218978\RD_Sidewalk Details.dgn
Model:RD_Detail Sheet_2



CS Clear Space
T.C. Top of Curb Elevation
B.C. Base of Curb Elevation
Proposed Elevation
TS Turning Space
CR Curb Ramp, Concrete
F Sidewalk
C1 Driveway
Detectable Warning Surface, 2' Width, (Typ.)
Rectangular Rapid Flashing Beacon
Rectangular Rapid Flashing Beacon with Push Button
Rectangular Rapid Flashing Beacon, Dark Sky Compliant Street Light with Push Button
26 Sodding, Nursery
P Pedestrian Push Button Assembly
10" Signal Pole

RECOMMENDED FOR APPROVAL XXXXXXXXXX DESIGN ENGINEER XX/XX/2026 DATE

DESIGNED: JS 03/2026 DRAWN: MM 03/2026

CHECKED: AH 03/2026 CHECKED: JS 03/2026

INDIANA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

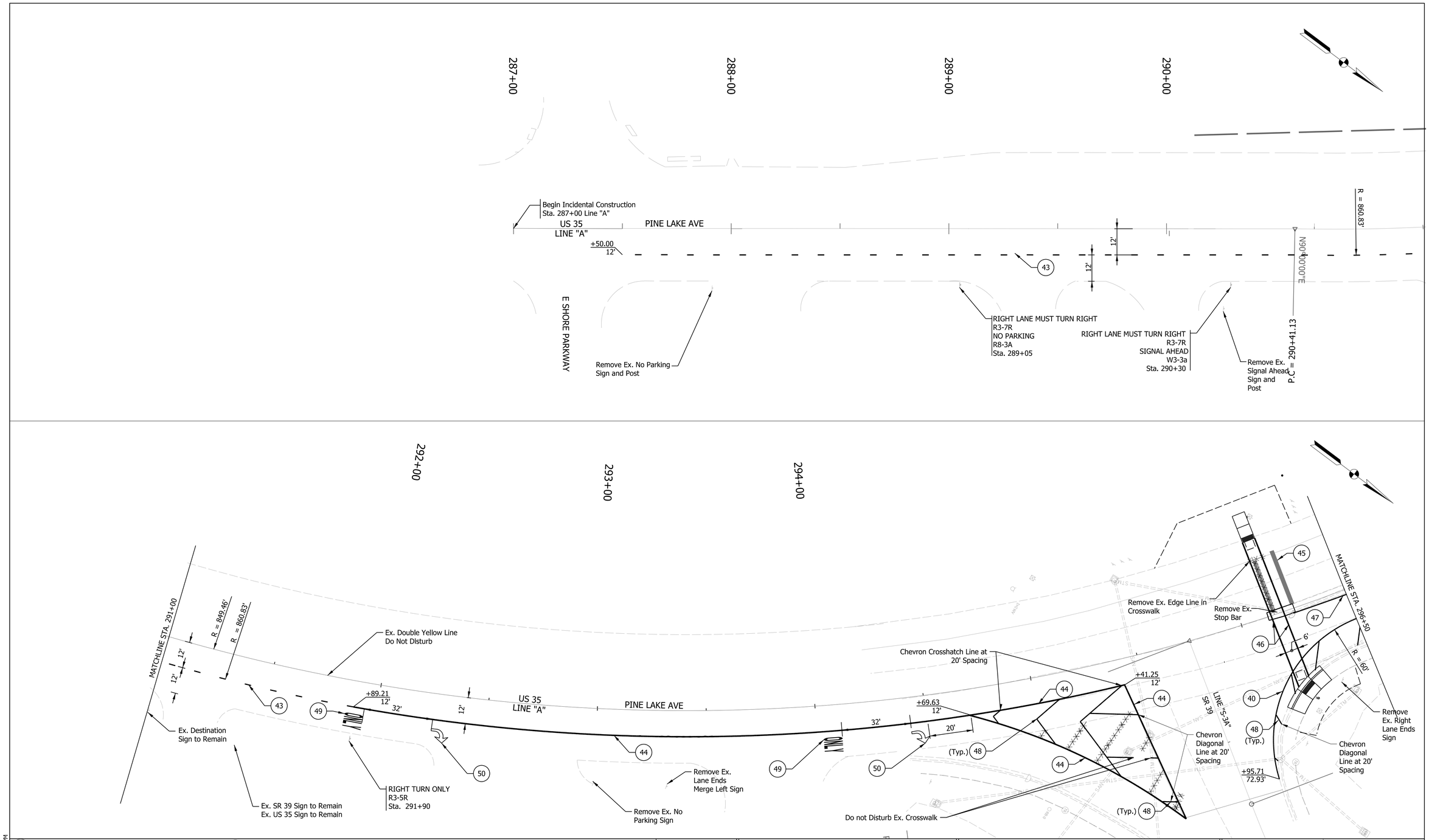
SCALE	BRIDGE FILE
1/8" = 1'	N/A
	DESIGNATION
	2401595

SHEETS 9 of 15

CONTRACT R-43028

Plot: 2/20/2026 4:44 PM

File: c:\pw_working\lochner-pw-01\d0218978\RD_Sidewalk Details.dgn
Model:RD_Detail Sheet_3



40 Line, Preformed Plastic, Solid, White, 6 IN.	45 Transverse Marking, Thermoplastic, Stop Line, White, 24 IN.	48 Transverse Marking, Preformed Plastic, Crosshatch Line, White, 12 IN.
42 Line, Preformed Plastic, Broken, White, 6 IN.	46 Transverse Marking, Thermoplastic, Crosswalk Line, White, 8 IN.	49 Pavement Message Marking Thermoplastic, ONLY
43 Line, Preformed Plastic, Dotted (3ft-9ft), White, 10 IN.	47 Line, Preformed Plastic, Solid, Yellow, 6 IN.	50 Pavement Message Marking Thermoplastic, LANE INDICATION ARROW
44 Line, Preformed Plastic, Solid, White, 10 IN.	~~XXXXXXXXX~~ Line Removal	

RECOMMENDED FOR APPROVAL XXXXXXXXXX DESIGN ENGINEER XX/XX/2026 DATE

DESIGNED: JS 03/2026 DRAWN: MM 03/2026

CHECKED: AH 03/2026 CHECKED: JS 03/2026

INDIANA
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKINGS PLAN

SCALE	BRIDGE FILE
1" = 20'	N/A
	DESIGNATION
	2401595

SHEETS		
10	of	15
PROJECT		
2401595		

Plot: 2/20/2026 4:45 PM

File: c:\pw_working\lochner-pw-01\d0218978\RD_PvmtMarking.dgn
Model: LINE_A - Plan 1A [Sheet]

297+00
298+00
299+00
300+00
301+00
+43
MATCH EXISTING
LANE MARKINGS
R = 1017'
R = 1005'
50'
MATCHLINE STA. 296+50
US 35
LINE 'A'
42
+13.00
26'
+13.00
14'
12'
47
48 (Typ.)
45 (Typ.)
+77.55
19'
+88.15
18.6'
40
+40.86
12'
End Incidental Construction
Sta. 301+65 Line "A"
Eq.Ah. = LINE A 108+47.51
Eq.Bk. = 301+65.00
End Project
Sta. 301+00
Line "A"
+40.60
0'
+65.00
13'
+25.66
5'
+25.44
17'
+67.94
17'
+24.61
5'
14'
+44.00
18.18'
R = 900'
R = 888'
Chevron
Diagonal
Line at 20'
Spacing
LEFT TURN PROHIBITION
ASSEMBLY (SEE DETAIL)
+19, 0'
Remove Ex.
Merge Sign and
Post
LEFT TURN PROHIBITION
ASSEMBLY (SEE DETAIL)
+90, 0'
LEFT TURN PROHIBITION
ASSEMBLY (SEE DETAIL)
+04, 2.5' RT

(40) Line, Preformed Plastic, Solid, White, 6 IN.
(42) Line, Preformed Plastic, Broken, White, 6 IN.
(43) Line, Preformed Plastic, Dotted (3ft-9ft), White, 10 IN.
(44) Line, Preformed Plastic, Solid, White, 10 IN.
(45) Transverse Marking, Thermoplastic, Stop Line, White, 24 IN.
(46) Transverse Marking, Thermoplastic, Crosswalk Line, White, 8 IN.
(47) Line, Preformed Plastic, Solid, Yellow, 6 IN.
~~XXXXXXXX~~ Line Removal
(48) Transverse Marking, Preformed Plastic, Crosshatch Line, White, 12 IN.
(49) Pavement Message Marking Thermoplastic, ONLY
(50) Pavement Message Marking Thermoplastic, LANE INDICATION ARROW

RECOMMENDED FOR APPROVAL XXXXXXXXXX DESIGN ENGINEER — XX/XX/2026 DATE

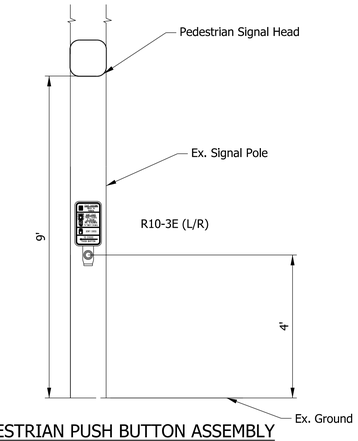
DESIGNED: JS 03/2026	DRAWN: MM 03/2026
CHECKED: AH 03/2026	CHECKED: JS 03/2026

INDIANA
DEPARTMENT OF TRANSPORTATION

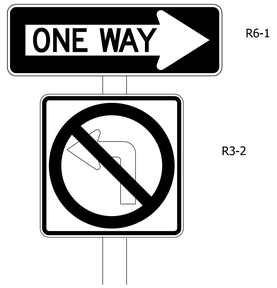
SIGNING AND PAVEMENT MARKINGS PLAN

SCALE	BRIDGE FILE
1" = 20'	N/A
	DESIGNATION
	2401595
	SHEETS
	11 of 15
	PROJECT
	2401595

Plot: 2/20/2026 4:45 PM
File: c:\pw_working\lochner-pw-01\d0218978\RD_PvmtMarking.dgn
Model: LINE_A - Plan 1A [Sheet] - Copy~1



PEDESTRIAN PUSH BUTTON ASSEMBLY
Scale: 1/2' = 1'



LEFT TURN PROHIBITION ASSEMBLY
Scale: 1" = 1'

SHEET SIGN & POST SUMMARY

LINE	SIGN LOCATION (STA.)	SIGN CODE	SIGN SIZE (IN. x IN.)	SIGN: GROUND - MOUNTED SIGN AREA (ft^2) 0.080"	0.100"	0.125"	SIGN: MOUNTED ON PANEL SIGN, AREA (ft^2) 0.080"	POST: SQUARE 2 1/2" X 2 1/2" - 12 GA. (TYPE 3) UNREINFORCED ANCHOR POST LENGTH (FT.) 1	2	TOTAL	POST: SQUARE 2 1/4" X 2 1/4" - 12 GA. (TYPE 1) REINFORCED ANCHOR POST LENGTH (FT.) 1	TOTAL
LINE "A"	289+05	R3-7 (R)	36 X 36	9.00							10.5	10.5
LINE "A"	289+05	R8-3	30 X 30	6.25								
LINE "A"	290+30	R3-7 (R)	36 X 36	9.00							10.5	10.5
LINE "A"	290+30	W3-3	36 X 36	9.00								
LINE "A"	291+90	R3-5 (R)	30 X 36	7.50							10.5	10.5
LINE "A"	298+19	R6-1	9 X 12	0.75							10.5	10.5
LINE "A"	298+19	R3-2	36 X 36	9.00								
LINE "A"	299+71.2	R6-1	9 X 12	0.75							10.5	10.5
LINE "A"	299+71.2	R3-2	36 X 36	9.00								
LINE "A"	300+04	R6-1	9 X 12	0.75							10.5	10.5
LINE "A"	300+04	R3-2	36 X 36	9.00								
Line "A"	Crosswalk - Sta. 296+18	R10 - 3E (R)	9 X 15	0.94								On Ex. Pole
Line "A"	Crosswalk - Sta. 296+21	R10 - 3E (L)	9 X 15	0.94								On Signal Pole
	]											
LINE "A"	RRFB - 299+79.5	W11a-2	36 X 36	9.00								On RRFB Assembly
LINE "A"	RRFB - 299+79.5	W16-7P (L)	24 X 12	2.00								On RRFB Assembly
LINE "A"	RRFB - 299+79.5	R10-25	9 X 12	0.75								On RRFB Assembly
LINE "A"	RRFB - 299+78.5	W11a-2	36 X 36	9.00								On RRFB Assembly
LINE "A"	RRFB - 299+78.5	W11a-2	36 X 36	9.00								On RRFB Assembly
LINE "A"	RRFB - 299+78.5	W16-7P (L)	24 X 12	2.00								On RRFB Assembly
LINE "A"	RRFB - 299+78.5	W16-7P (R)	24 X 12	2.00								On RRFB Assembly
LINE "A"	RRFB - 299+79.2	W11a-2	36 X 36	9.00								On RRFB Assembly
LINE "A"	RRFB - 299+79.2	W16-7P (L)	24 X 12	2.00								On RRFB Assembly
LINE "A"	RRFB - 299+79.2	R10-25	9 X 12	0.75								On RRFB Assembly

RECOMMENDED FOR APPROVAL XXXXXXXXXX DESIGN ENGINEER XX/XX/2026 DATE

DESIGNED: JS 03/2026 DRAWN: MM 03/2026

CHECKED: AH 03/2026 CHECKED: JS 03/2026

INDIANA
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS AND SUMMARY TABLES

SCALE	BRIDGE FILE
Various	N/A
	DESIGNATION
	2401595

SHEETS 12 of 15

CONTRACT R-43028

Plot: 2/20/2026 4:45 PM

File: c:\pw_working\lochner-pw-01\d0218978\RD_Details& Tables.dgn
Model:RD_Detail Sheet

SHEET SIGN & POST SUMMARY TABLE

SIGN								POST	NOTES
SIGN LOCATION	SIGN CODE	SIGN DESCRIPTION	SIGN SIZE (W x H) (in x in)			SIGN, SHEET WITH LEGEND (sft) THICKNESS (in) 0.080	SIGN, SHEET WITH LEGEND (sft) THICKNESS (in) 0.100	SIGNAL POLE, PEDESTAL 15' EACH	
Line "A"									
244+23 L	S1-1	Pedestrian Crossing	36	x	36		9.00	1.0	
	W16-7P	Downward Diagonal Arrow	24	x	12	2.00			
				x					
244+23 R	S1-1	Pedestrian Crossing	36	x	36		9.00	1.0	
	W16-7P	Downward Diagonal Arrow	24	x	12	2.00			
				x					
TOTAL						4.0	18.0	2.0	

PAVEMENT MARKINGS SUMMARY OF QUANTITIES

LOCATION		THERMOPLASTIC							TRANSVERSE MARKING, THERMOPLASTIC				LINE, REMOVE	TEMPORARY PAVEMENT MARKING, REMOVABLE, WHITE, 6 IN	NOTES
		SOLID WHITE 4 in	SOLID YELLOW 4 in	BROKEN WHITE 4 in	DOTTED WHITE 4 in	DOTTED YELLOW 4 in	SOLID YELLOW 6 in	SOLID YELLOW 10 in	STOP LINE 24 in	CROSSHATCH LINE WHITE 8 in	CROSSWALK LINE 24 in	CROSSHATCH LINE YELLOW 12 in			
From	To	LFT	LFT	LFT	LFT	LFT	LFT	LFT	LFT	LFT	LFT	LFT	LFT	LFT	
Line "A"															
244+23											104				
244+20	244+26												24		
240+13	242+18													215	
242+44	245+95													367	
241+96	245+39													356	
245+65	247+78													231	
TOTALS		0	0	0	0	0	0	0	0	0	104	0	24	1169	

UNITED Consulting
8440 Allison Pointe Boulevard, Suite 200
Indianapolis, IN 46250
Phone 317-895-2585
www.ucindy.com

CALEB C. ROSS REGISTERED PE No. 11400778 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — DATE 1-23-26

DESIGNED: EHT DRAWN: MCM CHECKED: CCR CHECKED: CCR

INDIANA DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS TABLES

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	2401595

SHEETS 8 of 8

CONTRACT T-46036

File Name: P:\RD\C3D\25-413 Pine Lake Avenue\Road\Dwg\Plans\Tables.dwg Plot Date: 1/23/2026 Plotted By: Eric Tran

PAVEMENT MARKINGS SUMMARY OF QUANTITIES

DESCRIPTION	LOCATION	LINE PAINT		LINE, PREFORMED PLASTIC							TRANSVERSE MARKINGS THERMOPLASTIC STOP LINE		TRANSVERSE MARKINGS THERMOPLASTIC CROSSWALK LINE	TRANSVERSE MARKINGS CROSSHATCH LINE		TRANSVERSE MARKINGS THERMOPLASTIC CROSSWALK LINE		PAVEMENT MESSAGE THERMOPLASTIC LANE INDICATION ARROW	PAVEMENT MESSAGE THERMOPLASTIC WORD "ONLY"	SNOWPLOWABLE RAISED PAVEMENT MARKERS	LINE REMOVAL
		SOLID WHITE 4 in	SOLID YELLOW 4 in	SOLID WHITE 4 in	SOLID WHITE 6 in	BROKEN WHITE 6 in	DOTTED (3FT-9FT) WHITE 8 in	DOTTED (3FT-9FT) WHITE 10 in	SOLID YELLOW 6 in	SOLID WHITE 10 in	SOLID WHITE 12 in	SOLID WHITE 24 in	SOLID WHITE 24 in	SOLID WHITE 12 in	SOLID YELLOW 24 in	SOLID WHITE 4 in	SOLID WHITE 8 in				
		ft	ft	ft	ft	ft	ft	ft	ft	ft	ft	ft		ft	ft	ft	ft	EACH	EACH	EACH	EACH
SR 39 Intersection Crosswalk	STA. 296+14.24																72				
SR 39 Intersection Crosswalk	STA. 296+20.24																69				
Right Turn Lane	STA. 291+89.21																	2	2		
Right Turn Lane Approach	STA. 289+09							153													
Gore Outline	STA. 294+69.63									251											
Shoulder Edge Line	STA. 295+95.71				143					281											
South Edge Line	STA. 297+43				385																
North Edge Line	STA. 300+44				153																
North Broken Lane Line	STA. 298+47					18															
Edge Line	STA. 298+13.88								328												
Edge Line	STA. 297+69								46												
Edge Line	STA. 296+25								223												
Edge Line	STA. 298+47								178												
Edge Line	STA. 300+24.60								116												
Gore Striping	STA. 294+69.63													148							
Stop Line	STA. 296+25											58									
Median Crossing	STA. 299+83												65								
Shoulder Striping	STA. 295+95.71													252							
Various Locations																					931
TOTAL								**153**	**891**	**532**		**58**	**65**	**400**			**141**	**2**	**2**		**931**

