FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION LEVEL 1 FORM

GENERAL PROJECT INFORMATION

Road No./County:	State Road (SR) 10 and Interstate 65 (I-65)/ Jasper County
Designation Number(s):	2000020
Project Description/Termini:	Interchange Improvement/ Located along SR 10, from approximately 0.25 mile west to 0.20 mile east of I-65, and approximately 0.05 mile north and south along the northbound and southbound ramp junctions.

[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: SFM 05/07/2025
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: Briana M. Hope (Lead) and Preeti Samra, American Structurepoint, Inc.
Name and Organization

GENERAL PROJECT INFORMATION, DESCRIPTION, AND DESIGN INFORMATION	
Purpose and Need:	**Need:** The need for the project is evidenced by the number of existing conflict points (25) at the SR 10 and I-65 interchange. Conflict points are potential areas where the paths of motorists' merge, cross, or otherwise come in close proximity to one another. According to the Alternative Evaluation Report (AER) (Appendix H, H-1 to H-25), completed by American Structurepoint, Inc. on August 9, 2024, crash data was reviewed from 2021 to 2023 and the results indicated there have been a total of 52 crashes at both the southbound and northbound ramp junctions of the SR 10 and I-65 interchange (Appendix H, H-20). That total includes 31 rear end crashes, 9 right-angle/left-turn crashes, 5 same direction sideswipe crashes, 3 backing crashes, 2 opposite direction sideswipe crashes, and 2 "other" crashes that occurred at the driveways between County Road (CR) 600 East and the I-65 southbound ramp junction (Appendix H, H-22). Of those crashes, 43 resulted in property damage, and 9 resulted in injury (Appendix H, H-20). According to the Addendum No. 2 to the Abbreviated Engineer's Report (Appendix H, H-26 to H-31), completed by American Structurepoint, Inc. and approved on February 27, 2025, the number of crashes can be attributed to the amount of conflict points present at the existing intersection and traffic congestion during peak hours. The existing southbound and northbound I-65 ramp junctions at the SR 10 interchange have a combined total of 25 conflict points. Of the 52 reported crashes, 40 crashes (77 percent) are a result of rear end and right-angle/left-turn crashes at these conflict points. The need is also evidenced by the projected design year (2046) level of service (LOS) of F ("unacceptable") at the southbound and northbound I-65 ramp junctions of the interchange. LOS is a scale (A through F) which classifies the operating condition of roads. In general, the operating conditions of intersections are considered to be "acceptable" if found to operate at LOS D or better. **Purpose:** The purpose of the project is to reduce the number of conflict points at the SR 10 and I-65 interchange, as well as to improve the operating conditions at both the southbound and northbound ramp junctions of the SR 10 and I-65 interchange by increasing the projected design year (2046) LOS to D or better.
Project Description (Preferred Alternative):	The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) LaPorte District intend to proceed with the SR 10 and I-65 interchange improvement project. **Location:** The project is located at the interchange of SR 10 and I-65 in DeMotte, Jasper County, Indiana. The project extends along SR 10, approximately 0.25 mile west and 0.20 mile east of I-65. The limits also extend approximately 0.05 mile north and south along the northbound and southbound ramp junctions. More specifically, the project area is within Keener Township on the Shelby, Indiana 7.5 Minute United States Geological Survey (USGS) topographic

	quadrangle, in Sections 7 and 18, Township 31 North and Range 7 West. The state location map, USGS topographic map, 2021 aerial photography map, and project area photographs can be referenced in Appendix B, B-1 to B-5. **Existing Conditions:** This section of SR 10 is functionally classified as a *Minor Arterial* with a posted speed limit of 45 miles per hour (mph) and is carried over I-65 via an existing bridge (INDOT Structure No. 010-37-04888 B/National Bridge Inventory [NBI] No. 002910). The existing four-span continuous steel beam bridge is approximately 211 feet in length and consists of concrete bridge railing, approach rail, and guardrail. The existing SR 10 bridge over I-65 is excluded from the project area. The existing typical roadway section of SR 10 within the project area consists of one 12-foot wide travel lane in each direction (one westbound and one eastbound) bordered by paved shoulders with varying widths from 11 feet wide to 17 feet wide. This section of I-65 is functionally classified as an *Urban Interstate* and is part of the US National Highway System (NHS) with a posted speed limit of 70 mph. The existing typical section of I-65 within the project area consists of two 11-foot wide travel lanes in each direction (two southbound and two northbound) bordered by 11-foot wide outside paved shoulders and a 52-foot wide grassy median between the northbound and southbound travel lanes. The existing diamond interchange was originally constructed in 1964 in conjunction with the construction of I-65. The existing typical section of the interchange consists of 16-foot wide southbound and northbound on/off-ramps. The ramps are one-way stop controlled with right-turn slip lanes controlled by a yield condition for traffic entering/exiting the ramps. Traffic on both the southbound and northbound ramps experience delays and queuing which can extend back to the mainline interstate during the peak hours. As noted in the *Purpose and Need* section above, rear end and right-angle/left-turn crashes were the most common crash types and led to the most injuries at both ramp junctions (Appendix H, H-20). These crash types are common at ramp junctions with recurring congestion and queuing issues. Currently, traffic flows freely along SR 10 and requires left-turn movements to be made from the through lane as gaps in traffic allow. Under high traffic volumes, this results in excessive queuing on SR 10 and an increased risk of rear-end collisions. Additionally, drivers attempting to turn left from SR 10 onto I-65 or from the I-65 off-ramps onto SR 10 may utilize small gaps in opposing traffic resulting in right-angle crashes. The surrounding land use in the vicinity of the project is primarily commercial with some residential properties. Drainage is conveyed throughout the project area via sheet flow away from the existing roadway to roadside ditches. **Preferred Alternative:** The project will convert each of the two existing ramp junctions at the interchange of SR 10 and I-65 to single-lane roundabouts. For traffic traveling along SR 10, the roundabouts at each ramp junction will eliminate left-turn movements across oncoming traffic when accessing I-65.