STRUCTURE DATA

STRUCTURE NUMBER	LOCATION: STATION	LOCATION: LEFT	LOCATION: RIGHT	LOCATION: CROSS	LOCATION: OFFSET	SIZE	DESCRIPTION: PIPE TYPE	DESCRIPTION: MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE AND TYPE	LENGTH	VIDEO INSPECTION LENGTH	SKEW	COVER: MIN	COVER: MAX	FLOW LINE: UP STREAM	FLOW LINE: DOWN STREAM	SUMP DEPTH	TOP OF CASTING	SERVICE LIFE	SITE DESIGNATION	pH	BACKFILL METHOD	STRUCTURE BACKFILL TYPE ??	STRUCTURE BACKFILL TYPE ??	FLOWABLE BACKFILL TYPE ??	FLOWABLE BACKFILL TYPE ??	UNDERCUT: EXCAVATION	UNDERCUT: COMPACTED AGGREGATE #5	UNDERCUT: COMPACTED AGGREGATE #53	GEOTEXTILES for ???? TYPE?? (??)	REVETMENT RIPRAP	SCOUR PROTECTION: GEOTEXTILES for RIPRAP TYPE?? (??)	SCOUR PROTECTION: REVETMENT RIPRAP	SCOUR PROTECTION: CLASS ? RIPRAP	CONCRETE, CLASS A, FOR STR.	PIPE, REMOVE	VIDEO INSPECTION	PIPE END SECTION	GRATED BOX END SECTION: TYPE	GRATED BOX END SECTION: SLOPE	GRATED BOX END SECTION: EA.	SAFETY METAL END SECTION: TYPE	SAFETY METAL END SECTION: SLOPE	SAFETY METAL END SECTION: EA.	CONNECT TO STR.	CULVERT ASSET ID	REMARKS
					FT	IN.			LFT	LFT		FT	FT	ELEV.	ELEV.	IN.	ELEV.	YRS				CYS	CYS	CYS	CYS	CYS.	TONS	? IN. TONS	? IN. TONS	TONS	TON	SYS.	TONS	TONS	CYS	LFT	LFT	EA.	TYPE	SLOPE	EA.	TYPE	SLOPE	EA.			
25	297+63.00							Ex. Manhole Casting									809.55	75																														Adjust to Grade
28	299+61.00							Ex. Manhole Casting									808.00	75																														Adjust to Grade
101	299+36.00		X		2.84			Manhole, C8									808.13	75																													4		Tie into Ex. Pipe El. 802.22 at Str. No. 4
102	299+36.00		X		19.9			Manhole, C8									808.19	75																													4		Tie into Ex. Pipe El. 801.96 at Str. No. 4

PAVEMENT QUANTITIES AND APPROACH TABLE

LOCATION	DESCRIPTION	WIDTH	LENGTH	RADII	DISTANCE BEYOND R/W LINE	SURFACE BEYOND R/W LINE: COMPACTED AGGREGATE BASE	SURFACE BEYOND R/W LINE: HMA	SURFACE BEYOND R/W LINE: PCCP	GRADE: 1	GRADE: 2	EXCAVATION: CUT	EXCAVATION: FILL	WIDENING WITH HMA, TYPE C	HMA PATCHING, FULL DEPTH, TYPE C	CLEAR ZONE AT DRIVE	HMA FOR APPROACHES: SURFACE TYPE __ LBS PER SYD	HMA FOR APPROACHES: INTERMD TYPE __ LBS PER SYD	HMA FOR APPROACHES: BASE TYPE __ LBS PER SYD	HMA FOR ROADS: SURFACE TYPE __ LBS PER SYD	HMA FOR ROADS: INTERMD TYPE __ LBS PER SYD	HMA FOR ROADS: BASE TYPE __ LBS PER SYD	PCCP FOR APPROACHES, 9 IN	GEOGRID, TYPE IB	SUBGRADE TREATMENT, TYPE II	DENSE GRADED SUBBASE	DETECTABLE WARNING SURFACE	SIDEWALK, CONCRETE	CURB RAMP, CONCRETE	CURB, REMOVE	CURB AND GUTTER, CONCRETE	RIPRAP, REVETMENT	PAVEMENT REMOVAL	TOPSOIL	SODDING, NURSERY	ASPHALT MATERIAL FOR: PRIME COAT	ASPHALT MATERIAL FOR: TACK COAT	COMPACTED AGGREGATE FOR BASE NO. 53 DEPTH		JOINT ADHESIVE	REMARKS
		FT	FT	FT	FT	SYS	SYS	SYS	%	%	CUT CYS	FILL CYS	TON	TON	FT	TONS	TONS	TONS	TONS	TONS	TONS	TONS	SYS	SYS	SYS	CYS	SYS	SYS	SYS	LFT	LFT	TON	SYS	CYS	SYS	SYS	SYS	TONS	TONS	LFT	
Line "A"	Along Median													76										2			11	134	70	42	392	2	97	33	219		231			3054	
297+67	PCCP Patch	3.5	7.5																				5	5	5	1															
298+18	Class III Drive	44.5	12																				55	55	55	10							5	2	5						
299+93	Class III Drive	24	28.5											9									67	67	67	12							4	1	4		27			146	
TOTAL														**85**									**127**	**129**	**127**	**21**	**11**	**134**	**70**	**42**	**392**	**2**	**106**	**36**	**228**		**258**			**3200**	

RECOMMENDED FOR APPROVAL XXXXXXXXXX DESIGN ENGINEER — XX/XX/2026 DATE

DESIGNED: JS 03/2026 | DRAWN: MM 03/2026

CHECKED: AH 03/2026 | CHECKED: JS 03/2026

INDIANA
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS TABLES

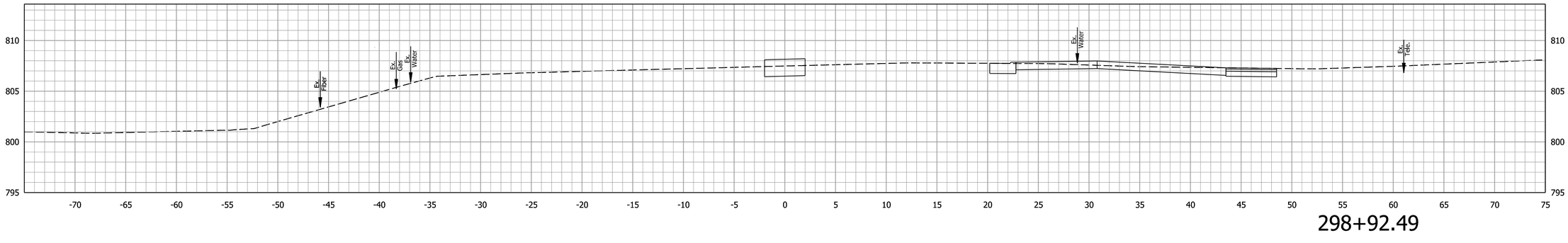
SCALE	BRIDGE FILE
N/A	N/A
	DESIGNATION
	2401595

SHEETS: 13 of 15

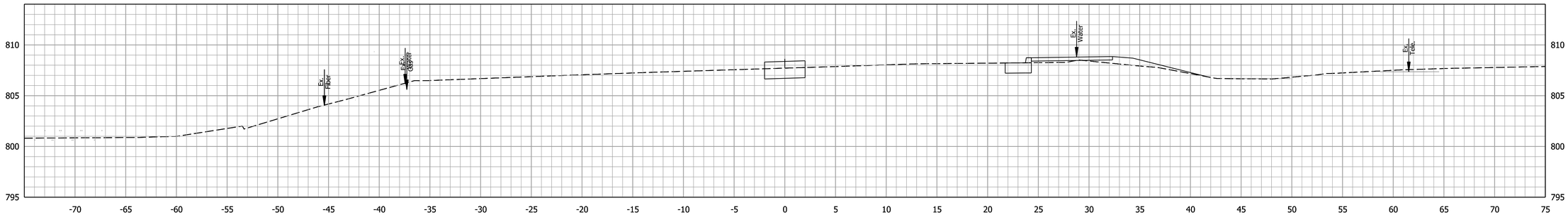
CONTRACT: R-43028

Plot: 2/20/2026 4:45 PM

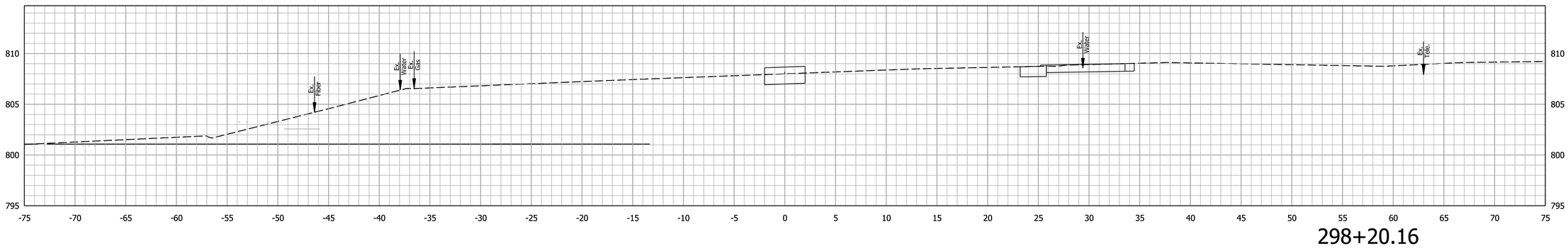
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Model:RD_Detail Sheet_2



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298+56.90

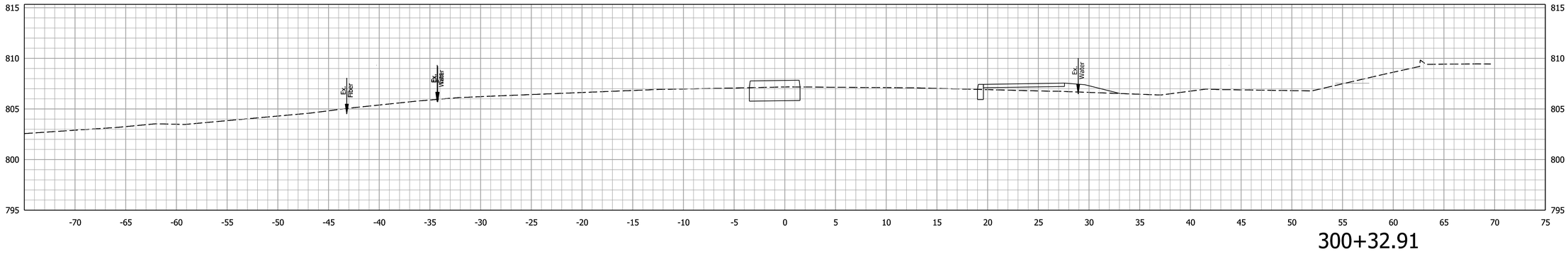


298+20.16

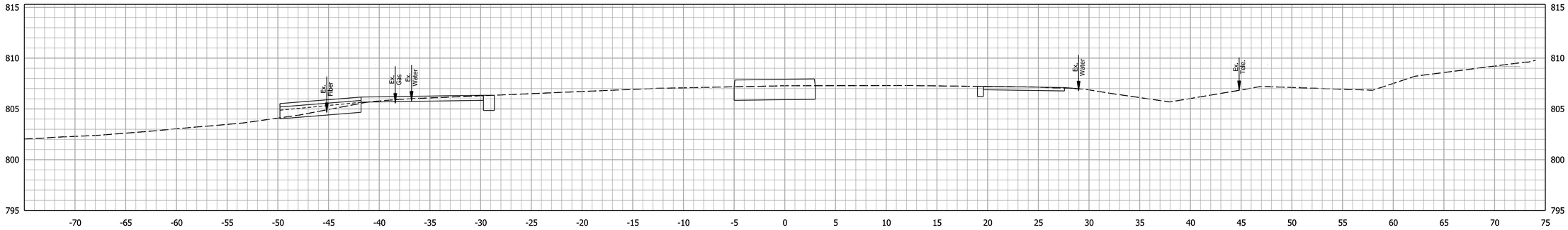
Plot: 2/20/2026 4:47 PM

RECOMMENDED FOR APPROVAL XXXXXXXXXX DESIGN ENGINEER XX/XX/2026 DATE	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE 1" = 5" / BRIDGE FILE N/A / DESIGNATION 2401595
DESIGNED: JS 03/2026 DRAWN: MM 03/2026 CHECKED: AH 03/2026 CHECKED: JS 03/2026	CROSS SECTIONS	SHEETS 14 of 15 / CONTRACT R-43028

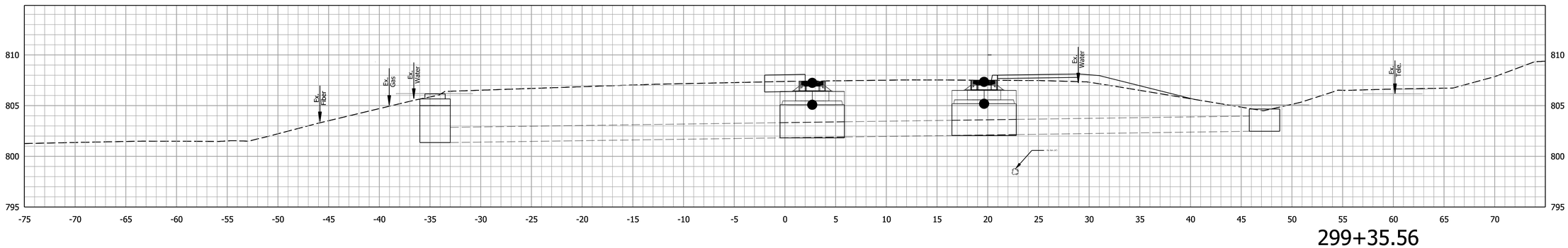
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300+32.91



299+83.14



299+35.56

Plot: 2/20/2026 4:47 PM

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RECOMMENDED FOR APPROVAL XXXXXXXXXX XX/XX/2026
DESIGN ENGINEER DATE

DESIGNED: JS 03/2026 | DRAWN: MM 03/2026

CHECKED: AH 03/2026 | CHECKED: JS 03/2026

INDIANA
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE	BRIDGE FILE
1' = 5"	N/A
	DESIGNATION
	2401595

SHEETS		
15	of	15
CONTRACT		
R-43028		

APPENDIX C

Early Coordination

Lochner egis GROUP

286 W Johnson Rd | Suite D • La Porte, IN 46350
OFFICE 312.372.7346 FAX 312.372.8208 • hwlochner.com

Sample Letter

RE: Early Coordination Letter, Des. 2401595, Pedestrian Flashing Beacons, Installed; Pine Lake Ave (US 35), City of La Porte, LaPorte County, Indiana

To Whom It May Concern:

The City of La Porte is scoped to construct three new pedestrian crossings along Pine Lake Ave, also known as US 35, within the City of La Porte, in LaPorte 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.

The project is located on Pine Lake Ave, also known as US 35, which runs concurrent with SR 39 through the southern part of the project area, within the City of La Porte in LaPorte County. At this location Pine Lake Ave is classified as *Other Principal Arterial*, with a posted speed limit of 35 miles per hour (mph). The existing 3-way intersection is signalized, with the Pine Lake Ave south approach leg consisting of two southbound (SB) receiving lanes, two northbound (NB) through lanes, and one NB right turn lane onto SR 39. The SR 39 north approach leg consists of one NB receiving lane, one SB left turn lane and one SB right turn lane. The Pine Lake Ave northwest approach leg consists of a concrete center median, two southeast bound (SEB) through lanes and two northwest bound (NWB) receiving lanes. The NWB receiving lanes merge into one lane within the project area. There are several entrances to residences, recreational, and commercial properties throughout the project area. Pine Lake is located south of the project area along with its associated boat ramp/public access site and trail within Kiwanis-Teledyne Park.

The draft need is due to the difficulty and possible risks pedestrians experience attempting to cross Pine Lake Ave within the project area. The draft purpose is to improve the safety and visibility of pedestrians crossing Pine Lake Ave as they travel between recreational and residential areas on the south side and commercial and residential properties on the north side.

Within the proposed project area there will be two areas where construction will occur. The northern construction area is located at the intersection between Pine Lake Ave and SR 39 and extends to approximately 500 feet northwest of the intersection. This location includes a new mid-block crossing approximately 450 feet northwest of the intersection, and a new intersection pedestrian crossing along the northwestern leg of the Pine Lake Ave / SR 39 intersection. Work at these locations will include new curbs and curb ramps, the installation of a median pedestrian refuge, and the placement of new crosswalk. A new riprap on geotextile turnout will be placed within the existing ROW at the southeastern terminus of the new curbing along the south side of Pine Lake Ave.

The existing center median will be extended approximately 200 feet west along Pine Lake Ave to facilitate the pedestrian refuge. Additionally, two new access points with manhole covers will be placed over an existing municipal sewer pipe within the existing pavement footprint. A new inlet associated with the center median extension will be installed with 86 feet of 15-inch pipe connecting to the existing sewer. All small structure work is confined within existing pavement limits.

The southern construction area is located approximately 120 feet southeast of Hawley St, also known as Wardner Ave or Veterans Memorial Parkway. This location spans approximately 36 feet along Pine Lake Ave. A new mid-block pedestrian crossing will be installed, including two new curb ramps and the placement of new crosswalk

pavement markings.

At both mid-block pedestrian crossings, rectangular rapid flashing beacon (RRFB) systems will be installed on each side of Pine Lake and at the median refuge. Due to a lack of sufficient lighting at the northernmost crosswalk, triggered crosswalk illuminators will be installed, which activate and deactivate with the RRFBs, to improve pedestrian and motorist visibility.

Some work outside the transportation corridor will be required at the northern construction area to connect to the existing trail within the Kiwanis-Teledyne Park, a public recreational park owned and operated by the City of La Porte. This project is expected to qualify for an exception to the Section 4(f) restrictions regarding public parks (23 CFR 774.13(g)) which allows construction activity within protected property where the use of the Section 4(f) property is solely for the purpose of enhancing an attribute of that property; it is anticipated the Official with Jurisdiction (OWJ) over the park will allow construction crews access to complete the installation of new curbing and to connect the existing sidewalks to the new curb ramp. Therefore, no further Section 4(f) evaluation is required at this time.

No new permanent or temporary ROW will be required. The preferred maintenance of traffic (MOT) plan for vehicular traffic for the northern construction area will involve a full road closure on Pine Lake Ave and an official detour expected to utilize SR 39 to US 20. The vehicular MOT for the southern construction area will utilize phased lane closures with flaggers. Pedestrian traffic will be detoured during curb ramp and sidewalk construction using temporary curb ramps, signage, and barriers. MOT planning for both vehicles and pedestrians is ongoing. The project is anticipated to begin construction in Spring 2026.

The project area is located in an urban area and land use is a mix of residential, recreational, and commercial properties. The project is anticipated to qualify for the Rangewide Programmatic Agreement for the Indiana bat and northern long-eared bat by completing the Information for Planning and Consultation (IPaC). 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.

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 Lisa Vale, Environmental Scientist, H.W. Lochner, Inc. at lvale@hwlochner.com or 219-393-8841, or Andrew Borden, Project Manager, INDOT LaPorte District at aborden1@indot.in.gov or 219-851-4481.

Thank you in advance for your input.

Sincerely,

Lisa Vale
Environmental Scientist
H.W. Lochner, Inc.

Attachments: Recipient List, Project Location Map; Topographic Map; Project Aerial Maps; Photo Log

Organization and Project Information

Organization Name: Lochner Inc.

First Name: Desirae

Last Name: Kahn

Phone: (219) 324-4903

Email: dkahn@hwlochner.com

State: IN

Zip: 46350

Destination Id: 2401595

Project Title: Pedestrian Flashing Beacons, Installed

Project Description: The project, split into northern and southern construction areas on Pine Lake Ave, is located 500 ft northwest of the SR 39 intersection and 120 feet southeast of Hawley St, respectively. Work will include the addition of three new pedestrian crossings with flashing beacons, curb ramps, curbs, sidewalk extensions, a riprap turnout, and small structure modifications.

Environmental Assessment Report

Geological Hazards:

1. Floodway
2. Moderate liquefaction potential

Mineral Resources:

1. Sand and Gravel Resource: High Potential

Active or abandoned mineral resources extraction sites:

1. Abandoned Industrial Minerals Sand Gravel Pits

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

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Metadata:

https://gisdata.in.gov/server/rest/services/Hosted/FIRM_Flood_Hazard_Zones_2023/FeatureServer/info/metadata

https://portal.igs.indiana.edu/arcgis/rest/services/Seismic_Earthquake_Liquefaction_Potential/MapServer/info/metadata/

https://portal.igs.indiana.edu/arcgis/rest/services/Industrial_Minerals_SandAndGravel_Resources/MapServer/info/metadata/

https://portal.igs.indiana.edu/arcgis/rest/services/Industrial_Minerals_SandAndGravel_Pits_Abandoned/MapServer/info/metadata/

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From: Vale, Lisa
To: Patrick, Sawyer
Subject: FW: INDOT Project Early Coordination Packet- Des 2401595 LaPorte Pine Lake Pedestrian Facility Projects
Date: Wednesday, November 19, 2025 2:42:53 PM
Attachments: image001.png
Outlook-3wz12hdz.png

From: Lamb, Patrick A <PLamb@indot.IN.gov>
Sent: Monday, November 10, 2025 1:03 PM
To: Vale, Lisa <lvale@hwlochner.com>
Subject: Re: INDOT Project Early Coordination Packet- Des 2401595 LaPorte Pine Lake Pedestrian Facility Projects

[EXTERNAL EMAIL]

Hello Lisa!

The project site is roughly 19,350 ft from the nearest public-use airport. If any structure or equipment, temporary or permanent in any configuration is taller than 185 feet please follow up with our office.

Hope this helps!

Patrick Lamb
Aviation Program Manager

Indiana Department of Transportation

Central Office

Mobile: (317) 495-4875

Email: plamb@indot.in.gov

THIS IS NOT A PERMIT

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

DNR#: ER-27919

Request Received: November 10, 2025

Requestor:
Lisa Vale
HW Lochner, Inc
286 West Johnson Road, Suite D
La Porte, IN 46350

Project:
US 35 (Pine Lake Avenue) pedestrian crossing installation at three locations, City of La Porte; Des #2401595

County/Site Info: LaPorte County

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

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

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

Natural Heritage Database:
The Natural Heritage Program's data have been checked. The Division of Nature Preserves does not anticipate any significant impacts to the below-listed communities or flora. The following have been documented within 0.5 miles of the project area:

Location 1 & 2

Plants
Branching Bur-reed (Sparganium androcladum), State threatened
Flatleaf Pondweed (Potamogeton robbinsii), State threatened
Slender Water-milfoil (Myriophyllum tenellum), State endangered
Thread-like Naiad (Najas gracillima), State threatened

Fish
Lake Sturgeon (Acipenser fulvescens), State endangered

Location 3

Plants
Branching Bur-reed (Sparganium androcladum), State threatened
Flatleaf Pondweed (Potamogeton robbinsii), State threatened
Fries' Pondweed (Potamogeton friesii), State endangered

White-stem Pondweed (Potamogeton praelongus), State threatened

Mollusk
Swamp Stagnalis (Lymnaea stagnalis), State special concern

Fish
Lake Sturgeon (Acipenser fulvescens), State endangered

Fish and 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:

A) Heritage Species
The Division of Fish and Wildlife does not expect negative impacts to these species due to this project.

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 that are not currently mowed and maintained with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in currently mowed areas only.
2. Minimize and contain within the project limits all tree and brush clearing.
3. Do not cut any trees suitable for Indiana Bat or Northern Long-eared Bat roosting (3 inches or greater diameter-at-breast height, 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 waterbody or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
5. If erosion control blankets are used, they shall be heavy-duty, biodegradable, and net free or use loose-woven/Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.
6. Replace each mature tree removed (trees that are 10" diameter-at-breast height/dbh or larger) with 2 native trees of 3-gallon stock or larger.

Contact Staff:
Our agency appreciates this opportunity to be of service. Please contact me at eadkins@dnr.IN.gov or (317) 234-2719 if we can be of further assistance.

Elizabeth Adkins **Date:** December 10, 2025
Elizabeth Adkins
Environmental Program Coordinator
Division of Fish, Wildlife, and Nature Preserves

From:	Vale, Lisa
To:	Patrick, Sawyer
Subject:	FW: [EXTERNAL]INDOT Project Early Coordination Packet- Des 2401595 LaPorte Pine Lake Pedestrian Facility Projects
Date:	Tuesday, February 24, 2026 5:08:37 PM
Attachments:	image001.png

From: South, John <jsouth@laporteco.in.gov>
Sent: Monday, November 10, 2025 1:41 PM
To: Vale, Lisa <lvale@hwlochner.com>
Cc: mitznerfarms@hotmail.com; Gramarossa, Connie <cgramarossa@laporteco.in.gov>
Subject: Re: [EXTERNAL]INDOT Project Early Coordination Packet- Des 2401595 LaPorte Pine Lake Pedestrian Facility Projects

[EXTERNAL EMAIL]

Hello Lisa,

There are no regulated drains, near or within, the project area for Des. 2401595 pedestrian crossing projects located on Pine Lake Ave in LaPorte County. No permits will be required from the La Porte County Drainage Board.

Thank you

John R South
Party Chief
La Porte County Drainage Board
813 Lincolnway, Room 210/211
La Porte, Indiana 46350
(219) 326-6808 X2285
Mobile: 219-575-0709
jsouth@laporteco.in.gov

Due to the nature of the work performed by the staff, occasionally there are times when no one will be in the office. Please call before making a special trip.

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: 11/24/2025 21:06:09 UTC
Project Code: 2026-0019683
Project Name: Des. 2401595 - Pine Lake Avenue Pedestrian Flashing Beacons, Installed, LaPorte County

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:

To Whom It May Concern:

The purpose of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.), 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.

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 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 Act.

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 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. You can complete this verification formally or informally or request an updated list by visiting the IPaC website at regular intervals during project planning and implementation.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at Midwest Section 7 Technical Assistance | U.S. Fish & Wildlife Service. This website contains step-by-step instructions to help you determine if your project will have an adverse effect on listed species and to lead you through the Section 7 process.?

We appreciate your concern for threatened and endangered species. Federal agencies should 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.

Other Trust Resources and Activities?

Bald and Golden Eagles?- Although the bald eagle has been removed from the endangered species list, this species and the golden eagle are protected by the Bald and Golden Eagle Act and the Migratory Bird Treaty Act. It is the responsibility of the project proponent to survey the area for any migratory bird nests. If there is an eagle nest on-site while work is on-going, eagles may be disturbed. We recommend avoiding and minimizing disturbance to eagles whenever practicable. If you cannot avoid eagle disturbance, you may seek a?permit. A?nest take permit?is always required for removal, relocation, or obstruction of an eagle nest. For communication and wind energy projects, please refer to additional guidelines below.?

Migratory Birds?- The Migratory Bird Treaty Act (MBTA) prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when specifically authorized by the Service. The Service has the responsibility under the MBTA to proactively prevent the mortality of migratory birds whenever possible and we encourage implementation of?recommendations that minimize potential impacts to migratory birds. Such measures include clearing forested habitat outside the nesting season (generally March 1 to August 31) or conducting nest surveys prior to clearing to avoid injury to eggs or nestlings.?

Communication Towers?- Construction of new communications towers (including radio, television, cellular, and microwave) creates a potentially significant impact on migratory birds, especially some 350 species of night-migrating birds. However, the Service has developed? voluntary guidelines for minimizing impacts.?

Transmission Lines?- Migratory birds, especially large species with long wingspans, heavy bodies, and poor maneuverability can also collide with power lines. In addition, mortality can occur when birds, particularly hawks, eagles, kites, falcons, and owls, attempt to perch on uninsulated or unguarded power poles. To minimize these risks, please?refer to?guidelines? developed by the Avian Power Line Interaction Committee and the Service. Implementation of these measures is especially important along sections of lines adjacent to wetlands or other areas that support large numbers of raptors and migratory birds.?

Wind Energy?- To minimize impacts to migratory birds and bats, wind energy projects should follow the Service’s?Wind Energy Guidelines. In addition, please refer to the Service's?Eagle Conservation Plan Guidance, which provides guidance for conserving bald and golden eagles in the course of siting, constructing, and operating wind energy facilities.

Attachment(s):

- Official Species List
- Bald & Golden Eagles
- 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: 2026-0019683
Project Name: Des. 2401595 - Pine Lake Avenue Pedestrian Flashing Beacons, Installed, LaPorte County
Project Type: Road/Hwy - Maintenance/Modification
Project Description: Des. 2401595 is a pedestrian crossing project involving Pine Lake Avenue, also known as US 35, in the City of La Porte, within LaPorte County, Indiana. The project is split into two construction areas: the northern construction area begins approximately 500 feet north of the intersection with SR 39 and extends south of the intersection, and the southern construction area is approximately 120 feet southeast of Hawley Street, also known as Wardner Avenue or Veterans Memorial Parkway.

The proposed scope of work is to install three new pedestrian crossings and associated safety features to improve the safety and visibility of pedestrians crossing Pine Lake Avenue. Two midblock crossings will be installed approximately 450 feet north of SR 39 and 120 feet south of Hawley Street; one new intersection crossing will be installed across the western leg of the SR 39 / Pine Lake Avenue intersection. Both midblock crossings will include two or three rectangular rapid flashing beacons (RRFB) as appropriate, and all crossings will include new curbs, curb ramps, sidewalk extensions, and pavement markings. Due to a lack of sufficient lighting in the immediate vicinity of the northernmost crosswalk, the RRFBs installed at this crossing will include triggered crosswalk illuminators.

An existing concrete median along Pine Lake Avenue north of the SR 39 intersection will be extended 200 feet west to facilitate a pedestrian refuge. Additionally, two new access points will be placed over an existing municipal sewer pipe within the existing pavement footprint. A new inlet associated with the center median extension will be installed with 86 feet of 15-inch pipe connecting to the existing sewer. All small structure work is confined within existing pavement limits.

There is suitable summer habitat adjacent to the project area. No tree clearing or trimming will be necessary. Temporary lighting may be utilized if nighttime work is required. New permanent lighting will be added in the form of Dark sky-compliant triggered crosswalk illuminators, which will activate and deactivate with the RRFB system to improve pedestrian and motorist visibility. Additionally, new flashing signals will be installed at both midblock crossings; the RRFBs will flash when activated by crossing pedestrians and deactivate after a short interval. Impacts from new lighting have been minimized to the fullest extent possible. The current scope represents the minimum necessary

lighting to create safe pedestrian crossings at each location. A review of the USFWS database for Indiana bat, Northern long-eared bat, and Tricolored bat completed on November 19, 2025 by INDOT LaPorte District determined there are no roosting, hibernacula, or capture sites in or within 0.5 mile of the project area. Construction is anticipated to begin Summer 2026.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@41.6322292,-86.7394403602247,14z



Counties: LaPorte 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 Fisheries[1], 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.

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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 *Myotis sodalis* 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 *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered

BIRDS

NAME	STATUS
Whooping Crane *Grus americana* 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

CLAMS

NAME	STATUS
Salamander Mussel *Simpsonaias ambigua* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6208	Proposed Endangered

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

CRITICAL HABITATS

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

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act [2] and the Migratory Bird Treaty Act (MBTA) [1]. Any person or organization who plans or conducts

activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

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

There are Bald Eagles and/or Golden Eagles in your project area.

Measures for Proactively Minimizing Eagle Impacts
For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the National Bald Eagle Management Guidelines. You may employ the timing and activity-specific distance recommendations in this document when designing your project/ activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to Bald Eagle Nesting and Sensitivity to Human Activity.

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

If disturbance or take of eagles cannot be avoided, an incidental take permit may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the Do I Need A Permit Tool. For assistance making this determination for golden eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

Ensure Your Eagle List is Accurate and Complete
If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information on Migratory Birds and Eagles, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* 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/1626	Breeds Dec 1 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 "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

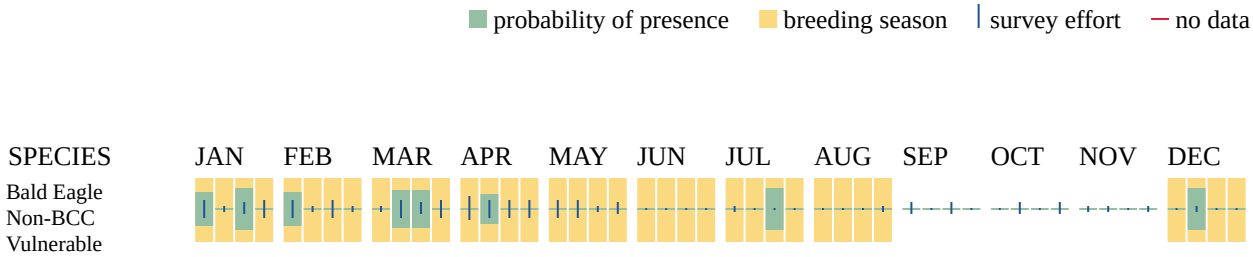
Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service).