	Traffic traveling eastbound/westbound along SR 10 will access the I-65 southbound/northbound on ramps by entering the single lane roundabout and taking the desired exit onto the I-65 southbound/northbound ramp. For traffic traveling along I-65, the roundabouts at each ramp junction will eliminate left-turn movements across oncoming traffic when accessing SR 10. Traffic utilizing the I-65 northbound/southbound off ramps will enter the single lane roundabout and take the desired exit to continue east or west along SR 10. The typical section of the roundabout approaches along SR 10 will consist of two, 12-foot wide travel lanes (one in each direction) separated by a 2 to 12-foot wide variable raised median. The typical section of each I-65 on/off ramp junction will consist of one 16-foot wide travel lane. The typical section of the roundabout will consist of an 18-foot wide single lane, circulatory roadway with curb and gutter, a 92-foot wide center island, and a 16-foot wide truck apron. The new roundabouts will require pavement removal and reconstruction, which will consist of full depth Hot Mix Asphalt (HMA) patching, replacement of pavement markings, and removal of overhead signs. Curb and gutter will be installed and the existing guardrail within the project area will be removed and replaced to fit the roundabouts. Additionally, new permanent lighting and riprap drainage turnouts will be installed throughout the project area. No work will occur to the existing SR 10 bridge over I-65. Project plans can be seen in Appendix B, B-6 to B-22. Approximately 3.97 acres of total terrestrial disturbance will occur in order to facilitate the interchange improvement. Avoidance and minimization of environmental impacts have been incorporated into the design to the maximum extent practical. However, total avoidance of impacts to terrestrial habitat is not possible while still meeting the project's purpose and need. For more information about the project's anticipated impacts along with avoidance and mitigation measures, please see the *Identification and Evaluation of Impacts* section of this CE document. **Maintenance of Traffic (MOT):** The MOT for the project will consist of phased construction, including the temporary closure of SR 10 during construction. Refer to the *Maintenance of Traffic During Construction* section of this document and Appendix B, B-10 to B-14 for additional details. **Logical Termini/ Independent Utility:** The project is located along SR 10, from approximately 0.25 mile west to 0.20 mile east of I-65, and approximately 0.05 mile north and south along the northbound and southbound ramp junctions. The preferred alternative's termini represent the minimum limits needed to complete the interchange improvement while meeting the purpose and need of the project. The preferred alternative has independent utility as it does not create the need for additional work and does not rely on any other project to meet the purpose and need. Therefore, it is a single and complete project. **Purpose and Need Fulfillment:** The preferred alternative as described above meets the purpose and need of the project by reducing the number of conflict

	points (from 25 to 8) at the SR 10 and I-65 interchange, as well as improving the operating conditions at both the southbound and northbound ramp junctions of the SR 10 and I-65 interchange by increasing the projected design year (2046) LOS to D or better.
Other Alternatives Considered:	According to the 2024 AER (Appendix H, H-1 to H-25) and the 2024 Addendum No. 2 to the Abbreviated Engineer's Report (Appendix H, H-26 to H-31), five alternatives were evaluated for the project. Alternative 2 was selected as the preferred alternative and is therefore not included in the summary below. **No-Build Alternative (Alternative 1):** Alternative 1 leaves the interchange as it currently exists (Appendix H, H-5 and H-27). While this alternative would eliminate immediate cost and environmental impacts, both ramp junctions at the interchange would likely have a LOS of F by the projected design year (2046) and the number of existing conflict points would remain at 25 (Appendix H, H-28). Therefore, this alternative would not meet the purpose and need for the project which is to reduce the number of conflict points at the SR 10 and I-65 interchange, as well as to improve the operating conditions at both the southbound and northbound ramp junctions of the SR 10 and I-65 interchange by increasing the projected design year (2046) LOS to D or better. Therefore, this alternative was dismissed from further consideration. **Signals at Interchange Ramp Junctions, with All Other Intersections Unchanged (Alternative 3):** Alternative 3 would convert the existing one-way stop control ramp junctions to signalized intersections while maintaining the diamond interchange configuration (Appendix H, H-5 and H-27). This alternative would include the addition of left-turn lanes along SR 10 at both intersections, which would require the existing SR 10 bridge over I-65 to be widened. While this alternative would meet the purpose and need for the project by reducing the number of conflict points (from 25 to 12) and increasing the projected design year (2046) LOS to D or better at both the southbound and northbound ramp junctions (Appendix H, H-28), it was determined this alternative is not as effective at reducing the number of conflict points relative to the preferred alternative. Additionally, this alternative was determined to have higher environmental impacts and increased costs than the preferred alternative due to the proposed modifications to the existing SR 10 bridge over I-65. Therefore, this alternative was dismissed from further consideration. **Roundabouts at Interchange Ramp Junctions, with Right-In/Right-Out (RIRO) at Love's/Travel Centers of America (TA) West Drive and Signal at Love's/TA East Drive (Alternative 4):** Alternative 4 would convert the existing one-way stop control ramp junctions to single-lane roundabouts while maintaining the diamond interchange configuration (Appendix H, H-5 to H-6 and H-27). In addition, Alternative 4 would reconfigure the access at the Love's/TA Truck Stop (West Drive) to RIRO only with the installation of a traffic signal at the Love's/TA Truck Stop (East Drive). While this alternative would meet the purpose and need for the project by reducing the number of conflict points (from 25 to 8) and increasing the projected design year (2046) LOS to D or better at both the southbound

	and northbound ramp junctions (Appendix H, H-28 to H-29), it was determined to have higher environmental impacts and increased costs than the preferred alternative due to the need for additional right-of-way (ROW). Therefore, this alternative was dismissed from further consideration. **Roundabouts at Interchange Ramp Junctions, with RIRO at Love's/ TA West Drive and Roundabout at Love's/TA East Drive (Alternative 5):** Alternative 5 would convert the existing one-way stop control ramp junctions to single-lane roundabouts while maintaining the diamond interchange configuration (Appendix H, H-5 to H-6 and H-28). In addition, Alternative 5 would reconfigure the access at the Love's/TA Truck Stop (West Drive) to RIRO only with the installation of a single-lane roundabout at the Love's/TA Truck Stop (East Drive). While this alternative would meet the purpose and need for the project by reducing the number of conflict points (from 25 to 8) and increasing the projected design year (2046) LOS to D or better at both the southbound and northbound ramp junctions (Appendix H, H-29), it was determined to have higher environmental impacts and increased costs than the preferred alternative due to the need for additional ROW. Therefore, this alternative was dismissed from further consideration.			
Funding Source(s):	[X] Federal [X] State [ ] Local [ ] Other			
Project Sponsor:	INDOT			
Estimated Cost:	$4,222,000	**Project Length:**	0.27 Mile	
Public Involvement:			**No:**	**Yes: X**
Notice of Entry letters were not required for this project as all work will occur within the existing ROW. Please refer to the *Right-of-Way* section of this document and Appendix B, B-15 to B-16 for additional details. 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:**
The existing ROW along SR 10 extends approximately 190 feet north and south from the centerline of SR 10. The ROW also extends approximately 275 feet east and west from the interchange ramps to encompass the entire interchange within existing ROW. The existing ROW currently consists of maintained roadside grasses, pavement, and other roadway infrastructure. The project will occur within the existing ROW. No permanent or temporary ROW will be required for this project and no relocations are required. The limits of the existing ROW can be seen in Appendix B, B-15 to B-16. If the scope of work or permanent or temporary ROW amounts change, the INDOT Environmental Services Division (ESD) and the INDOT LaPorte District Environmental Section will be contacted immediately.				

Maintenance of Traffic (MOT) During Construction:	**No:**	**Yes: X**
The MOT for the project will require a full closure of SR 10 between the southbound and northbound ramp junctions with detour routes. The southbound and northbound on and off-ramps will remain open during construction in a temporary RIRO configuration. However, in order to cross I-65 along SR 10, traffic traveling northbound on I-65 or westbound on SR 10 will be detoured along I-65 northbound for approximately 11 miles to cross at the SR 2 over I-65 interchange, then directed south along I-65 back to SR 10. The northbound detour will be a total of 22 miles with an additional travel time of approximately 30 minutes. Traffic traveling southbound on I-65 or eastbound on SR 10 will be detoured along I-65 southbound for approximately 10 miles to cross at the SR 14 over I-65 interchange, then directed north along I-65 back to SR 10. The southbound detour will be a total of 20 miles with an additional travel time of approximately 25 minutes. Temporary pavement along the southbound and northbound on/off-ramps will be required for MOT to route traffic around the closures and detours. The on/off-ramps will be temporarily widened to a width of approximately 18 feet along the outside shoulders while new pavement is being constructed where required for the roundabouts. Emergency vehicle access to I-65 will be maintained by completing a U-turn at the median breaks on either side of I-65. The MOT is scheduled to be in place for approximately nine months. Access to all properties will be maintained during construction. The MOT plans can be referenced in Appendix B, B-10 to B-14. The closures/ lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences and delays will cease upon project completion.		
Bridge(s) and/or Small Structure(s) (include structure number(s)):	**No: X**	**Yes:**
SR 10 within the project area is carried over I-65 via an existing bridge (INDOT Structure No. 010-37-04888 B/NBI No. 002910). The existing four-span continuous steel beam bridge is approximately 211 feet in length with an out-to-out width of 52 feet and consists of concrete bridge railing, approach rail, and guardrail. The existing structure was originally constructed in 1966 with reconstruction in 1999. This bridge is not eligible for listing on the National Register of Historic Places (NRHP). No work will occur to the existing SR 10 bridge over I-65. Surface drainage systems consisting of multiple culverts and underdrains are present throughout the project area (Appendix B, B-22). No work will occur to the small structures; therefore, no impacts are expected. No other bridges or small structures are present within the project area.		

IDENTIFICATION AND EVALUATION OF IMPACTS

Early Coordination:

Early coordination letters were sent on November 28, 2023, May 16, 2024, May 31, 2024, and June 5, 2024 (Appendix C, C-1 to C-3).

Agency	Date Sent	Date Response Received	Appendix
FHWA	November 28, 2023	No Response Received	N/A
US Army Corps of Engineers (USACE), Detroit District	November 28, 2023	No Response Received	N/A
US Department of Housing & Urban Development	November 28, 2023	No Response Received	N/A
National Park Service, Midwest Regional Office	November 28, 2023	No Response Received	N/A
Natural Resources Conservation Service (NRCS)	May 16, 2024	July 9, 2024	C-4
Indiana Department of Natural Resources, Division of Fish and Wildlife (IDNR-DFW)	November 28, 2023	December 27, 2023	C-5 to C-6
Indiana Department of Environmental Management (IDEM), Groundwater Section	May 16, 2024	May 28, 2024	C-7 to C-8
Indiana Geological and Water Survey (IGWS) (Electronic Coordination)	November 28, 2023	November 28, 2023	C-9 to C-11
INDOT Environmental Policy Office	November 28, 2023	No Response Received	N/A
INDOT LaPorte District Environmental Services	November 28, 2023	November 30, 2023	C-12
INDOT Office of Aviation	November 28, 2023	December 1, 2023	C-13
Jasper County Commissioners	November 28, 2023	No Response Received	N/A
Jasper County Emergency Management	November 28, 2023	No Response Received	N/A
Jasper County Health Department	November 28, 2023	No Response Received	N/A
Jasper County Highway Department	November 28, 2023	No Response Received	N/A
Jasper County Planning and Development Department	November 28, 2023	No Response Received	N/A
Jasper County Sheriff's Department	November 28, 2023	No Response Received	N/A
Jasper County Surveyor's Office	November 28, 2023	No Response Received	N/A
Kankakee Valley School Corporation	November 28, 2023	No Response Received	N/A
Keener Township Fire Department	November 28, 2023	No Response Received	N/A
Compass Travel Center	June 5, 2024	No Response Received	N/A
Lake Holiday Camp Resort	June 5, 2024	No Response Received	N/A
Loves Travel Stop	June 5, 2024	No Response Received	N/A