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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)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Golden-plover *Pluvialis dominica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10561	Breeds elsewhere
Bald Eagle *Haliaeetus leucocephalus* 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/1626	Breeds Dec 1 to Aug 31
Black Tern *Chlidonias niger surinamenisis* 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
Canada Warbler *Cardellina canadensis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9643	Breeds May 20 to Aug 10
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Lesser Yellowlegs *Tringa flavipes* 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

NAME	BREEDING SEASON
Pectoral Sandpiper *Calidris melanotos* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9561	Breeds elsewhere
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10
Ruddy Turnstone *Arenaria interpres morinella* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/10633	Breeds elsewhere
Semipalmated Sandpiper *Calidris pusilla* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9603	Breeds elsewhere
Wood Thrush *Hylocichla mustelina* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	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 "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

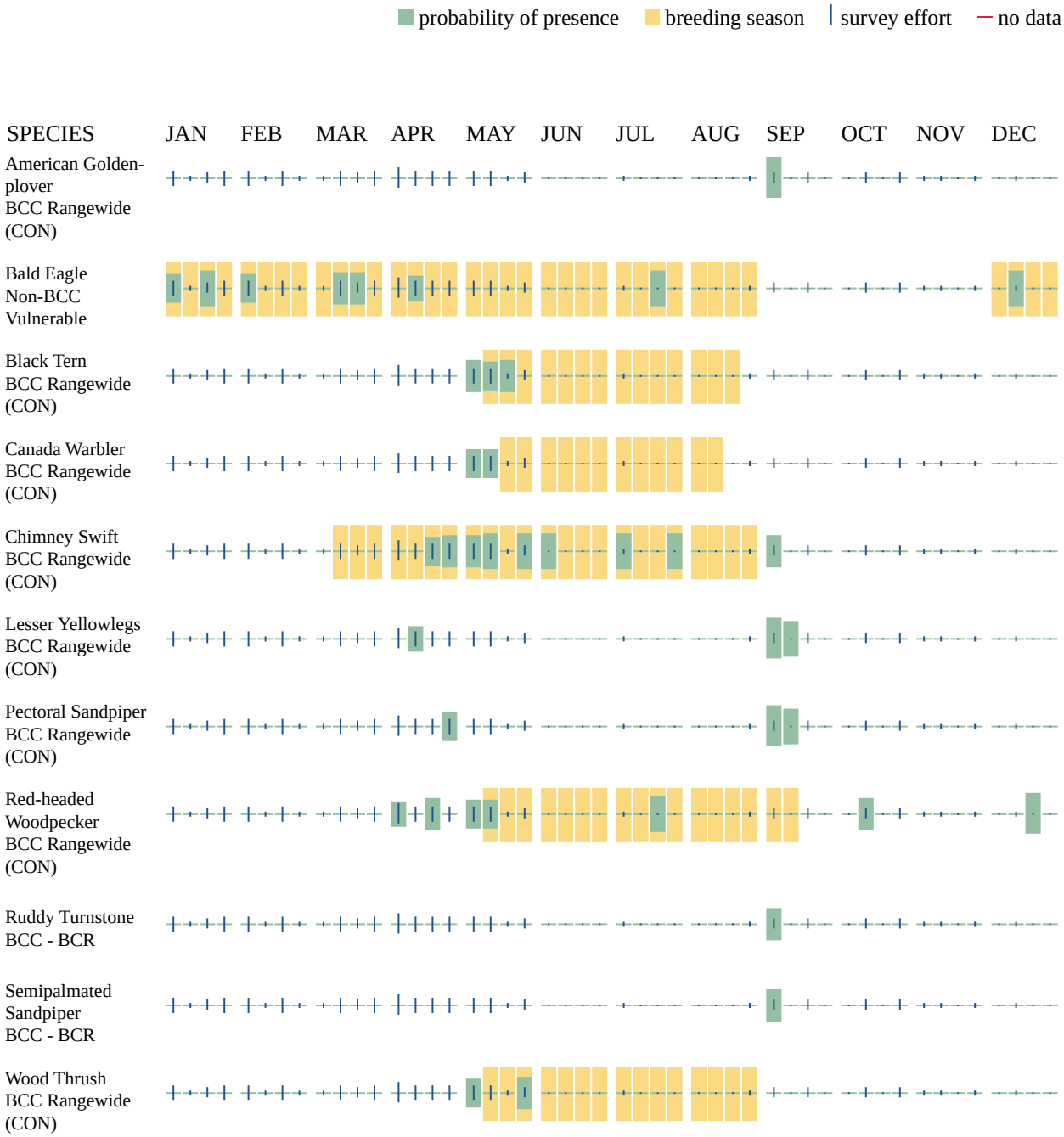
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Additional information can be found using the following links:

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- Nationwide avoidance and minimization measures for birds

- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

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

Agency: H.W. Lochner, Inc.
Name: Desirae Kahn
Address: 286 W Johnson Rd Suite D
City: La Porte
State: IN
Zip: 46350
Email dkahn@hwlochner.com
Phone: 2193244903

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: 12/04/2025 13:21:40 UTC
Project code: 2026-0019683
Project Name: Des. 2401595 - Pine Lake Avenue Pedestrian Flashing Beacons, Installed, LaPorte County

Subject: Not Likely to Adversely Affect Concurrence verification letter for the 'Des. 2401595 - Pine Lake Avenue Pedestrian Flashing Beacons, Installed, LaPorte County' project under the December 13, 2024, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat, Northern Long-eared Bat, and Tricolored Bat.

To whom it may concern:

This letter records the determination of effects to federally listed (or proposed) bat species anticipated to result from the Des. 2401595 - Pine Lake Avenue Pedestrian Flashing Beacons, Installed, LaPorte County (the Project). This determination is based upon information you entered into the assisted determination key (Dkey) associated with the above referenced Programmatic Biological Opinion/Conference Opinion (PBO/PCO) in the U.S. Fish and Wildlife Service's (Service) Information for Planning and Consultation (IPaC) system on the date listed above to verify that the Project may rely on the concurrence provided in the PBO/PCO to satisfy requirements under section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (16 USC 1536), as amended.

Ensuring Accurate Determinations When Using IPaC:

The Service developed the IPaC system and this Dkey in accordance with the ESA and based on the PBO/PCO. All information submitted by the project proponent into IPaC must accurately represent the full scope and details of the Project.

Failure to accurately represent or implement the Project as detailed in the Dkey invalidates this letter. Answers to certain questions in the Dkey commit the project proponent to implementation of conservation measures that must be followed for the ESA determinations to remain valid. Carefully review this letter, your ESA requirements are <u>NOT</u> yet complete.

Determinations:

Based on the information you provided (Project Description shown below), you have determined that the Project is within the scope and adheres to the criteria of the PBO/PCO, including the adoption of applicable avoidance and minimization measures. Based on your IPaC submission and the PBO/PCO, the Project is consistent with the following effect determinations:

Species	Listing Status	Determination
Indiana Bat (*Myotis sodalis*)	Endangered	NLAA
Northern Long-eared Bat (*Myotis septentrionalis*)	Endangered	NLAA

The tricolored bat is proposed for listing as endangered under the ESA, but not yet listed. For actions that may affect a proposed species, agencies cannot consult, but they can confer under the authority of section 7(a)(4) of the ESA. Such conferences can follow the procedures for a consultation and be adopted as such if the proposed species is listed. Should the tricolored bat be listed, agencies must review projects that are not yet complete, or projects with ongoing effects within the tricolored bat range that previously received a no effect or not likely to adversely affect (NLAA) determination from the key to confirm that the determination is still accurate.

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Project does not meet the criteria for a NLAA determination under the PBO/PCO. **If the Service does <u>not</u> notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Project under the terms of the NLAA concurrence provided in the PBO/PCO**. 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/PCO.

If the Project is modified, or new information reveals that it may affect the Indiana bat, northern long-eared bat, or tricolored bat in a manner or to an extent not considered in the PBO/PCO, further review to conclude the requirements of ESA section 7(a)(2) may be required.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities:

If your initial bridge, culvert, or structure assessment failed to detect Indiana bat, northern long-eared bat, or tricolored bat use or occupancy, yet bats are later detected prior to, or during construction, promptly notify the local Service Field Office within 2 working days of the discovery. In addition, please document whether incidental take occurred, and if so, the type (i.e. kill or harm) and amount (i.e. number of individuals) and submit documentation to the local Service Field Office within 5 working days from the completion of the bridge, culvert, or structure construction (use Appendix E - Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form in the User's Guide). In these instances, potential incidental take of Indiana bats, northern long-eared bats, or tricolored bats may be exempted provided that the take is reported to the Service. In these instances, potential incidental take of Indiana bats, northern long-eared bats, or tricolored bats may be exempted provided that the take is reported to the Service.

If the Project may affect any other federally listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Field Office is required for those species/designated critical habitat. If the Project 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 advise the lead Federal action agency to contact this Service Field Office

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

- Monarch Butterfly *Danaus plexippus* Proposed Threatened
- Salamander Mussel *Simpsonaias ambigua* Proposed Endangered
- Whooping Crane *Grus americana* Experimental Population, Non-Essential

PROJECT DESCRIPTION

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

NAME

Des. 2401595 - Pine Lake Avenue Pedestrian Flashing Beacons, Installed, LaPorte County

DESCRIPTION

Des. 2401595 is a pedestrian crossing project involving Pine Lake Avenue, also known as US 35, in the City of La Porte, within LaPorte County, Indiana. The project is split into two construction areas: the northern construction area begins approximately 500 feet north of the intersection with SR 39 and extends south of the intersection, and the southern construction area is approximately 120 feet southeast of Hawley Street, also known as Wardner Avenue or Veterans Memorial Parkway.

The proposed scope of work is to install three new pedestrian crossings and associated safety features to improve the safety and visibility of pedestrians crossing Pine Lake Avenue. Two midblock crossings will be installed approximately 450 feet north of SR 39 and 120 feet south of Hawley Street; one new intersection crossing will be installed across the western leg of the SR 39 / Pine Lake Avenue intersection. Both midblock crossings will include two or three rectangular rapid flashing beacons (RRFB) as appropriate, and all crossings will include new curbs, curb ramps, sidewalk extensions, and pavement markings. Due to a lack of sufficient lighting in the immediate vicinity of the northernmost crosswalk, the RRFBs installed at this crossing will include triggered crosswalk illuminators.

An existing concrete median along Pine Lake Avenue north of the SR 39 intersection will be extended 200 feet west to facilitate a pedestrian refuge. Additionally, two new access points will be placed over an existing municipal sewer pipe within the existing pavement footprint. A new inlet associated with the center median extension will be installed with 86 feet of 15-inch pipe connecting to the existing sewer. All small structure work is confined within existing pavement limits.

There is suitable summer habitat adjacent to the project area. No tree clearing or trimming will be necessary. Temporary lighting may be utilized if nighttime work is required. New permanent lighting will be added in the form of Dark sky-compliant triggered crosswalk illuminators, which will activate and deactivate with the RRFB system to improve pedestrian and motorist visibility. Additionally, new flashing signals will be installed at both midblock crossings; the RRFBs will flash when activated by crossing pedestrians and deactivate after a short interval. Impacts from new lighting have been minimized to the fullest extent possible. The current scope represents the minimum necessary lighting to create safe pedestrian crossings at each location. A review of the USFWS database for Indiana bat, Northern long-eared bat, and Tricolored bat completed on November 19, 2025 by INDOT LaPorte District determined there are no roosting, hibernacula, or capture sites in or within 0.5 mile of the project area. Construction is anticipated to begin Summer 2026.

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@41.6322292,-86.7394403602247,14z



DETERMINATION KEY RESULT

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the Indiana bat, northern long-eared bat or tricolored 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 Programmatic Biological Opinion/Conference Opinion for Transportation Projects in the Range of the Indiana bat, northern long-eared bat, and tricolored bat, dated December 13, 2024.

QUALIFICATION INTERVIEW

1. Which Federal Agency is the lead federal agency the action?

   A) Federal Highway Administration (FHWA)

2. Does the Action Area intersect the species list area of the Northern long-eared bat?

   Automatically answered
   Yes

3. Does the Action Area intersect the species list area of the Indiana bat?

   Automatically answered
   Yes

4. Is the project within 0.5 miles radius of an entrance/opening to any known Indiana bat hibernaculum?

   No

5. [Semantic] Is any portion of the action area within a 0.5 mile radius of an entrance/opening to any known NLEB or TCB hibernacula?

   Note: The map queried for this question contains proprietary information and cannot be displayed. If you need additional information, please contact the Field Office listed in the letterhead of this letter.

   Automatically answered
   No

6. Does your project's activities include raising the road profile above the tree canopy in documented habitat for the Indiana bat, NLEB, or TCB?

   Note: For the definition of documented habitat, refer to Appendix A: https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat

   No

7. Is your project located within a karst area?

   No

8. Will the project include bridge, culvert, or structure removal, replacement, and/or alteration activities?

   Note: For definitions of bridge, culvert, and structure, refer to Appendix A: https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat.

   No

9. Do your project's activities involve tree removal/trimming, temporary lighting, new/additional permanent lighting, ground disturbance, percussives that involves noise/vibration above existing background levels, vibrations, or slash pile burning?

   Yes

10. Is there suitable summer habitat for the Indiana bat, NLEB, or TCB within the project action area?

    Note: See the Service's summer survey guidance for current definitions of suitable habitat [https://www.fws.gov/midwest/endangered/mammals/inba/inbasummersurveyguidance.html].

    Yes

11. Have P/A surveys for the Indiana bat, NLEB, or TCB been conducted within the suitable summer habitat located within your project action area? This refers to mist-netting or acoustic surveys, not bridge assessments.

    Note: See the Service's survey guidance https://www.fws.gov/midwest/endangered/mammals/inba/inbasummersurveyguidance.html

    No

12. Will the project involve the removal or trimming of trees within suitable habitat for the Indiana bat, NLEB, or TCB?

    No

13. Does your project include activities involving the temporary or permanent exclusion of Indiana bats, NLEBs, or TCBs from a bridge/culvert or structure that is occupied by a large number of covered bats (>5)?

    Note: exclusion is conducted to deny bats' entry or reentry into a bridge/culvert or structure. To be effective and to avoid harming bats, it should be done according to established standards. Coordinate with the local Service Field Office for additional assistance.

    No

14. Does your project involve the use of temporary lighting within Indiana bat, NLEB, or TCB suitable habitat?

    Note: For the definition of lighting, refer to Appendix A: https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat

    Yes

15. Will the use of temporary lighting be conducted during the Indiana bat, NLEB, or TCB active season?

    Yes

16. Will temporary lighting be directed away from Indiana bat, NLEB, or TCB suitable habitat)?

    Yes

17. Will the project substantially increase baseline light conditions via the use of permanent lighting (replacement or new/additional) in suitable habitat.

    Yes

18. When installing new/additional permanent lighting, can downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting) be used?

    Yes

19. Will your project include percussive activities?

    Note: Refer to Stressor #2 Noise/Vibration on page 109 of the PBO/PCO.

    Yes

20. Are the percussive activities only related to tree removal/trimming or bridge/culvert structural work?

    No

21. Will the percussive activities involve noise/vibration above existing background levels?

    Note: For example, pile driving, rock drilling, hoe ramming, jackhammering, and blasting are examples of percussive activities that cause noise/vibration above existing background levels

    Yes

22. Will percussive activities that involve noise/vibration above existing background levels be conducted during the **bat active season**?

    Yes

23. Will the percussive activities that involve noise/vibration above existing background levels be conducted **greater than 100 feet** from the road or rail surface?

    No

24. Will the project include **bridge** removal, replacement, and/or alteration activities?

    No

25. Does the project include **culvert** removal, replacement, and/or alteration activities?

    No

26. Does the project include **structure** removal, replacement, and/or alteration activities?

    No

27. Does the Action Area intersect the species list area of the Indiana bat?

    Automatically answered
    Yes

28. Does the Action Area intersect the species list area of the tricolored Bat (TCB)?

    Automatically answered
    No

29. Does the Action Area intersect the species list area of the northern long-eared bat (NLEB)?

    Automatically answered
    Yes

PROJECT QUESTIONNAIRE

1. Have you made a No Effect determinations for all other species included on the FWS IPaC generated species list?

   Yes

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

   No

AVOIDANCE AND MINIMIZATION MEASURES (AMMS)

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

GAMM1

Ensure all operators, employees, and contractors working in areas of Indiana bat, NLEB, or TCB suitable habitat are aware of all Transportation Agency environmental commitments, including all applicable AMMs.

LAMM1

Direct temporary lighting away from suitable habitat during the active season

LAMM2

When installing new/additional permanent lighting or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those Transportation Agencies using the Backlight Uplight and Glare (BUG) system developed by the Illuminating Engineering Society, the project should be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. http://www.escolighting.com/PDFfiles/BUG_rating.pdf

DETERMINATION KEY DESCRIPTION: FHWA, FRA, FTA PROGRAMMATIC CONSULTATION FOR TRANSPORTATION PROJECTS AFFECTING IBAT, NLEB, OR TCB

This key was last updated in IPaC on September 11, 2025. 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) and may affect the federally listed endangered Indiana bat (*Myotis sodalis*), northern long-eared bat (*Myotis septentrionalis*), and/or federally proposed endangered tricolored bat (*Perimyotis subflavus*).

This decision key should only be used to verify project applicability with the Service's Programmatic Biological Opinion/Conference Opinion for Transportation Projects in the Range of the Indiana bat, northern long-eared bat, and tricolored bat, dated December 13, 2024. The programmatic consultation limited transportation activities that may affect the covered bat species and addresses situations that are both likely and not likely to adversely affect the covered bat species. This decision key will assist in identifying the effect of a specific project/activity and the applicability of the programmatic consultation. The programmatic consultation is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic consultation, or that may affect ESA-listed species other than the Indiana bat, northern long-eared bat, or tricolored bat, or their designated critical habitat, may require additional ESA Section 7 consultation.

IPAC USER CONTACT INFORMATION

Agency: Indiana Department of Transportation
Name: Julina Adams
Address: 315 E Boyd Blvd
City: LaPorte
State: IN
Zip: 46350
Email juadams1@indot.in.gov
Phone: 2193257531

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

You have indicated that your project falls under or receives funding through the following special project authorities:

- BIPARTISAN INFRASTRUCTURE LAW (BIL) (OTHER)

APPENDIX D

Section 106 of the NHPA

Minor Projects PA Project Submittal and Assessment Form

SECTION 1

Submittal of this form is only required for projects where Category B applies. Projects qualifying under Category A do not require submittal of this form. SECTION 2 (for Conditions of Category B-1 for curb/sidewalk) or SECTION 3 (for Conditions of Category B-9 for drainage structures) may be required as determined by INDOT-Cultural Resources Office (INDOT-CRO) review. INDOT-CRO will notify applicant if the Minor Projects PA does not apply.

Part I: Project Information-Completed by Applicant (Consultant/PM/Project Sponsor/INDOT District Staff)*

**A qualified professional historian (QP) is not required to complete Part I. INDOT-CRO staff will be responsible for completion of Part II.*

Original Submission Date: August 8, 2025 **Amended Submission Date*:** September 23, 2025

Consult with INDOT-CRO to determine whether an amendment is required. For revisions/updates to original form, please detail in applicable sections below.* ***Please use red font to distinguish the revisions/updates.*

Submitted By (Provide Name and Firm/Organization):

Haley Receveur
Metric Environmental, LLC
6958 Hillsdale Ct.
Indianapolis, IN 46250
317-981-2687
haleyr@metricenv.com

Lisa Vale
H.W. Lochner
286 W. Johnson Rd., Suite D
La Porte, IN 46350
lvale@hwlochner.com

Project Designation Number: 2401595

Route Number: Pine Lake Avenue (Ave)

Feature crossed (if applicable):

City/Township: City of LaPorte/Center Township **County:** LaPorte County

Project Description: The proposed project, sponsored by the City of La Porte, involves constructing three new pedestrian crossings across Pine Lake Ave at various locations in the City of La Porte, Center Township, LaPorte County, Indiana. The project spans a net length of approximately 400 feet along Pine Lake Ave. Work is anticipated to include the construction of three new curb ramps, the installation of five rectangular rapid flashing beacon (RRFB) systems across two locations, the placement of new crosswalk pavement markings, and two new sidewalks.

Pine Lake Ave, which is also known as United States Highway (US) 35 throughout and State Road (SR) 39 through portions of the project area, is classified as a four-lane Other Principal Arterial roadway. Lane configuration varies throughout the project area, but most frequently consists of two approx. 12-foot travel lanes both northbound and southbound. A concrete median extends 180 ft northwest of the SR 39 / Pine Lake Ave intersection. There is an intermittent gutter system within the project corridor, and existing sidewalks or multi-use trails along both sides of Pine Lake Ave throughout. The project area is located in an urban area and land use is a mix of residential, recreational, and commercial properties throughout the project area. The posted speed limit within the project area is 35 miles per hour (MPH).

The need for this project stems from the difficulty and possible risks pedestrians experience attempting to cross Pine Lake Ave within the project area. The purpose of this project is to improve the safety and visibility of pedestrians crossing Pine Lake Ave to travel between recreational areas and/or residential/commercial areas.

The proposed alternative is split between two construction areas. The northern construction area is approximately 500 feet north of SR 39 and extends south to the intersection of Pine Lake Ave and SR 39. This location includes

a new mid-block crossing approximately 450 feet north of SR 39, and a new intersection pedestrian crossing along the northwestern leg of the Pine Lake Ave / SR 39 intersection. Work at these locations will include new curbing and curb ramps with sidewalk extensions connecting to the existing trail south of the project area, the installation of a median pedestrian refuge, and the placement of new crosswalk and travel lane pavement markings. A new riprap on geotextile turnout will be placed within the existing ROW at the southeastern terminus of the new curbing along the south side of Pine Lake Ave.

The existing center median will be extended approximately 200 feet west along Pine Lake Ave to facilitate the pedestrian refuge. Additionally, two new access points with manhole covers will be placed over an existing municipal sewer pipe within the existing pavement footprint. A new inlet associated with the center median extension will be installed with 86 feet of 15-inch pipe connecting to the existing sewer. All small structure work is confined within existing pavement limits.

The southern construction area is located approximately 120 feet southeast of Hawley St, also known as Wardner Ave. This location spans approximately 36 feet along Pine Lake Ave. A new mid-block pedestrian crossing will be installed, including two new curb ramps and the placement of new crosswalk pavement markings.

At both mid-block pedestrian crossings, rectangular rapid flashing beacon (RRFB) systems will be installed on each side of Pine Lake and at the median refuge, as applicable. Due to a lack of sufficient lighting in the immediate vicinity of the northernmost crosswalk, the RRFBs installed at this crossing will include triggered crosswalk illuminators. Triggered illuminators are pedestrian lighting that activate with the RRFBs to improve pedestrian and motorist visibility in dark conditions. The illuminators deactivate with the RRFBs and remain dark until triggered.

Some work outside the transportation corridor will be required at the northern construction area to connect to the existing trail within the Kiwanis-Teledyne Park, a public recreational park owned and operated by the City of La Porte. This project is expected to qualify for an exception to the Section 4(f) restrictions regarding public parks (23 CFR 774.13(g)) which allows construction activity within protected property where the use of the Section 4(f) property is solely for the purpose of enhancing an attribute of that property; it is anticipated the Official with Jurisdiction (OWJ) over the park will allow construction crews access to complete the installation of new curbing and to connect the existing trail to the new curb ramp. Therefore, no further Section 4(f) evaluation is required.

No new permanent or temporary ROW will be required. The preferred maintenance of traffic (MOT) plan for vehicular traffic for this project involves phased construction with each construction area. For pedestrian traffic, during each phase of construction, the sidewalk adjacent to the applicable curb ramp will be closed and pedestrians will be detoured to the opposite side of Pine Lake Ave using temporary curb ramps, temporary signing, and temporary barriers.

If the project includes any curb, curb ramp, or sidewalk work, please specify the location(s) of such work:
New curbing and ADA-compliant curb ramps will be installed at each of the three crossings at both the north and south sides of Pine Lake Ave at the following locations:

- 120 feet southeast of Hawley St
- 450 feet northwest of SR 39 (including the pedestrian refuge)
- The northwestern leg of the Pine Lake Ave / SR 39 intersection

Two new sidewalks will be installed on the south side of Pine Lake Ave. within the northern construction area, connecting the two northern curb ramps to the existing trail that crosses Kiwanis-Teledyne Park. The mid-block crossing will connect to an existing paved parking area/boat launch, and the sidewalk will run immediately adjacent to the paved area on the southern side. The intersection crossing sidewalk will extend north within transportation ROW to a previously paved area of the park approx. 30 feet north of the intersection to minimize disturbance within the park.

For bridge or small structure projects, please list feature crossed, structure number, NBI number, and structure type: Two new access points with manhole covers will be installed on the existing municipal sewer line within the project area. A new inlet and drainage pipe will be installed adjacent to the new median; 86 feet of 15-inch pipe will connect the inlet to the municipal sewer at one of the new access points. All other structures within the project area will remain in place.

For bridge projects, is the bridge included in INDOT's Historic Bridge Inventory (https://www.in.gov/indot/2531.htm)?

☐ **Yes** ☐ **No**

If yes, did the inventory determine the bridge eligible for or listed in the National Register of Historic Places? Please provide page # of entry in Historic Bridge Inventory.

☐ **Yes** ☐ **No**

Inventory Page #_____

Will there be right-of-way acquisition as part of this project?

☐ **Yes** ☒ **No**

If yes was checked above, please check all that apply:

☐ **Permanent** ☐ **Temporary** ☐ **Reacquisition**

If applicable, identify right-of-way acquisition locations in text below and in attached mapping. Please specify how much (both temporary and permanent) and indicate what activities are included in the proposed right-of-way:

Is there *any* potential for additional temporary right-of-way to be needed later for purposes such as access, staging, etc.?

☐ **Yes** ☒ **No**

Archaeology (check one):

☒ **All proposed activities are presumed to occur in previously disturbed soils.***
**INDOT-CRO will notify you if project area includes undisturbed soils and requires an archaeological reconnaissance.*

☐ **Project takes place in undisturbed soils and the archaeology report is included with the submission.***
**If an archaeology report is required, the Minor Projects PA Form will not be finalized until the report is reviewed and approved by INDOT-CRO. For INDOT-sponsored projects, INDOT-CRO may be able to complete the archaeological investigation. If you would like to request that INDOT-CRO complete an archaeological investigation, please contact the INDOT-CRO Archaeology Team Lead. See CRM Pt. 1 Ch. 3 for current contact information.*

Please specify all applicable categories and condition(s) (INDOT will highlight applicable conditions in yellow**):**

B-1. Replacement, repair, or installation of curbs, curb ramps, or sidewalks, including when such projects are associated with roadway work such as surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking, under the following conditions ***[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]***:

Condition A (Archaeological Resources)

One of the two conditions listed below must be satisfied *(EITHER Condition i or Condition ii must be satisfied)*:

i. Work occurs in previously disturbed soils; *OR*

ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the Division of Historic Preservation and Archaeology (DHPA) and any archaeological site form information will be entered directly into the State Historic Architectural and Archaeological Database (SHAARD) by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE**.**

Condition B (Above-Ground Resources)

One of the two conditions listed below must be satisfied *(EITHER Condition i or Condition ii must be satisfied)*:

i. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *OR*

ii. Work occurs adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource under one of the two additional conditions listed below *(EITHER Condition a OR Condition b must be met and field work and documentation must be completed as described below)*:

a. No unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and historic brick or stone retaining walls are present in the project area adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *OR*

b. Unusual features, including but not limited to historic brick or stone sidewalks curbs or curb ramps, stepped or elevated sidewalks and historic brick or stone retaining walls are present in the project area adjacent to or within a National Register-listed or National Register-eligible individual above-ground resource or district and ANY ONE of the conditions *(1, 2, or 3)* listed below must be fulfilled:

1. Unusual features described above will not be impacted by the project. Firm commitments regarding the avoidance of these features must be listed in the MPPA determination form and the NEPA document and must be entered into the INDOT Project Commitments Database. These projects will also be flagged for quality assurance reviews by INDOT Cultural Resources Office during/after project construction.
2. Unusual features described above have been determined not to contribute to the significance of the historic resource by INDOT Cultural Resources Office in consultation with the SHPO based on an analysis and justification prepared by their staff or review of such information from other qualified professional historians.
3. Impacts to unusual features described above have been determined by INDOT Cultural Resources Office to be so minimal that they do not diminish any of the characteristics that contribute to the significance of the historic resource, based on an analysis and justification prepared by their staff or review of such information from other qualified professional historians.

B-2. Installation of new lighting, signals, signage and other traffic control devices under the following conditions ***[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]***:

Condition A (Archaeological Resources)

One of the two conditions listed below must be met *(EITHER Condition i or Condition ii must be satisfied)*:

i. Work occurs in previously disturbed soils; *OR*

ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE**.**

Condition B (Above-Ground Resources)

Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

Check ☐ if SECTION 2: Minor Projects PA Category B-1, Condition B-ii Submission is included.

Check ☐ if SECTION 3: Minor Projects PA Category B-9, Condition B-i-c-2 or B-ii-b-3 Submission is included.

Part II: Completed by INDOT-CRO

Information reviewed (please check all that apply):

General project location map ☒ USGS map ☒ Aerial photographs ☒ Soil survey data ☒

General project area photos ☒ Archaeology Reports ☐ Historic Property Reports ☐

Indiana Historic Buildings, Bridges, and Cemeteries Map/Interim Report ☒

Bridge inspection information/iTAMS ☐ Historic Bridge Inventory Database ☐

SHAARD ☒ SHAARD GIS ☒ Streetview Imagery ☒ County GIS Data/Property Cards ☒

Other (please specify):
Project information, photos, and maps provided by Metric Environmental on August 8, 2025, and on file at INDOT-CRO.

Are there any commitments associated with this project? If yes, please explain and include in the Additional Comments Section below. Yes ☐ No ☒

Does the project result in a de minimis impact to a Section 4(f) protected historic resource? If yes, please explain in the Additional Comments Section below. Yes ☐ No ☒

Additional Comments:

Above-ground Resources

An INDOT-Cultural Resources Office (CRO) historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 first performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for LaPorte County. No listed resources are present immediately adjacent to the project area, a distance that serves as an adequate area of potential effects given the project scope and terrain.

The National Register & Indiana Historic Sites and Structures Inventory (IHSSI) information for LaPorte County is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). The *LaPorte County Interim Report* (1988, revised 2002; Center Township, LaPorte Scattered Sites – Lake Sector) of the IHSSI was consulted. The SHAARD information was checked against the Interim Report hard copy maps. The IHBBCM contains the most up-to-date IHSSI information. No IHSSI documented resources are located immediately adjacent to the project area.

According to the IHSSI rating system, generally properties rated "Contributing" do not possess the level of historical or architectural significance necessary to be considered individually National Register-eligible, although they would contribute to a historic district. If they retain material integrity, properties rated "Notable" might possess the necessary level of significance after further research. Properties rated "Outstanding" usually possess the necessary level of significance to be considered National Register-eligible if they retain material integrity. Historic districts identified in the IHSSI are usually considered eligible for the National Register.

The INDOT-CRO QP historian reviewed structures adjacent to the project area utilizing available online aerial photography, online street-view imagery, and the LaPorte County GIS website. The project area is located along United States Highway (US) 35, locally known as Pine Lake Ave. in an urban setting. The immediately adjacent building stock consists primarily of early to mid-twentieth century residential, commercial, and recreational

buildings. None of these structures appear to possess either the age or integrity and/or significance necessary to be considered National Register-eligible.

November 2025 Update

In September 2025, the project consultant notified INDOT-CRO of changes to the project scope of work that were not originally assessed in the August 2025 Minor Projects Programmatic Agreement (MPPA) determination. This work includes 2 additional pedestrian crossings near the intersection of Pine Lake Ave. and SR 39. Right-of-way (ROW) acquisition remains unchanged.

To account for the new pedestrian crossings and associated work, a review of structures immediately adjacent to the project area was utilized. The project area is located along US 35, locally known as Pine Lake Ave., in a commercialized setting. No National Register or IHSSI documented resources were noted, and the immediately adjacent building stock consists primarily of mid-twentieth to early twenty-first century commercial buildings and an early twenty-first century residential development. None of these structures appear to possess either the age or integrity and/or significance to be considered National Register-eligible.

There are no above-ground concerns at this time so long as the project scope remains unchanged.

Archaeological Resources

An INDOT-CRO archaeologist who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 reviewed the MPPA request submitted by Metric Environmental and conducted a desktop review of the project area and completed an archaeological assessment.

The proposed mid-block pedestrian crossing is limited to the existing Pine Lake Avenue (SR 39/US 35), which consists of the four-lane paved road flanked by existing sidewalks and curb ramps, residential infrastructure, adjacent Soldier's Memorial Park, and buried utilities. The proposed curb ramp upgrades and safety RRFB system locations have been previously disturbed by the installation of the existing curb ramps, sidewalks, and storm sewers. All construction activities will occur in previously disturbed soils within the existing ROW, which has been disturbed by previous construction, and no intact soils remain. According to SHAARD and SHAARD GIS, there are no archaeological sites or previous surveys located within or adjacent to the project area boundaries

Since the project will be confined to previously disturbed soils, there are no archaeological concerns as long as the project scope and footprint do not change.

November 2025 Amendment: INDOT, CRO was notified of project scopes changes in September 2025. These changes include three new additional pedestrian crossings, multiple new curb ramps, and the installation of five rectangular rapid flashing beacon (RRFB) systems across now two locations, the second being at the intersection of US35/Pine Lake Avenue and SR 39. There are no archaeological sites or previous surveys located within or adjacent to the newly added project area limits. All newly added project scope activities will occur within previously disturbed soils within the existing ROW. Therefore, there are no additional archaeological concerns.

Accidental Discovery: If any archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, construction within 100 feet of the discovery will be stopped, and INDOT-CRO and the Indiana Department of Natural Resources-Division of Historic Preservation and Archaeology (IDNR-DHPA) will be notified immediately.

INDOT-CRO staff reviewer(s): Taylor Payne and KayLee Blum

INDOT Approval Date: August 18, 2025

Amendment Approval Date (if applicable): November 6, 2025

****Be sure to attach this form to the National Environmental Policy Act documentation for this project. Also, the NEPA documentation shall reference and include the description of the specific stipulation in the PA that qualifies the project as exempt from further Section 106 review.*

APPENDIX E

Hazardous Materials

225 West Washington Street | 12th Floor • Chicago, IL 60606
OFFICE 312.372.7346 FAX 312.372.8208 • hwlochner.com

Date: March 18, 2026

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: Lisa Vale
H.W. Lochner, Inc.
286 W Johnson Road, Suite D
La Porte, IN
lvale@hwlochner.com

Re: RED FLAG INVESTIGATION
DES # 2401595, Local Project
Pedestrian Flashing Beacons, Installed
Pine Lake Ave, City of LaPorte
La Porte County, Indiana

PROJECT DETAILS

This project, sponsored by the City of La Porte, is scoped to construct three new pedestrian crossings along Pine Lake Avenue, also known as United States Highway (US) 35, or as State Road (SR) 39 through part of the project area. The planned work includes the construction of new curbing and multiple curb ramps, the installation of five rectangular rapid flashing beacon (RRFB) systems across two locations, the placement of new crosswalk pavement markings, and the extension of an existing concrete median and installation of an associated drainage structure.

The scope of work is split between two construction areas. The northern construction area is approximately 500 feet north of SR 39 and extends south of the intersection of Pine Lake Ave and SR 39. Work at this location includes a new mid-block crossing approximately 450 feet north of SR 39, and a new intersection pedestrian crossing along the northwestern leg of the Pine Lake Ave / SR 39 intersection. Work at these locations will include new curbing and curb ramps, the installation of a median pedestrian refuge, and the placement of new crosswalk and travel lane pavement markings.

The existing center median will be extended approximately 200 feet west along Pine Lake Ave to facilitate the pedestrian refuge. Additionally, two new access points with manhole covers will be placed over an existing sewer pipe within the existing pavement footprint. A new inlet associated with the center curb extension will be installed with 86 feet of 15-inch pipe connecting to the existing sewer. Some work outside the transportation corridor will be required at the northern construction area to connect the sidewalks and pedestrian crossings to the existing trail within the Kiwanis-Teledyne Park, a public recreational park owned and operated by the City of La Porte. These connections will provide an enhancement to the park by improving the connectivity between pedestrian infrastructure in LaPorte.