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

Streams, Rivers, and Other Jurisdictional Features Impacted:	**No: X**	**Yes:**
Based on the desktop review, the aerial map of the project area (Appendix B, B-3), and the Red Flag Investigation (RFI) report (Appendix E, E-1 to E-11), there are 20 streams, rivers, watercourses, or other jurisdictional features within the 0.5-mile search radius. There are no streams within or adjacent to the project area, which was confirmed by the site visit on August 8, 2023, by American Structurepoint, Inc. Therefore, no impacts are expected. A *Wetland Delineation and Waters Report* was approved by INDOT Ecology, Waterway Permitting, & Stormwater Office (EWPSO) on February 13, 2024. Please refer to Appendix F, F-1 to F-24 for the *Wetland Delineation and Waters Report*. It was determined that no streams are present within or adjacent to the project area. The USACE makes all final determinations regarding jurisdiction.		
Open Water Feature(s):	**No: X**	**Yes:**
Based on the desktop review, the aerial map of the project area (Appendix B, B-3), and the RFI report (Appendix E, E-1 to E-11), there are two 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 August 8, 2023, by American Structurepoint, Inc. Therefore, no impacts are expected. A *Wetland Delineation and Waters Report* was approved by INDOT EWPSO on February 13, 2024. Please refer to Appendix F, F-1 to F-24 for the *Wetland Delineation and Waters Report*. It was determined that no open water features are present within or adjacent to the project area. The USACE makes all final determinations regarding jurisdiction.		
Wetlands:	**No: X**	**Yes:**
Based on the desktop review, the aerial map of the project area (Appendix B, B-3), and the RFI report (Appendix E, E-1 to E-11), there are 10 wetlands located within the 0.5-mile search radius. There are no wetlands within or adjacent to the project area. That number was updated to one wetland within the project area by the site visit on August 8, 2023, by American Structurepoint, Inc. A *Wetland Delineation and Waters Report* was approved by INDOT EWPSO on February 13, 2024. Please refer to Appendix F, F-1 to F-24 for the *Wetland Delineation and Waters Report*. It was determined that one wetland, Wetland A, totaling 0.005 acre, is located within the project area. Wetland A lacks a surface connection to a Waters of the US. Therefore, Wetland A is anticipated to not be considered a jurisdictional Waters of the US; however, INDOT is requesting that the USACE take jurisdiction of the wetland. The USACE makes all final determinations regarding jurisdiction. Wetland A would be considered Palustrine, Emergent, Persistent, Seasonally Flooded/ Saturated (PEM1E) under the Cowardin Classification System and is located in the southeast quadrant of the SR 10 and I-65 interchange. Wetland A is wholly contained within the project area. Wetland A derives water from the adjacent roadway via a riprap drainage turnout (RDT 2) (Appendix F, F-10) and is located in a depressed area which does not appear to drain out of the southeast quadrant. Wetland A would be considered a poor wetland due to receiving runoff from the adjacent interstate and disturbance from maintenance, including mowing (Appendix F, F-3 to F-4). No permanent or temporary impacts to Wetland A are anticipated as a result of the project due to its location outside the construction limits. Therefore, no impacts are expected. Avoidance measures of the potential wetland must be implemented prior to the start of and during construction. Wetland A will be marked as *Wetland A, Do Not Disturb* on the final plans and on the project		

site and avoidance of the potential wetland area is included as a firm commitment in the *Environmental Commitments* section of this document.

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

Based on a desktop review, a site visit on August 8, 2023, by American Structurepoint, Inc., and the aerial map of the project area (Appendix B, B-3), there are maintained roadside grasses within or adjacent to the project area. Dominant herbaceous species within the project area include tall fescue (*Schedonorus arundinaceus*) and crownvetch (*Securigera varia*).

Approximately 3.97 acres of total terrestrial disturbance will occur in order to facilitate the interchange improvement. No tree clearing will be required for the project. Implementation of standard INDOT specifications for re-vegetation of disturbed areas will promote re-establishment of similar ground cover in areas temporarily impacted by site access. Additional mitigation, if required, for impacts to terrestrial habitat will be determined during the permitting process.

The IDNR-DFW responded on December 27, 2023, with recommendations to avoid or minimize impacts to terrestrial habitat. These recommendations included revegetating all bare and disturbed areas, and installing appropriate erosion and sediment control measures (Appendix C, C-5 to C-6).