The southern construction area is located approximately 120 feet southeast of Hawley St, also known as Wardner Ave or Veterans Memorial Parkway. This location spans approximately 36 feet along Pine Lake Ave. A new mid-block pedestrian crossing will be installed, including two new curb ramps and the placement of new crosswalk pavement markings. At both mid-block pedestrian crossings, rectangular rapid flashing beacon (RRFB) systems will be installed on each side of Pine Lake and at the median refuge, where applicable.

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

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

Culvert Work Included in Project: Yes ☐ No ☒ Structure #(s) ____N/A_____

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

Type and proposed depth of excavation: Excavation to a depth of five (5) feet below the ground surface (ft-bgs) will occur where sewer access installations take place under the existing pavement. Pavement removal and curb installations will require excavation to a depth of 2 ft-bgs. Excavation to a depth of 1 ft-bgs will be required for the installation of new sidewalk.

Maintenance of traffic (MOT): The anticipated MOT for vehicular traffic involves phased construction with each construction area. For pedestrian traffic, during each phase of construction, the sidewalk adjacent to the applicable curb ramp will be closed and pedestrians will be detoured to the opposite side of Pine Lake Ave using temporary curb ramps, temporary signing, and temporary barriers.

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

Anticipated NEPA document level: CE-1

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	5
Airports[1]	1	Pipelines	2
Cemeteries	1	Railroads	1
Hospitals	N/A	Trails	5*
Schools	1	Managed Lands	4*

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

Explanation:

Airports: Although not located within the 0.5 mile search radius, one (1) public-use airport, La Porte Municipal Airport, is located within 3.8 miles (20,000 feet) of the project area. The public-use airport is located 2.76 miles south of the southern project area polygon; therefore, early coordination with INDOT Aviation will occur.

Cemeteries: One (1) cemetery is located within the 0.5 mile search radius. Pine Lake Cemetery is located 0.18 mile north of the northern project area polygon. No impact is expected.

Schools: One (1) school is located within the 0.5 mile search radius. Riley Elementary School is located 0.32 mile southeast of the southern project area polygon. No impact is expected.

Recreational Facilities: Five (5) recreational facilities are located within the 0.5 mile search radius. The nearest facility, Kiwanis-Teledyne Park, intersects the northern project area polygon. Soldier's Memorial Park is adjacent to the south-southwest of the southern project area polygon. Coordination with the City of La Porte Park and Recreation will occur.

Pipelines: Two (2) pipeline segments are located within the 0.5 mile search radius. The nearest segment, Northern Indiana Public Service Co., is located 0.14 mile southwest of the northern project area polygon. No impact is expected.

Railroads: One (1) railroad segment is located within the 0.5 mile search radius. The retired and abandoned railroad segment is located 0.22 mile east of the project areas. No impact is expected.

Trails*: Five (5) trail segments, four (4) mapped and one (1) unmapped, are located within the 0.5 mile search radius. The nearest trail segment, Chessie Trail, terminates 0.03 mile southwest of the northern project area and connects to the Kiwanis-Teledyne Park. Coordination with the City of La Porte Park and Recreation will occur.

Managed Lands*: Four (4) Managed Lands polygons, two (2) mapped and two (2) unmapped, are located within the 0.5 mile search radius. The nearest Managed Land, Kiwanis-Teledyne Park, intersects the northern project area polygon. Soldier's Memorial Park is adjacent to the south-southwest of the southern project area polygon. Coordination with the City of La Porte Park and Recreation will occur.

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:			
Karst Springs	N/A	NWI - Wetlands	28
Canal Structures – Historic	N/A	Lakes	17
NPS NRI Listed	N/A	Floodplain - DFIRM	3
IDEM 303d Listed Streams and Lakes (Impaired)	1	Cave Entrance Density	N/A
Rivers and Streams	2	Sinkhole Areas	N/A
Canal Routes - Historic	N/A	Sinking-Stream Basins	N/A

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

Explanation:

IDEM 303d Listed Rivers and Stream (Impaired): One (1) 303d Listed Rivers and Stream segment is located within the 0.5 mile search radius. Soldiers Memorial Park Lake is mapped 0.11 mile southwest of the project area; however, the lake is actually located 0.05 mile southwest of the southern project area. Soldiers Memorial Park Lake is no longer listed as impaired. No impact is expected.

Rivers and Streams: Two (2) Rivers and Stream segments are located within the 0.5 mile search radius. The nearest, a connection between Soldiers Memorial Park Lake and Lily Lake, is located 0.11 mile southwest of the southern project area polygon. No impact is expected.

NWI – Wetlands: Twenty-eight (28) wetland polygons are located within the 0.5 mile search radius. One (1) wetland polygon is located adjacent to the west side of the northern project area polygon. It is associated with Pine Lake. No impact is expected.

Lakes: Seventeen (17) lakes are located within the 0.5 mile search radius. One (1) lake, Pine Lake, is located adjacent to the west side of the northern project area polygon. No impact is expected.

Floodplains: Three (3) floodplains are located within the 0.5 mile search radius. The nearest floodplain polygon is located adjacent to the west side of the northern project area polygon. 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	2	Mineral Resources	N/A
Mines – Surface	N/A	Mines – Underground	N/A

Explanation:

Petroleum Wells: Two (2) petroleum wells are located within the 0.5 mile search radius. The nearest petroleum well is located 0.07 mile east of the northern project area polygon. 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**	Open Dump Waste Sites	**1**
RCRA Generator/ TSD	**4**	Restricted Waste Sites	**1**
RCRA Corrective Action Sites	**N/A**	Waste Transfer Stations	**1**
State Cleanup Sites	**3**	Tire Waste Sites	**N/A**
Septage Waste Sites	**N/A**	Landfill Boundaries	**5**
Underground Storage Tank (UST) Sites	**10**	Confined Feeding Operations (CFO)	**N/A**
Voluntary Remediation Program	**1**	Brownfields	**7**
Construction Demolition Waste	**N/A**	Notice of Contamination Sites	**N/A**
Solid Waste Landfill	**N/A**	Institutional Controls	**24**
Infectious/Medical Waste Sites	**N/A**	NPDES Facilities	**16**
Leaking Underground Storage (LUST) Sites	**7**	NPDES Pipe Locations	**N/A**
Manufactured Gas Plant 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:

RCRA Generator/TSD: Four (4) RCRA Generator/TSD sites are located within the 0.5 mile search radius. The nearest, Erincraft Manufacturing Company LTD, 402 Truesdell Ave, AI ID# 29729, is located 0.29 mile east of the southern project area polygon. An RCRA Closure Plan was approved on April 6, 2016 and the site is no longer an active RCRA generator. The property has been redeveloped and is now an apartment complex. No impact is expected.

State Cleanup Sites: Three (3) State Cleanup Sites are located within the 0.5 mile search radius. The nearest, North Shore Sales Incorporated, 1301 Pine Lake Avenue, AI ID# 30582, is mapped 0.16 mile northwest of the northern project area

polygon, however the property is located adjacent to the northeast corner of the northern project area. See the Voluntary Remediation Program below for additional information.

Underground Storage Tank (UST) Sites: Ten (10) UST Sites are located within the 0.5 mile search radius. The nearest, North Shore Sales Incorporated, 1301 Pine Lake Avenue, AI ID # 30582, is mapped 0.16 mile northwest of the northern project area polygon, but is located adjacent to the northeast corner of the northern project area polygon. See the Voluntary Remediation Program below for additional information.

Voluntary Remediation Program: One (1) Voluntary Remediation Program site is located within the 0.5 mile search radius. North Shore Sales Incorporated, 1301 Pine Lake Avenue, AI ID# 30582, is mapped 0.06 mile northwest of the northern project area polygon, however the property is located adjacent to the northeast corner of the northern project area. The site was formerly an automotive dealership and service center. Remediation efforts included removal and disposal of USTs and contaminated soils and operation of a pump and treat system. Contaminants of Concern (COCs) were volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), and RCRA metals. A Certificate of Completion for the Voluntary Remediation Program was issued on May 26, 2016. Because COCs remain in the soil and groundwater, an Environmental Restrictive Covenant (ERC) was recorded on March 3, 2016, which placed restrictions on land use on the affected area located 0.03 mile northwest of the northern project area and groundwater uses over the entire site. Groundwater depth ranged from approximately 12 to 18 ft-bgs and groundwater flow was to the south-southwest. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater, to include analysis for RCRA Metals, may be necessary. Coordination will be conducted with the IDEM Institutional Controls Section (institutionalcontrols@idem.IN.gov) before Stage 3 and prior to submittal of the Environmental Consultation Form (ECF). Refer to Appendix G of the SAM Manual for the procedures to manage and report contamination.

Leaking Underground Storage (LUST) Sites: Seven (7) LUST sites are located within the 0.5 mile search radius. Two (2) LUST sites are adjacent to the northern project area polygon.

Pine Lake Service Center, 1213 Pine Lake Ave, AI ID# 31221, is located adjacent to the north of the northern project area polygon. Two (2) 3,000 gallon gasoline USTs, one (1) 2,000 gallon gasoline UST, and one (1) 1,000 gallon kerosene UST were removed from the site in 1998. Analytical results from confirmatory soil sampling showed elevated levels of Total Petroleum Hydrocarbons (TPH) up to 2,196 parts per million (ppm), well over the closure level in effect at the time of 100 ppm. No additional investigation was completed. On January 19, 2025 IDEM requested that an Exposure Assessment be completed due to the subsurface impacts of the contamination being unknown. It is possible that petroleum contamination may remain on site. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM project manager identified in the VFC, Emme Lohr, Elohr@idem.in.gov, before Stage 3 Plans and prior to submittal of the ECF. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

Family Express 24, 1209 Pine Lake Ave, AI ID #10934, is an active gas station located on the southeast corner of the northern project area polygon. IDEM issued a No Further Action Approval Determination Pursuant to Risk Integrated System of Closure (RISC) on February 21, 2017. Even though the closure was unconditional for soil, groundwater, and vapor intrusion exposures, low levels of soil and groundwater contamination remain in the soil and groundwater on the site. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

Open Dump Waste Sites: One (1) Open Dump Waste Site is located within the 0.5 mile search radius. Northern IN Parking Lot, no AI ID#, is listed as an open dump from 2001, and is mapped 0.20 mile northeast of the northern project area polygon. The mapped site appears to be a wooded lot. No other information was available. No impact is expected.

Waste Transfer Stations: One (1) Waste Transfer Station is located within the 0.5 mile search radius. OB Enterprise, AI ID# 31724, is located 0.34 mile east of the southern project area polygon. A Waste Transfer Station application was withdrawn on April 17, 1997 due to zoning regulations. This site was never an active Waste Transfer Station; therefore, no impact is expected.

Restricted Waste Sites: One (1) Restricted Waste Site is mapped within the 0.5 mile search radius. Teledyne Casting Service, AI ID # 35795, is mapped 0.49 mile southeast of the southern project area; however, this site is located on N 150 E, approximately 4.13 miles northeast of the project area. No impact is expected.

Landfill Boundaries: Five (5) Landfill Boundaries are located within the 0.5 mile search radius. The nearest, Dye Property, AI ID# 37616, is 0.12 mile northeast of the southern project area polygon. A Phase II Environmental Site Assessment was submitted in August 2023, for possible redevelopment of the area. Groundwater was encountered at depths ranging from approximately 7 to 11 ft-bgs. Groundwater flow direction was determined to be to the northwest, away from the project area. No impact is expected.

Brownfields: Seven (7) Brownfields are located within the 0.5 mile search radius. The nearest, Bastain Morley-Pine Lake Ave Parcel 4150101, 200 Truesdell Ave, 153 Pine Lake Ave, AI ID# 31912, is mapped 0.24 mile east-southeast of the southern project area polygon. A Supplemental Site Investigation Report was prepared in August 2015 in support of future redevelopment of the parcel. Groundwater flow is assumed to be to the south-southwest, away from the southern project area polygon. No impact is expected.

Institutional Controls: Twenty-four (24) Institutional Control Sites are located within the 0.5 mile search radius. The nearest, North Shore Sales Incorporated, 1301 Pine Lake Ave, AI ID# 30582, is located adjacent to the northeast corner of the northern project area polygon. See the Voluntary Remediation Program section above for additional information.

NPDES Facilities: Sixteen (16) NPDES Facilities are located within the 0.5 mile search radius. The nearest, Project Thunderbird, 1251 Pine Lake Ave, Permit #INRA11003, is located adjacent to the north of the northern project area polygon. The permit is still effective and will expire on December 11, 2027. Coordination with Pine Lake Development, LLC, 219-608-1145, will occur.

RECOMMENDATIONS SECTION

INFRASTRUCTURE:

Airports: La Porte Municipal Airport, is located within 3.8 miles (20,000 feet) of the project area. The public-use airport is located 2.76 miles south of the southern project area polygon; therefore, early coordination with INDOT Aviation will occur.

Recreational Facilities: Kiwanis-Teledyne Park, intersects the northern project area polygon. Soldier's Memorial Park is adjacent to the south-southwest of the southern project area polygon. Coordination with the City of La Porte Park and Recreation will occur.

Trails: Chessie Trail, terminates and connects to Kiwanis-Teledyne Park 0.03 mile southwest of the northern project area. Coordination with the City of La Porte Park and Recreation will occur.

Managed Lands: Kiwanis-Teledyne Park intersects the northern project area polygon. Soldier's Memorial Park is adjacent to the south-southwest of the southern project area polygon. Coordination with the City of La Porte Park and Recreation will occur.

WATER RESOURCES: N/A

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS:

State Cleanup/UST/Voluntary Remediation Program/Institutional Controls Sites: North Shore Sales Incorporated, 1301 Pine Lake Avenue, AI ID# 30582, is located adjacent to the northeast corner of the northern project area polygon. The site was formerly an automotive dealership and service center. Remediation efforts included removal and disposal of USTs and contaminated soils and operation of a pump and treat system. COCs were VOCs, SVOCs, and RCRA metals. A Certificate of Completion for the Voluntary Remediation Program was issued on May 26, 2016m which placed restrictions on land use on the affected area located 0.03 mile northwest of the northern project area and groundwater uses over the entire site. Groundwater depth ranged from approximately 12 to 18 ft-bgs and groundwater flow was to the south-southwest. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater, to include analysis for RCRA Metals, may be necessary. Coordination with IDEM Institutional Controls Section (institutionalcontrols@idem.IN.gov) before Stage 3 and prior to submittal of the ECF. Refer to Appendix G of the SAM Manual for the recommended procedures to manage and report contamination.

LUST Sites: Pine Lake Service Center, 1213 Pine Lake Ave, AI ID# 31221, is located adjacent to the north of the northern project area polygon. Two (2) 3,000 gallon gasoline USTs, one (1) 2,000 gallon gasoline UST, and one (1) 1,000 gallon kerosene UST were removed from the site in 1998. Analytical results from confirmatory soil sampling showed elevated levels of TPH up to 2,196 ppm, well over the closure level in effect at that time of 100 ppm. No additional investigation was completed. On January 19, 2025 IDEM requested that an Exposure Assessment be completed due to the subsurface impacts of the contamination being unknown. It is possible that petroleum contamination may remain on site. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM project manager identified in the VFC, Emme Lohr Elohr@idem.in.gov, before Stage 3 Plans and prior to submittal of the ECF. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

Family Express 24, 1209 Pine Lake Avenue, AI ID #10934, is an active gas station located on the southeast corner of the northern project area polygon. IDEM issued a No Further Action Approval Determination Pursuant to RISC on February 21, 2017. Even though the closure was unconditional for soil, groundwater, and vapor intrusion exposures, low levels of soil and groundwater contamination remain in the soil and groundwater on the site. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

NPDES Facilities: Project Thunderbird, 1251 Pine Lake Ave, Permit #INRA11003, is located adjacent to the north of the northern project area. The permit is still effective and will expire on December 11, 2027. Coordination with the Pine Lake Development, LLC, 219-608-1145, will occur.

Prepared by: Lisa Vale (Signature)
Lisa Vale
Environmental Manager
H.W. Lochner, Inc.
QA/QC Completed by: Sawyer Patrick (Signature)
Sawyer Patrick
Environmental Scientist
H.W. Lochner, Inc.
INDOT ESD concurrence: Tracy Barnes Digitally signed by Tracy Barnes Date: 2026.03.18 09:29:50 -04'00' (Signature)

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.