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, E-1 to E-11), completed by American Structurepoint, Inc. on March 11, 2024, the IDNR Jasper County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated December 27, 2023 (Appendix C, C-5 to C-6), the Natural Heritage Program's Database has been checked, and the state special concern plains pocket gopher (*Geomys bursarius*) and American badger (*Taxidea taxus*) have been documented within 0.5 mile of the project area. The IDNR-DFW stated in their response that they do not anticipate any significant effects to the plains pocket gopher due to this project. The project area is highly disturbed, with numerous impervious barriers to underground movement already in place. Should any plains pocket gophers be discovered or taken during the construction process, the IDNR-DFW must be contacted to turn the observation or specimen in, as this will advance ongoing research. This is included as a firm commitment in the *Environmental Commitments* section of this document. Additionally, the American badger prefers an open, prairie-type habitats and impacts to the American badger or its preferred habitat are unlikely to occur as a result of this project. An INDOT 0.5-mile bat review occurred on November 28, 2023. The results indicated no presence of bats in, or within 0.5 mile of the project area.

Project information was submitted through the US Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) portal, and an official species list was generated on February 20, 2025 (Appendix C, C-20 to C-31). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*). Other species were generated in the IPaC species list along with the Indiana bat. Refer to paragraph below.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB) (Myotis septentrionalis)*, 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 30, 2023, by American Structurepoint, Inc. and based on the responses provided, the project was found to *may affect, but not likely to adversely*

affect the Indiana bat (Appendix C, C-32 to C-42). INDOT reviewed and verified the effect finding on November 30, 2023, and requested USFWS's review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Three Avoidance and Minimization Measures (AMMs) for bat habitat awareness and permanent and temporary lighting requirements were included with the effect determination. All AMMs are included as firm commitments in the *Environmental Commitments* section of this document.

The official species list generated from IPaC indicated four other species present within the project area. The project is within range of the experimental population, non-essential whooping crane (*Grus americana*), the proposed endangered salamander mussel (*Simpsonaias ambigua*), the proposed threatened monarch butterfly (*Danaus plexippus*), and the proposed threatened western regal fritillary (*Argynnis idalia occidentalis*). No critical habitats were identified within the project area. Therefore, further coordination with USFWS is not required.

This precludes the need for further consultation on the project 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, the USFWS will be contacted for consultation.

Geological and Mineral Resources:	**No: X**	**Yes:**

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 topographic map of the project area (Appendix B, B-2), and the RFI report (Appendix E, E-1 to E-11), there are no karst features identified within or adjacent to the project area.

In the early coordination response dated November 28, 2023, the IGWS did not indicate that karst features exist in the project area (Appendix C, C-9 to C-11). Their response stated the project is located within an area of moderate liquefaction potential, floodway, high bedrock resource potential, and high sand and gravel resource potential. Their response also indicated that active and/or abandoned mineral resource extraction sites (i.e., petroleum exploration wells, underground coal mines, and surface coal mines) have not been documented in the area. Additionally, according to the RFI report one petroleum well is located within the 0.5-mile search radius (Appendix E, E-3). The petroleum well is located approximately 0.27 mile northeast of the project area. The features will not be affected because the depth of excavation (10 feet below the ground surface) will not be deep enough to encounter these resources and the project is not located within a floodway (Appendix F, F-9). The response from IGWS has been communicated with the designer on November 28, 2023. No impacts are expected.

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

Sole Source Aquifer:
The project is located in Jasper 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/ Environmental Protection Agency (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.

Wellhead Protection Area and Source Water:
According to the IDEM's Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/), accessed on May 16, 2024, by American Structurepoint, Inc., this project is located within a Wellhead Protection Area. Therefore, an early coordination letter was sent to IDEM on May 16, 2024 (Appendix C, C-1 to C-3). In their response dated

May 28, 2024, IDEM stated the project is located within a Wellhead Protection Area and is not located within a Source Water Area (Appendix C, C-7 to C-8). Coordination with the Source Water Coordinator for the area was initiated on May 31, 2024, and project information was forwarded to CUII – Water Service Company (Appendix C, C-14 to C-19). CUII responded on June 12, 2024, stating none of their infrastructures are located within the project area, however they provided language and recommendations regarding contaminant and run-off control. CUII – Water Service Company requested that hazardous materials be properly contained and stored to prevent accidental release. The project will adhere to the stormwater pollution prevention plan (emergency response plan) which will include erosion and sediment control measures as well as materials handling procedures to be submitted as part of the construction plans and specifications. This project will comply with the stormwater quality management plan by implementing and adhering to best management practices (BMPs). In addition, the contact for CUII – Water Service Company will be included in the project's emergency response plan and/or similar plans used for responding to hazardous materials spills, and CUII – Water Service Company will be contacted within 24 hours of any hazardous materials spill that occurs outside of containment. CUII also asked if fuel storage stations can remain outside of a 1000-foot radius of their wells; however, it was determined that no wells that are owned by CUII – Water Service Company are located within or adjacent to the project area. Therefore, no impacts are expected.

Water Wells:
The IDNR Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed on November 28, 2023, by American Structurepoint, Inc. Three wells are located adjacent to the project area at various locations along the existing intersection. The wells are located outside the construction limits. Therefore, no impacts are expected. Should it be determined during the ROW phase that these wells will be affected, a cost to cure will likely be included in the appraisal to restore the wells.

Urban Area Boundary:
Based on a desktop review of IDEM's Municipal Separate Storm Sewer Systems (MS4s) Boundaries Map for Indiana website (https://www.in.gov/idem/cleanwater/ms4s-boundaries-map-for-indiana/) by American Structurepoint, Inc. on November 28, 2023, this project is not located in an Urban Area Boundary. No impacts are expected.

Public Water System:
Based on a desktop review, a site visit on August 8, 2023, by American Structurepoint, Inc., the aerial map of the project area (Appendix B, B-3), and IDEM's Public Water Supply System website (https://myweb.in.gov/IDEM/DWW/) accessed on May 16, 2024, by American Structurepoint, Inc., no public water systems were identified. Therefore, no impacts are expected.

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

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

The IDNR Indiana Floodway Information Portal website (http://dnrmaps.dnr.in.gov/appsphp/fdms/) was accessed on November 28, 2023, by American Structurepoint, Inc. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain map (Appendix F, F-9). Therefore, it does not fall within the guidelines for the implementation of 23 Code of Federal Regulations (CFR) 650, 23 CFR 771, and 44 CFR. No impacts are expected.

Farmland:	**No: X**	**Yes:**
Based on a desktop review, a site visit on August 8, 2023, by American Structurepoint, Inc., and the aerial map of the project area (Appendix B, B-3), there is farmland as defined by the Farmland Protection Policy Act Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The project will not convert any farmland as all work will occur within the existing ROW. An early coordination letter was sent to the NRCS on May 16, 2024. In their early coordination response signed July 9, 2024, the NRCS stated the project will not cause a conversion of prime farmland (Appendix C, C-4). No alternatives other than those previously discussed in this document will be investigated without re-evaluating impacts to prime farmland.		
Cultural Resources:	**No: X**	**Yes:**
On May 22, 2024, American Structurepoint, Inc. determined that this project falls within the guidelines of Category A, Type 2 under the Minor Projects Programmatic Agreement (MPPA) (Appendix D, D-1 to D-2). The INDOT Cultural Resources Office (CRO) confirmed on May 22, 2024, all work on the interchange improvement project will take place within previously disturbed soils; in that manner, it meets the intent of MPPA Category A-2 (Appendix D, D-3). They also noted that it is INDOT CRO's opinion that reconfiguring and updating the lighting as part of the intersection improvement/modification fits under MPPA Category A-2. Category A, Type 2 covers *All work within interchanges and within medians of divided highways in 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) of the US Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significantly publicly owned parks, recreation areas, wildlife/waterfowl refuges, and NRHP eligible or listed historic properties regardless of ownership. Lands subject to this law are considered Section 4(f) resources. Based on a desktop review, the aerial map of the project area (Appendix B, B-3), and the RFI report (Appendix E, E-1 to E-11), there is one potential 4(f) resource located within the 0.5-mile search radius. According to additional research and the site visit on August 8, 2023, by American Structurepoint, Inc., there is one potential Section 4(f) resource is located adjacent to the project area. Lake Holiday Camp Resort, a privately-owned campground that is open to the public, is located west of the SR 10 and I-65 interchange with an entrance along SR 10. Since Lake Holiday Camp Resort is privately owned, it would not be considered a Section 4(f) resource. An early coordination letter was sent to Lake Holiday Camp Resort on June 5, 2024. No response was received within the 30-day response time frame. Access to all properties, including the Lake Holiday Camp Resort, will be maintained during construction. Therefore, no impacts are expected. The US 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 Section 6(f) properties on the INDOT ESD website revealed a total of five properties in Jasper County (Appendix H, H-32). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to Section 6(f) resources.		
Air Quality:	**No: X**	**Yes:**
This project is included in the Fiscal Year (FY) 2024-2028 Statewide Transportation Improvement Program (STIP) through Amendment 24-19 (February 28, 2025) (Appendix G, G-1). This project is located in Jasper County, which is currently in attainment for all criteria pollutants according to the EPA Green Book website (https://www.epa.gov/green-book). Therefore, the conformity procedures of 40 CFR Part 93 do not apply. 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 (MSAT) analysis is not required.		
Community Impacts:	**No: X**	**Yes:**
This analysis was performed for this project prior to the issuance of recent federal Executive Orders (EO) from January 2025, including EO 14154, EO 14148, and EO 14173. As such, this analysis is included for transparency but is no longer applicable to the impacts analysis for federal projects and this impact was not considered in the federal decision. Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. This project will have no relocations and will require less than 0.5 acre of additional permanent ROW; therefore, an Environmental Justice analysis is not required per the current INDOT CE Manual. This project will have temporary socioeconomic impacts on the community, including temporary inconveniences commonly associated with construction such as noise, fugitive dust, travel delays, and utility disruptions. However, these impacts are temporary and will cease upon completion of the project. Permanent socioeconomic effects are not expected. The proposed project is not anticipated to negatively affect community cohesion. Transportation within the community and access to community resources will not be affected. Minimal impacts are anticipated to the local tax base, property value, and community events. Overall, the project is expected to positively impact the community. According to a review of the website, https://www.fairsandfestivals.net/, an online resource for local fairs and festivals on April 14, 2025, no scheduled festivals or other public events take place in the Jasper County area. Therefore, no impacts are expected.		
Public Facilities and Services (e.g. schools, emergency services):	**No:**	**Yes: X**
Based on the desktop review, the aerial map of the project area (Appendix B, B-3), and the RFI report (Appendix E, E-1 to E-11), there is one recreational facility located within the 0.5-mile search radius. There is one recreational facility located adjacent to the project area, which was confirmed by the site visit on August 8, 2023, by American Structurepoint, Inc. Lake Holiday Camp Resort, a privately-owned campground that is open to the public, is located adjacent to the project area. An early coordination letter was sent to Lake Holiday Camp Resort on June 5, 2024. No response was received within the 30-day response time frame. Access to all properties, including the Lake Holiday Camp Resort, will be maintained during construction. Therefore, no impacts are expected.		

Utility coordination to date has confirmed the location of seven utilities within project limits. Coordination with utility companies to identify potential conflicts and relocation of the appropriate facilities, if needed, has been initiated. The coordination will continue through the duration of the engineering phase of the project.

In their early coordination response dated December 1, 2023, the INDOT Office of Aviation stated that no tall structure permit is required if all equipment being used for the project stays below 200 feet in height (Appendix C, C-18). According to the project designer, the project will not require any equipment taller than 200 feet. Therefore, a tall structure permit will not be required for the project.