SITE LOCATION: YES

INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: YES

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Site Location
Pine Lake Avenue, City of LaPorte
Des. No. 2401595, Pedestrian Flashing Beacons, Installed
La Porte County, Indiana



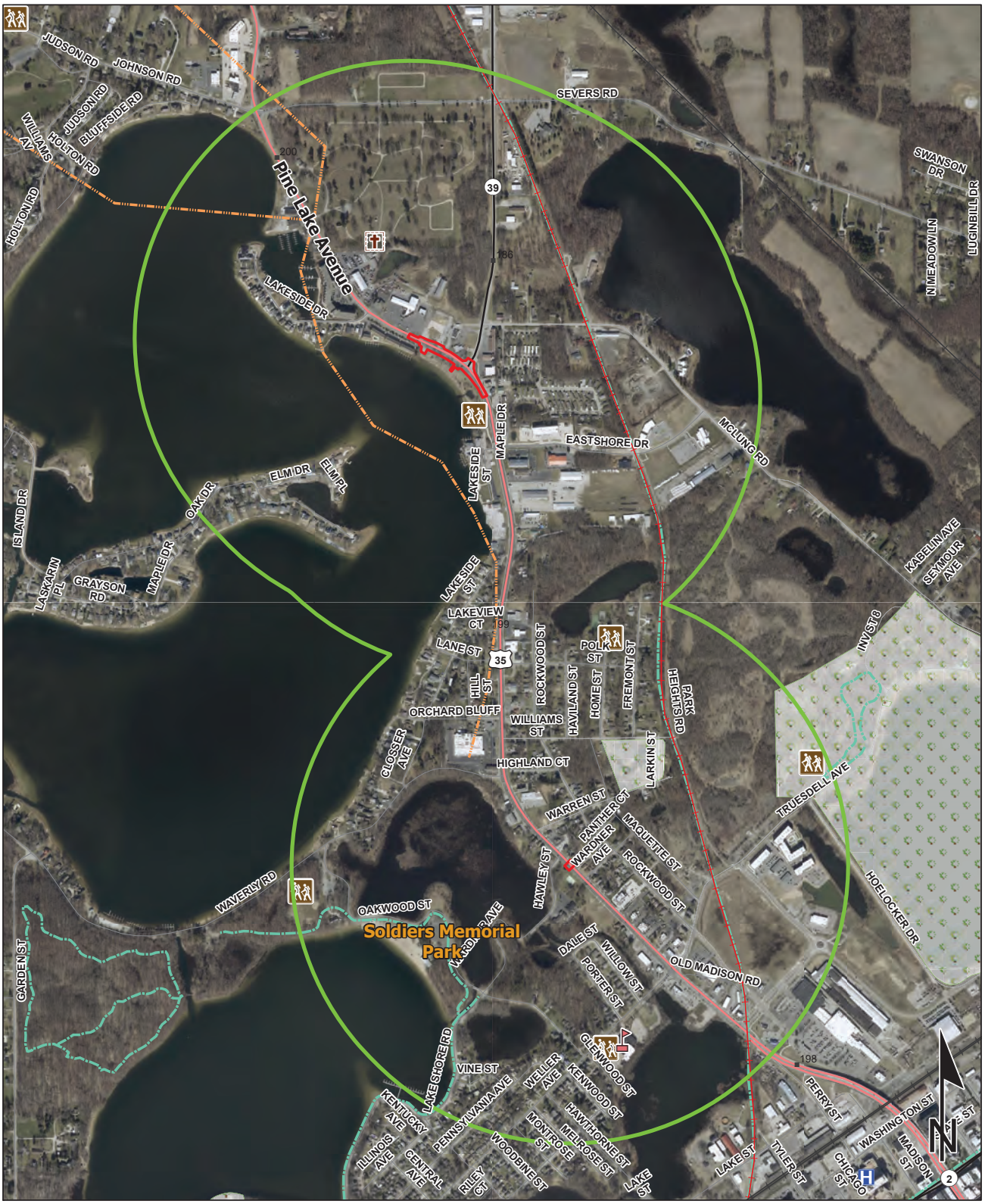
0.45 0.23 0 0.45 Miles

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.

SPRINGVILLE & LAPORTE EAST QUADRANGLES
INDIANA
7.5 MINUTE SERIES
(TOPOGRAPHIC)

Red Flag Investigation - Infrastructure
Pine Lake Avenue, City of LaPorte
Des. No. 2401595, Pedestrian Flashing Beacons, Installed
La Porte County, Indiana



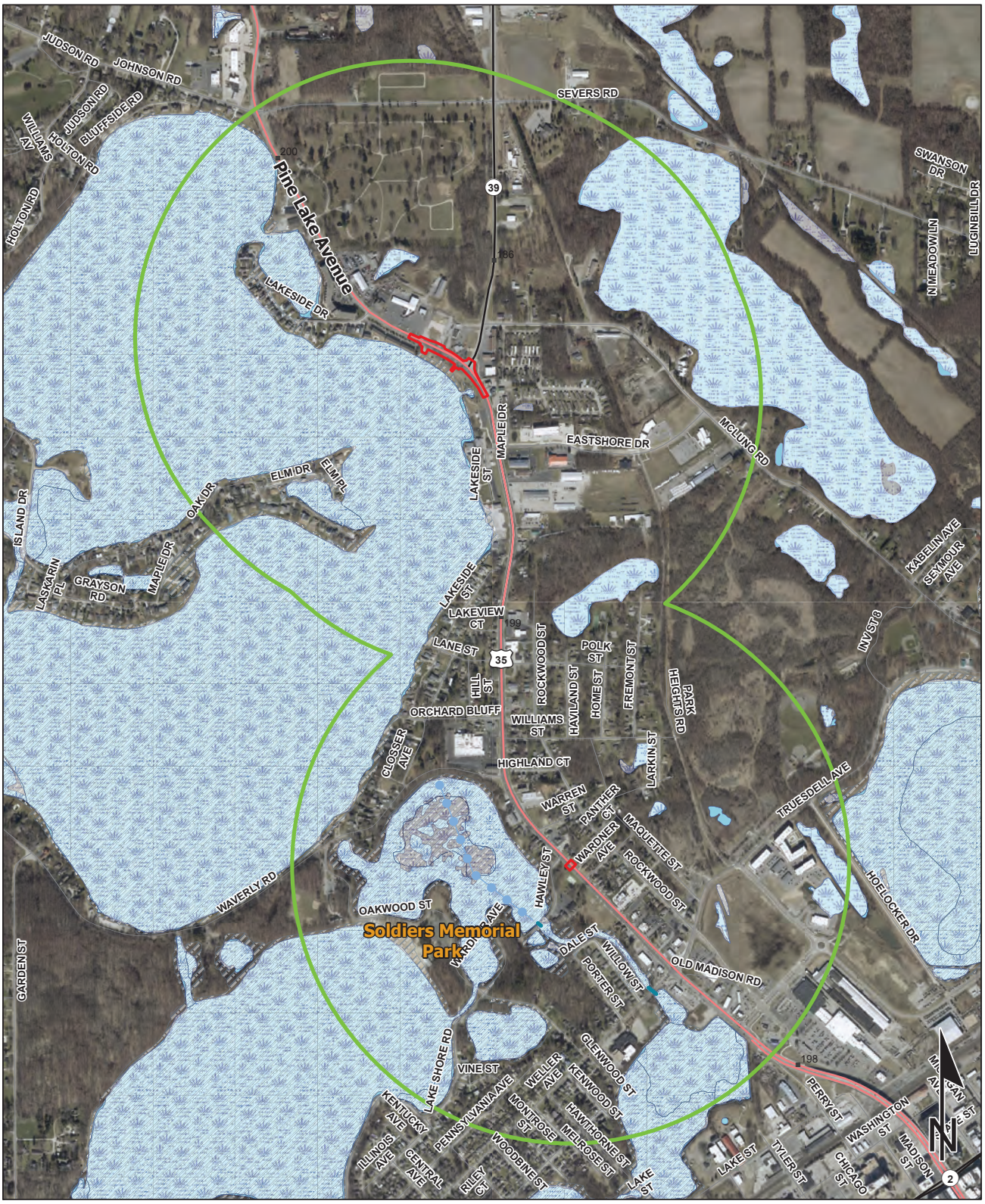
0.2 0.1 0 0.2 Miles

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.

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

Red Flag Investigation - Water Resources
Pine Lake Avenue, City of LaPorte
Des. No. 2401595, Pedestrian Flashing Beacons, Installed
La Porte County, Indiana



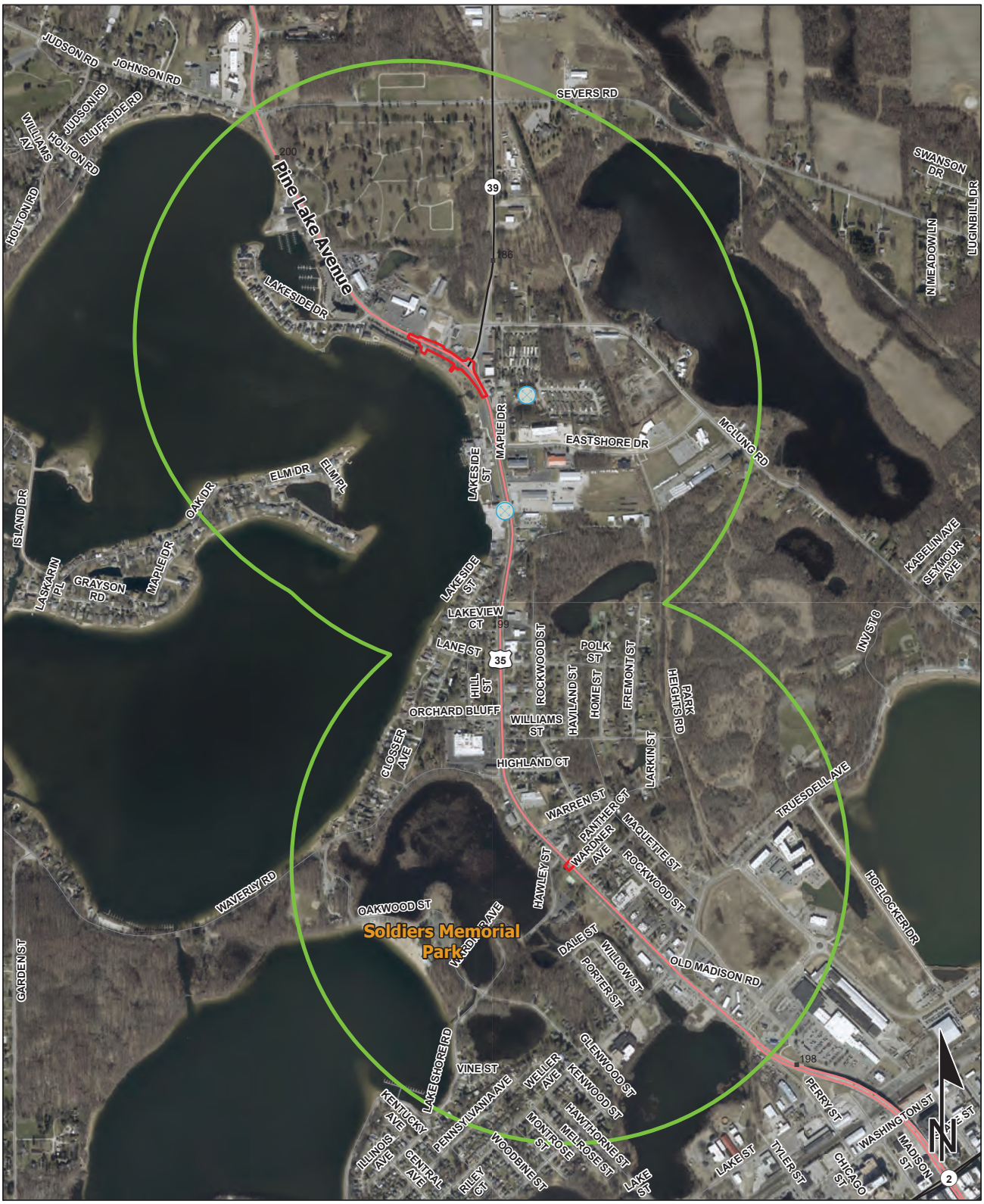
0.2 0.1 0 0.2 Miles

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.

- Karst Spring
- Impaired_Stream_Lake
- NPS NRI listed
- River
- Canal Structure - Historic
- Canal Route - Historic
- Wetlands
- Lake
- Floodplain - DFIRM
- Cave Entrance Density
- Sinkhole Area
- Sinking-Stream Basin
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

Red Flag Investigation - Mining/Mineral Exploration
Pine Lake Avenue, City of LaPorte
Des. No. 2401595, Pedestrian Flashing Beacons, Installed
La Porte County, Indiana



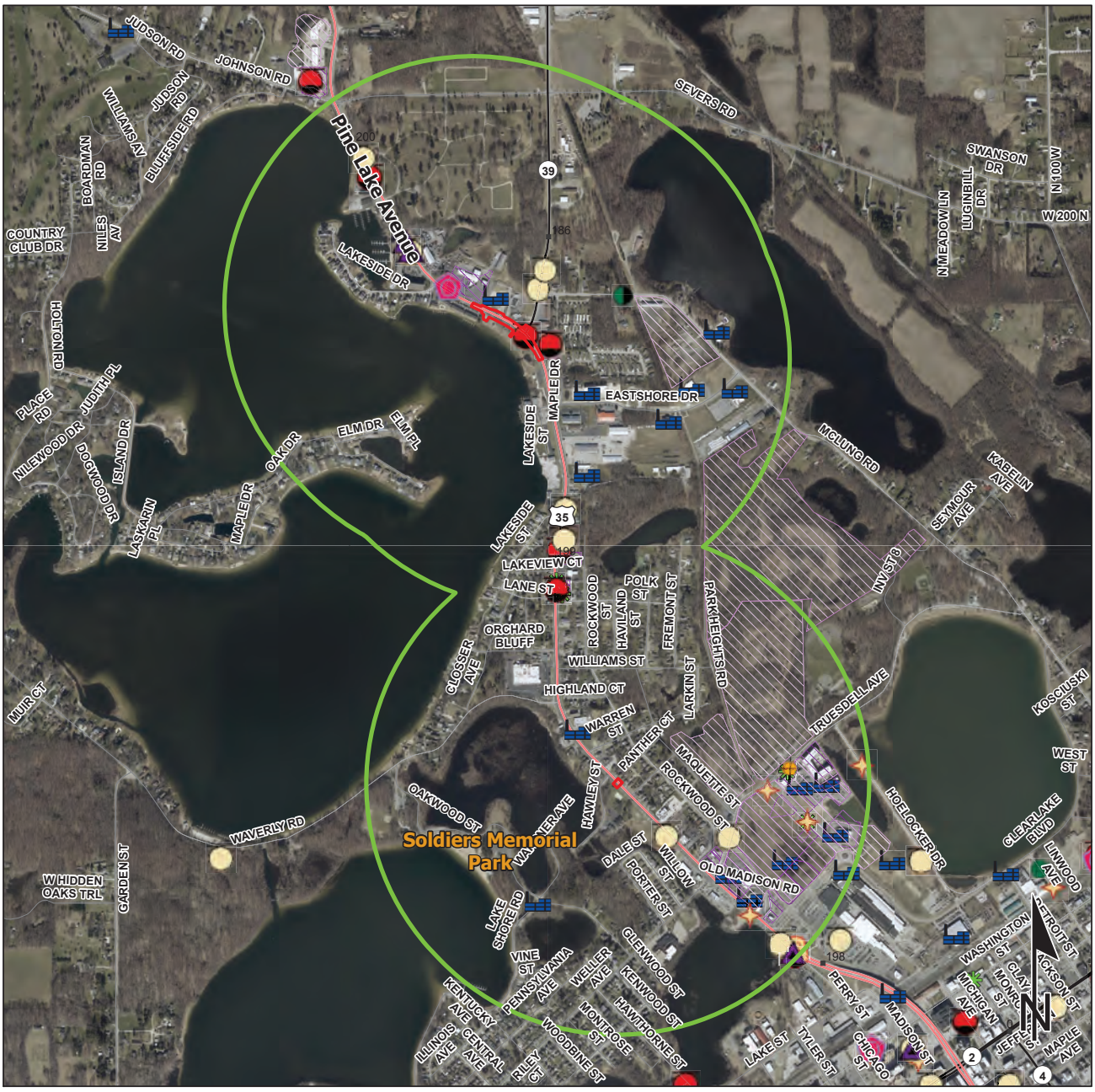
0.2 0.1 0 0.2 Miles

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.

- Oil and Gas Wells
- Mineral Resources
- Mine - Surface
- Mine - Underground
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

Red Flag Investigation - Hazardous Material Concerns
Pine Lake Avenue, City of LaPorte
Des. No. 2401595, Pedestrian Flashing Beacons, Installed
La Porte County, Indiana



- Brownfield
- RCRA Corrective Action Sites
- Confined Feeding Operation
- Notice_Of_Contamination
- Construction/Demolition Site
- Infectious/Medical Waste Site
- Leaking Underground Storage Tank
- Manufactured Gas Plant
- NPDES Facilities
- NPDES Pipe Locations
- Open Dump Waste Site
- RCRA Generator/TSD
- Restricted Waste Site
- Septage Waste Site
- Solid Waste Landfill
- State Cleanup Site
- Superfund
- Tire Waste Site
- Underground Storage Tank
- Voluntary Remediation Program
- Waste Transfer Station
- Institutional Controls
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

0.25 0.13 0 0.25 Miles

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

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

APPENDIX F

Water Resources

National Flood Hazard Layer FIRMette

FEMA

86°44'42"W 41°38'10"N



86°44'5"W 41°37'43"N

Feet

0 250 500 1,000 1,500 2,000

1:6,000

F-1

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN — Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 — Cross Sections with 1% Annual Chance / Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 2/19/2026 at 10:08 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

National Flood Hazard Layer FIRMette

FEMA

86°44'27"W 41°37'22"N



86°43'50"W 41°36'55"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

F-2

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 2/19/2026 at 10:09 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

APPENDIX G

Public Involvement

TBA

APPENDIX H

Air Quality & TIP / STIP Incorporation

2401595 (Ver 2) 26-02.1 STATUS **Programmed** **STATE**

Title: Pedestrian Flashing Beacons in two locations in City of LaPorte **Route:** N/A

Description: Pedestrian Flashing Beacons at two locations on Pine Lake Ave

Project Type: New Signalization **AQ Exempt:** Exempt **District:** LaPorte

County: Laporte **Limits:**

Narrative: New project in 26-30 TIP (Carry Over)

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2026	Local Fund	$0	$0	$49,000	$7,000	**$56,000**
2026	State Special Projects	$0	$0	$441,000	$63,000	**$504,000**
<2026	Prior	$230,000	$0	$0	$0	**$230,000**
	2026-2030 TOTAL	**$0**	**$0**	**$490,000**	**$70,000**	**$560,000**
	ALL YEARS TOTAL	**$230,000**	**$0**	**$490,000**	**$70,000**	**$790,000**

Region: Northwestern MPO **Lead Agency:** La Porte

U.S. Department of Transportation
Federal Highway Administration

Indiana Division

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

December 11, 2025

In Reply Refer To:
HDA-IN

Mr. Louis Feagans, PE
Managing Director of System Performance and Transportation Policy
Indiana Department of Transportation (INDOT)
100 North Senate Avenue
Indianapolis, IN 46204

Dear Mr. Feagans:

FHWA has completed its review of the INDOT's MPO Amendment 2 to the FY 2026-2030 Indiana Statewide Transportation Improvement Program (STIP) dated November 18, 2025, and revised on December 11, 2025, due to FHWA's comments. This amendment is for the inclusion of the following documents by reference:

- Columbus Area Metropolitan Planning Organization (CAMPO)
  https://www.in.gov/indot/files/STIP_A26-MPO-02-CAMPO.pdf

- Indianapolis Metropolitan Planning Organization (IMPO)
  https://www.in.gov/indot/files/STIP_A26-MPO-02-IMPO.pdf

- Kentuckiana Regional Planning and Development Agency (KIPDA)
  https://www.in.gov/indot/files/STIP_A26-MPO-02-KIPDA.pdf

- Michiana Area Council of Governments (MACOG)
  https://www.in.gov/indot/files/STIP_A26-MPO-02-MACOG.pdf

- Northeastern Indiana Regional Coordinating Council (NIRCC)
  https://www.in.gov/indot/files/STIP_A26-MPO-02-NIRCC.pdf

- Terre Haute Area Metropolitan Planning Organization (THAMPO)
  https://www.in.gov/indot/files/STIP_A26-MPO-02-THAMPO.pdf

INDOT, CAMPO, IMPO, KIPDA, MACOG, NIRCC, and THAMPO have re-demonstrated fiscal constraint, air quality conformity, and provided opportunity for public comment and involvement, where applicable, regarding the documents identified above. The Federal Highway Administration (FHWA) considers this amendment to be in substantial compliance with the applicable requirements as sufficient to support a consistency finding for the STIP.