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**

Based on a review of Geographic Information System (GIS) and available public records, the RFI was completed on March 11, 2024, by American Structurepoint, Inc. and INDOT Site Assessment & Management (SAM) provided their concurrence on March 11, 2024 (Appendix E, E-1 to E-11). One Underground Storage Tank (UST) site, four Leaking Underground Storage Tank (LUST) sites, seven National Pollutant Discharge Elimination System (NPDES) facilities, and one NPDES pipe location are located within 0.5 mile of the project area. Five NPDES facilities could affect the project area.

Compass Travel Center, 900 North CR 1200 West, Permit ID #INRA06041, is located adjacent to the southwest corner of the project area. The permit is for discharge associated with construction activities and is effective until July 13, 2025. Coordination with Compass Travel Center will occur (Appendix E, E-5).

Loves Travel Stop Water & Sewer Connections, 11207 West SR 10, Permit ID #INRA08698, is located adjacent to the southeast corner of the project area. The permit is for discharge associated with construction activities and is effective until October 3, 2026. Coordination with Loves Travel Stop will occur (Appendix E, E-5).

Loves Travel Stop, Permit ID #INRA09154, is located adjacent to the southeast corner of the project area. The permit is associated with a recreational vehicle (RV) park, that is an expansion of Loves Travel Stop located at 11055 SR 10. The permit is for discharge associated with construction activities and is effective until February 16, 2027. Coordination with Loves Travel Stop will occur (Appendix E, E-5).

Loves Demotte RV Park Soil Borrow Area, Permit ID #INRA10406, is located adjacent to the southeast corner of the project area. The permit is associated with an RV park, that is an expansion of Loves Travel Stop located at 11055 SR 10. The permit is for discharge associated with construction activities and is effective until August 25, 2027. Coordination with Loves Travel Stop will occur (Appendix E, E-5).

Loves Travel Stop Sidewalk, Permit ID #INRA11180, is located adjacent to the southeast corner of the project area. The permit is associated with Loves Travel Stop located south of SR 10, between Loves Travel Stop and Loves RV Park at SR 10 & North CR 1100 West. The permit is for discharge associated with construction activities and is effective until February 5, 2028. Coordination with Loves Travel Stop will occur (Appendix E, E-6).

Early coordination letters were sent on June 5, 2024, to Compass Travel Center and Loves Travel Stop (Appendix E, E-12 to E-15). No responses were received within the 30-day response time frame. Erosion control and spill prevention BMPs will be implemented. Therefore, no impacts are expected.

All applicable recommendations are included in the *Environmental Commitments* section of this CE document.		
Permits:	**No:**	**Yes: X**

An IDEM Construction Stormwater General Permit (CSGP) is anticipated for the project as soil disturbance will be greater than one acre.

Applicable recommendations provided by the 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 ROW amounts change, the INDOT 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. Any work in a wetland area within INDOT's ROW or in borrow/ waste areas is prohibited unless specifically allowed in the USACE or IDEM permits. (INDOT EWPSO)
4. Wetland A will be marked as *Wetland A, Do Not Disturb* on the final plans and on the project site. (INDOT LaPorte District)
5. General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/ FRA/ FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
6. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
7. Lighting AMM 2: When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS)
8. Should any plains pocket gophers be discovered or taken during the construction process, the IDNR-DFW must be contacted to turn the observation or specimen in, as this will advance ongoing research. (IDNR-DFW)
9. CUII – Water Service Company requests that hazardous materials be properly contained and stored to prevent accidental release. (CUII – Water Service Company)
10. The contact for CUII – Water Service Company will be included in the project's emergency response plan and/or similar plan used for responding to hazardous materials spills, and CUII – Water Service Company will be contacted within twenty-four hours of any hazardous materials spill that occurs outside of containment. (CUII – Water Service Company)
11. Compass Travel Center, 900 North CR 1200 West, Permit ID #INRA06041, is located adjacent to the southwest corner of the project area. The permit is for discharge associated with construction activities and is effective until July 13, 2025. Coordination with Compass Travel Center will occur. (INDOT SAM)

12. Loves Travel Stop Water & Sewer Connections, 11207 West SR 10, Permit ID #INRA08698, is located adjacent to the southeast corner of the project area. The permit is for discharge associated with construction activities and is effective until October 3, 2026. Coordination with Loves Travel Stop will occur. (INDOT SAM)
13. Loves Travel Stop, Permit ID #INRA09154, is located adjacent to the southeast corner of the project area. The permit is associated with a recreational vehicle (RV) park, that is an expansion of Loves Travel Stop located at 11055 SR 10. The permit is for discharge associated with construction activities and is effective until February 16, 2027. Coordination with Loves Travel Stop will occur. (INDOT SAM)
14. Loves Demotte RV Park Soil Borrow Area, Permit ID #INRA10406, is located adjacent to the southeast corner of the project area. The permit is associated with an RV park, that is an expansion of Loves Travel Stop located at 11055 SR 10. The permit is for discharge associated with construction activities and is effective until August 25, 2027. Coordination with Loves Travel Stop will occur. (INDOT SAM)
15. Loves Travel Stop Sidewalk, Permit ID #INRA11180, is located adjacent to the southeast corner of the project area. The permit is associated with Loves Travel Stop located south of SR 10, between Loves Travel Stop and Loves RV Park at SR 10 & North CR 1100 West. The permit is for discharge associated with construction activities and is effective until February 5, 2028. Coordination with Loves Travel Stop will occur. (INDOT SAM)

For Consideration:

16. 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)

Table of Contents for Appendix Items

Appendix A: INDOT Supporting Documents

Although impacts meet the threshold under a Programmatic Categorical Exclusion (PCE), the scope of work does not fall under a PCE. Therefore, this document was elevated to a CE1.