FHWA and the Federal Transit Administration (FTA) take formal action, through the development of the Federal Planning Finding (FPF), to evaluate and ensure that the STIP and MPO TIPs are developed according to statewide and metropolitan planning processes consistent with 23 U.S.C. 134 and 135, and 49 U.S.C. 5303 and 5304, as well as 23 CFR part 450, 500, and 49 CFR part 613. FHWA and FTA are required under 23 CFR 450.220 (b) to document and issue an FPF in conjunction with the approval of the STIP, or amended STIP. Based on the recently conducted FPF (dated August 28, 2025), FHWA and FTA find that the amended Indiana FY 2026-2030 STIP substantially meets the transportation planning requirements and is approving the amended STIP (as recorded in MPO Amendment 2) subject to the corrective actions outlined in the FPF. FHWA and FTA will continue to partner with the INDOT to ensure the previously developed action plan is implemented to address the corrective actions. If progress is not made in addressing the corrective actions, future amendments to the FY 2026-2030 STIP may not be approved by USDOT.

FHWA only recognizes years 2026-2029 in the STIP. Any projects and/or phases of projects added in years outside of 2026-2029 are considered illustrative, and thus ineligible for federal funding at this time.

Should you have any questions regarding this approval, please contact Paige Story at 317-226-7476 or e-mail at paige.story@dot.gov.

Sincerely,

Paige Story

Digitally signed by Paige Story
Date: 2025.12.11 09:42:03 -05'00'

For: Christopher J. Hall
Interim Division Administrator
FHWA Indiana Division

Enclosure

cc: Michael McNeil, INDOT
April Leckie, INDOT
Jay Mitchell, INDOT
Erica Tait, FHWA
Paige Story, FHWA

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

December 11, 2025

Mr. Christopher J Hall, Interim Division Administrator
FHWA Indiana Division
575 North Pennsylvania St., Room 254
Indianapolis, IN 46204

Dear Mr. Hall:

The Indiana Department of Transportation requests the projects listed in STIP Amendment A26-MPO-02 to be incorporated into the 2026-2029 Statewide Transportation Improvement Program (STIP). Any projects and/or phases of projects added in years outside of 2026-2029 are considered illustrative, and thus ineligible for federal funding at this time.

The required Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) documents have been included in this request and duly noted in the Amendment. We have determined that the proposed amendments are: 1) consistent with the transportation plan; 2) the TIP remains fiscally constrained in that federal funding resources are sufficient to support the new or modified projects; and 3) conform to state and national air quality standards.

- Columbus - Columbus Area Metropolitan Planning Organization (CAMPO)
  https://www.in.gov/indot/files/STIP_A26-MPO-02-CAMPO.pdf
  The total dollar amount of this amendment is $ 25,984 for fiscal years 2026-2029, which has been verified with FHWA.

- Indianapolis - Indianapolitan Metropolitan Planning Organization (IMPO)
  https://www.in.gov/indot/files/STIP_A26-MPO-02-IMPO.pdf
  The total dollar amount of this amendment is $0 federal funds for fiscal years 2026-2029, has been verified with FHWA.

- Louisville - Kentuckiana Regional Planning and Development Agency (KIPDA)
  https://www.in.gov/indot/files/STIP_A26-MPO-02-KIPDA.pdf
  The total dollar amount of this amendment is $278,552 for fiscal years 2026-2029, which has been verified with FHWA.

- South Bend - Michiana Area Council of Governments (MACOG)
  https://www.in.gov/indot/files/STIP_A26-MPO-02-MACOG.pdf
  The total dollar amount of this amendment is - $28,392,112 for fiscal years 2026-2029, which has been verified with FHWA.

- Fort Wayne - Northeastern Indiana Regional Coordinating Council (NIRCC)
  https://www.in.gov/indot/files/STIP_A26-MPO-02-NIRCC.pdf
  The total dollar amount of this amendment is $55,497,983 for fiscal years 2026-2029, has been verified with FHWA.

- Terre Haute - Terre Haute Metropolitan Planning Organization (THAMPO)
  https://www.in.gov/indot/files/STIP_A26-MPO-02-THAMPO.pdf
  The total dollar amount of this amendment is $17,281,000 for fiscal years 2026-2029, has been verified with FHWA.

The grand total dollar amount of this amendment is $44,691,407 for fiscal years 2026-2029, which has been verified with FHWA.

We request your review and approval of the subject amendment. Should you have any questions pertaining to this amendment, please contact Michael McNeil, STIP Specialist at (317) 232-0223 or at mmcneil@indot.in.gov.

Sincerely,



April Leckie, Planning Manager
Intermediate Range Planning Division

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

August 28, 2025

Ms. Lyndsay Quist
Commissioner
Indiana Department of Transportation
100 N Senate Ave. N955
Indianapolis, IN 46204

SUBJECT: Indiana FY2026-2030 STIP Approval and Associated Federal Planning Finding

Dear Ms. Quist:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the FY2026-2030 Indiana Statewide Transportation Improvement Program (INSTIP), which was submitted by the Indiana Department of Transportation (INDOT) request letter dated June 6, 2025.

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 FY2026-2030 STIP, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) incorporated into the STIP by reference, subject to the corrective action 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 FY2026-2030 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 FY2026-2030 STIP substantially meets the transportation planning requirements and are approving the STIP subject to the corrective action outlined in the FPF. This approval is effective August 22, 2025, 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. Anthony Greep of the FTA Region 5 Office at (312) 353-2866, or by email at anthony.greep@dot.gov.

Sincerely,

KELLEY BROOKINS

Digitally signed by KELLEY BROOKINS
Date: 2025.08.27 08:09:52 -05'00'

Kelley Brookins
Regional Administrator
FTA Region V

Sincerely,



Digitally signed by CHRISTOPHER J HALL
Date: 2025.08.28 10:04:48 -05'00'

Christopher J. Hall
Interim Division Administrator
FHWA Indiana Division

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-Executive Office
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

June 6, 2025

Mr. Christopher J Hall, Interim 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. Hall /Ms. Brookins:

The Indiana Department of Transportation is pleased to submit its Draft FY 2026-2029 Statewide Transportation Improvement Program (STIP) for review and comment 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 TIP's will be included in the FY 2024-2028 STIP by reference.

Area Plan Commission of Tippecanoe County (APCTC) FY 2026-2030
- APCTC TIP FY2026-2030

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) FY 2026-2030
- BMCMPO TIP FY2026-2030

Columbus Area Metropolitan Planning Organization (CAMPO) FY 2026-2030
- CAMPO TIP FY2026-2030

Delaware-Muncie Metropolitan Plan Commission (DMMPC) FY 2026-2030
- DMMPC TIP FY2026-2030

Evansville Metropolitan Planning Organization (EMPO) FY 2026-2030
- EMPO TIP FY2026-2030

Indianapolis Metropolitan Planning Organization (IMPO) FY 2026-2029
- IMPO TIP FY2026-2029
- IMPO Project Listing FY2026-2029

Kokomo-Howard County Governmental Coordinating Council (KHCGCC) FY 2026-2030
- KHCGCC TIP FY2026-2030

Kentuckiana Regional Planning and Development Agency (KIPDA) FY 2025-2028
- KIPDA TIP FY2025-2028

Michiana Area Council of Governments (MACOG) FY 2026-2030
- MACOG TIP FY2026-2030

Madison County Council of Governments (MCCOG) FY 2026-2030
- MCCOG TIP FY2026-2030

Northeastern Indiana Regional Coordinating Council (NIRCC) FY 2026-2030
- NIRCC TIP FY2026-2030

Northwestern Indiana Regional Planning Commission (NIRPC) FY 2026-2030
- NIRPC TIP FY2026-2030

Ohio-Kentucky-Indiana Regional Council of Governments (OKI) FY 2026-2029
- OKI TIP FY2026-2029

Terre Haute Area Metropolitan Planning Organization (THAMPO) TIP FY 2026-2030
- THAMPO TIP FY2026-2029

We greatly appreciate FHWA/FTA support in the development of the STIP 2026-2029 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,

Lyndsay Quist

Lyndsay Quist, Commissioner
Indiana Department of Transportation

cc: (w/enclosure): Angelica Salgado, FTA
Cecilia Crenshaw, FTA
Anthony Greep, FTA
Bill Wheeler, FTA
Kelley Brookins, FTA
Matt Kane, FTA
Susan Weber, FTA
Erica Tait, FHWA
Paige Story, FHWA
Lyndsay Quist, INDOT
Blake Martain, INDOT
Kathy Eaton-McKalip, INDOT
Louis Feagans, INDOT
April Leckie, INDOT
Roy Nunnally, INDOT
Larry Buckel, INDOT
Jay Mitchell, INDOT
Jason Casteel, INDOT
Ryan Pennington, INDOT
Michael McNeil, INDOT

APPENDIX I

Other

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated April 2025)

ProjectNumber	SubProjectCode	County	Property
1800200	1800200	LaPorte	Fox Memorial Park
1800228	1800228	LaPorte	Fox Memorial Park
1800265	1800265	LaPorte	Kesling Park
1800332	1800332	LaPorte	Rumley Park
1800351	1800351	LaPorte	Westville Park (Prairie Meadow Park)
1800373	1800373	LaPorte	Kesling Park
1800402	1800402	LaPorte	Nelson Park
1800405	1800405V	LaPorte	Galena Marsh Nature Preserve
1800453	1800453	LaPorte	Luhr Park
1800547	1800547	LaPorte	Hansen & Gifford Parks/Old Spur Trail
1800608	1800608	LaPorte	Luhr County Park
1800661	1800661	LaPorte	Ambler Flatwoods Conservation Area

*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with Indiana State Parks, Community Grants & Trails Section, should occur.

Lochner
Egis

286 W Johnson Rd | Suite D La Porte, IN 46350
OFFICE 312.372.7346 FAX 312.372.8208 hwlochner.com

February 24, 2026

Mark Schreiber
Superintendent
City of La Porte Park and Recreation Dept.
250 Pine Lake Ave
La Porte, IN 46350

RE: Des. 2401595 City of La Porte Pine Lake Ave Pedestrian Crossings Kiwanis-Teledyne Park Impacts

Dear Mr. Schreiber,

The City of La Porte, with funding from the Indiana Department of Transportation (INDOT), intends to proceed with a project involving three new pedestrian crossings at various locations along Pine Lake Ave within the City of La Porte. Two such crossings are located adjacent to Kiwanis-Teledyne Park. At this location, the construction area begins approximately 500 feet north of SR 39 and extends south to the intersection of Pine Lake Ave and SR 39. The third pedestrian crossing is located adjacent to Soldiers Memorial Park, approximately 120 feet southeast of Hawley St, also known as Wardner Ave.

The project is primarily restricted to the existing transportation corridor. No impacts to Soldiers Memorial Park are anticipated at this time. However, due to the placement of the proposed pedestrian crossings, access to Kiwanis-Teledyne Park will be necessary.

As shown in Graphics 3-4, an approximate cumulative total of 0.01 acre (300 ft^2) of impacts to the Park are anticipated. These impacts will be split between the driveway/parking area at the northwest end of the Park and the intersection crossing. Park access will be required to facilitate the construction of new curb ramps and to connect them to the anticipated adjacent sidewalks. The northern crosswalk will also include the installation of new curbing along the driveway and the removal and sodding of old asphalt as required. The construction area has been limited in size to the minimum required to construct the curb ramps and curbs. No tree clearing or trimming will occur; this will be a firm project commitment. All disturbed areas will be restored to good or better condition than before upon completion of project construction (reseeding, etc.); this will also be a firm project commitment.

Access to the northwest drive will be restricted or closed for part or all of construction. While this will be a temporary inconvenience to Park visitors, the primary southern parking area will remain open and these restrictions will not be a significant hinderance to anyone attempting to visit the Park. All closures will be temporary in nature, and the drive will be reopened upon construction completion. Construction is anticipated to last one construction season.

Because Kiwanis-Teledyne Park is a recreational facility open to the public, it is subject to be evaluated through Section 4(f) of the Department of Transportation Act of 1966 when FHWA funds will use or impact protected properties. However, this project's focus on pedestrian safety and connectivity is in line with your department's recreational objectives, and the construction of crosswalks tying into the existing Chessie Trail will enhance the existing pedestrian infrastructure of the Park and improve user experience and safety.

Lochner
egis

Therefore, this project meets the conditions of an exception to Section 4(f) regulations. Per 23 CFR 774.13(g), exceptions include "transportation enhancement projects, transportation alternatives projects, and mitigation activities, where:

1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and
2) The official(s) with jurisdiction over the Section 4(f) resource agrees in writing to paragraph (g)(1) of this section."

This project meets paragraph (g)(1) of this section because it will enhance the existing pedestrian facilities within Kiwanis-Teledyne Park by increasing pedestrian connectivity across Pine Lake Ave. and improving pedestrian safety. This project will have no permanent negative impacts to the Park; temporary negative impacts will be restricted to the immediate construction area and the closure of the northern driveway/parking area, and will be restored upon project completion.

As the official with jurisdiction over the park, we are requesting your agreement that this project's scope qualifies as an enhancement exception. By signing this letter, you concur that the proposed work resulting from Des. 2401595 will meet the conditions of an enhancement exception to a Section 4(f) resource, with no permanent adverse impacts, and will conclude with the restoration of the construction area to good or better condition than before.

For your convenience, we have included a signature area below, and your signature here will be considered documented agreement. If you have additional comments or commitments, or require edits to this letter, please contact us and we will be happy to make revisions.

3/5/26

Mark Schreiber
Official with Jurisdiction

Date

This information will be incorporated into the environmental document for this project, and the enhancement exception will be considered effective upon INDOT and/or FHWA approval of the environmental document. If you have any questions or need additional information regarding Section 4(f), the project, or any other aspects of this work, please do not hesitate to contact me at (219) 393-8841 or lvale@hwlochner.com. We would be happy to discuss any concerns that you may have. Your consideration in this matter is greatly appreciated.

Sincerely,

Environmental Dept. Manager
Lochner Environmental Services

Attachments: Graphic 1: Project Location Map
Graphic 2: Aerial Map
Graphic 3 & 4: Construction Details Maps

CITY OF LA PORTE
PARK AND RECREATION BOARD MEETING

JANUARY 21, 2026 | 4 p.m.

Park Administrative Office
250 Pine Lake Avenue

CITY OF LA PORTE

801 Michigan Ave.
La Porte, IN 46350
219-362-0151

Mayoral Appointments:

Murrell(JR) Francis
Jan. 2025-Dec. 2028

Mitch Feikes
Jan. 2023-Dec. 2026

Nicole Messacar
Jan. 2024-Dec. 2027

School Board Appointment:

Ryan Seaburg
Jan. 2025-Dec. 2026

Library Board Appointment:

Non-Voting Member:
Roberta Mumaw

Council Liaison:

Karyl Machek-Feikes

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Roll Call**
4. **Recognition**
5. **Approval of December 17, 2025, Meeting Minutes**
6. **Bills and Claims**
7. **Public Comment**
8. **Sub-Committee Reports**
9. **Old Business**
    a. **Civic Auditorium Elevator**
10. **New Business**
    a. **Kiwanis – Teledyne Pathway**
    b. **Field Usage Fees**
    c. **PGA Meeting**
11. **Board Member/Department Comments**
12. **Adjournment**

The next City of La Porte Park and Recreation Board Meeting is Wednesday, February 18, 2026.

Live and archived transmissions of the Park and Recreation Board meetings are available at www.facebook.com/cityoflaportein and www.youtube.com/cityoflaportein. Minutes and agendas from previous meetings are available online at www.cityoflaporte.com. Those seeking to participate in the public comment section of the meeting must first fill out a form with their name, address and discussion topic. Speakers will be given a reasonable length of time (as determined by the Board Chair) to make their comment and/or express an opinion. All comments must be in the form of statements, as this is not a question-and-answer session. Personal attacks will not be tolerated and may result in exclusion from future public comment opportunities.