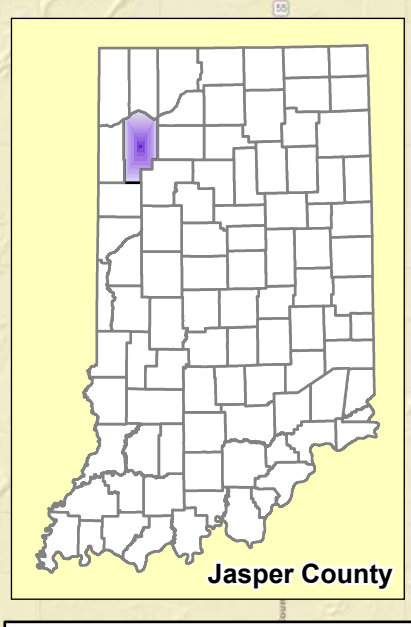
Categorical Exclusion Level Thresholds

	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.

Appendix B: Graphics

Project Location



Source: ESRI Street Map North America

Esri, HERE, Garmin, INCREM

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AMERICAN STRUCTUREPOINT INC.

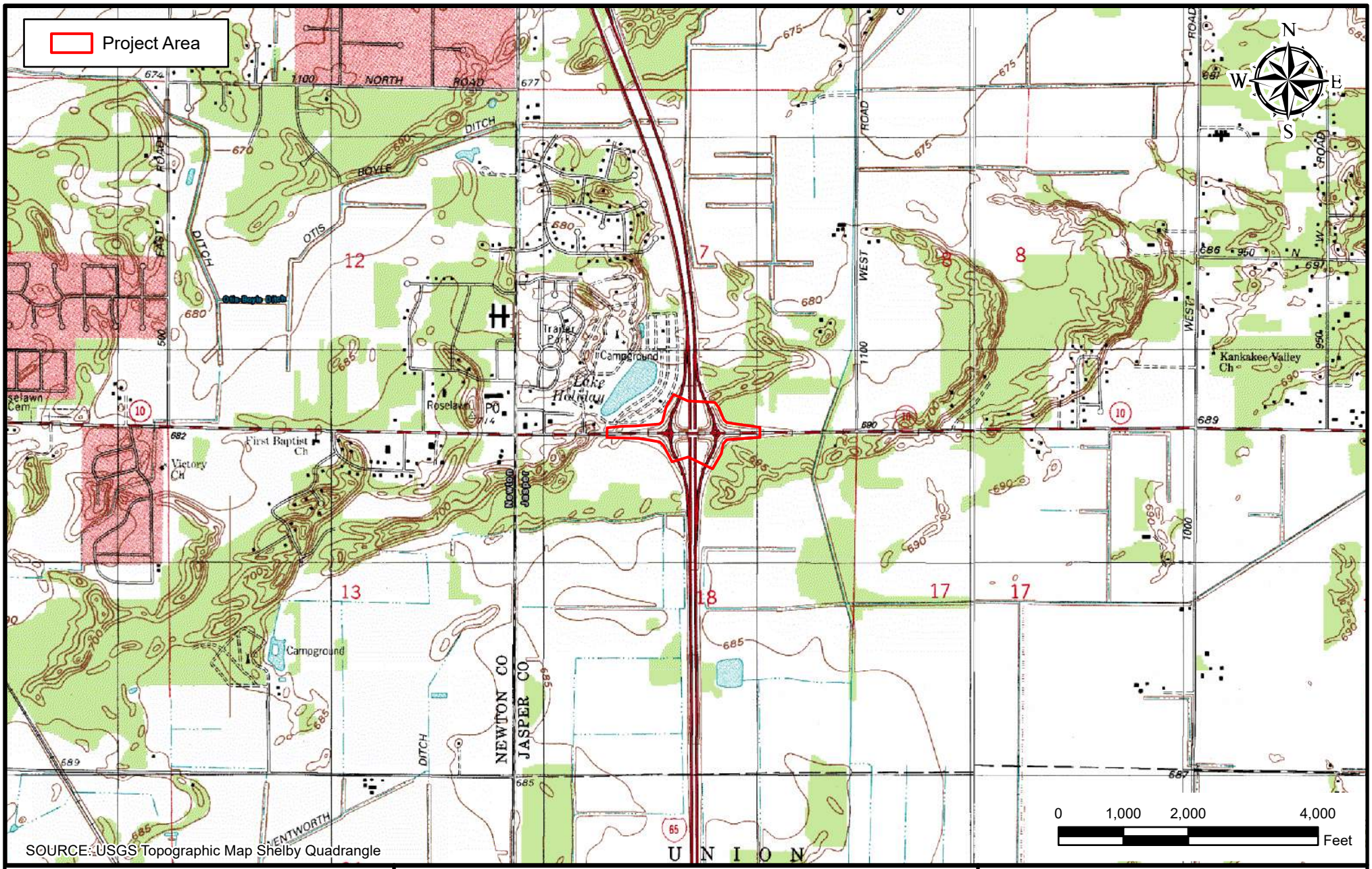
State Location Map

INDOT LaPorte District
315 E Boyd Blvd.
LaPorte, IN 46350

SR 10 and I-65, Interchange Improvement
Des. No. 2000020
Location: DeMotte
Township: Keener
County: Jasper
State: Indiana

Date: 05/16/2024

Path: P:\2021\03330\D. Drawings\Environmental\0002 SR 10 and I-65 Interchange (Des 2000020)\ArcPro\2021.03330.0002.EV.SR 10 and I-65 Interchange.Mapping.PS.aprx Date:5/16/2024 User:psamra



SOURCE: USGS Topographic Map Shelby Quadrangle

AMERICAN STRUCTUREPOINT INC.

USGS Topographic Map

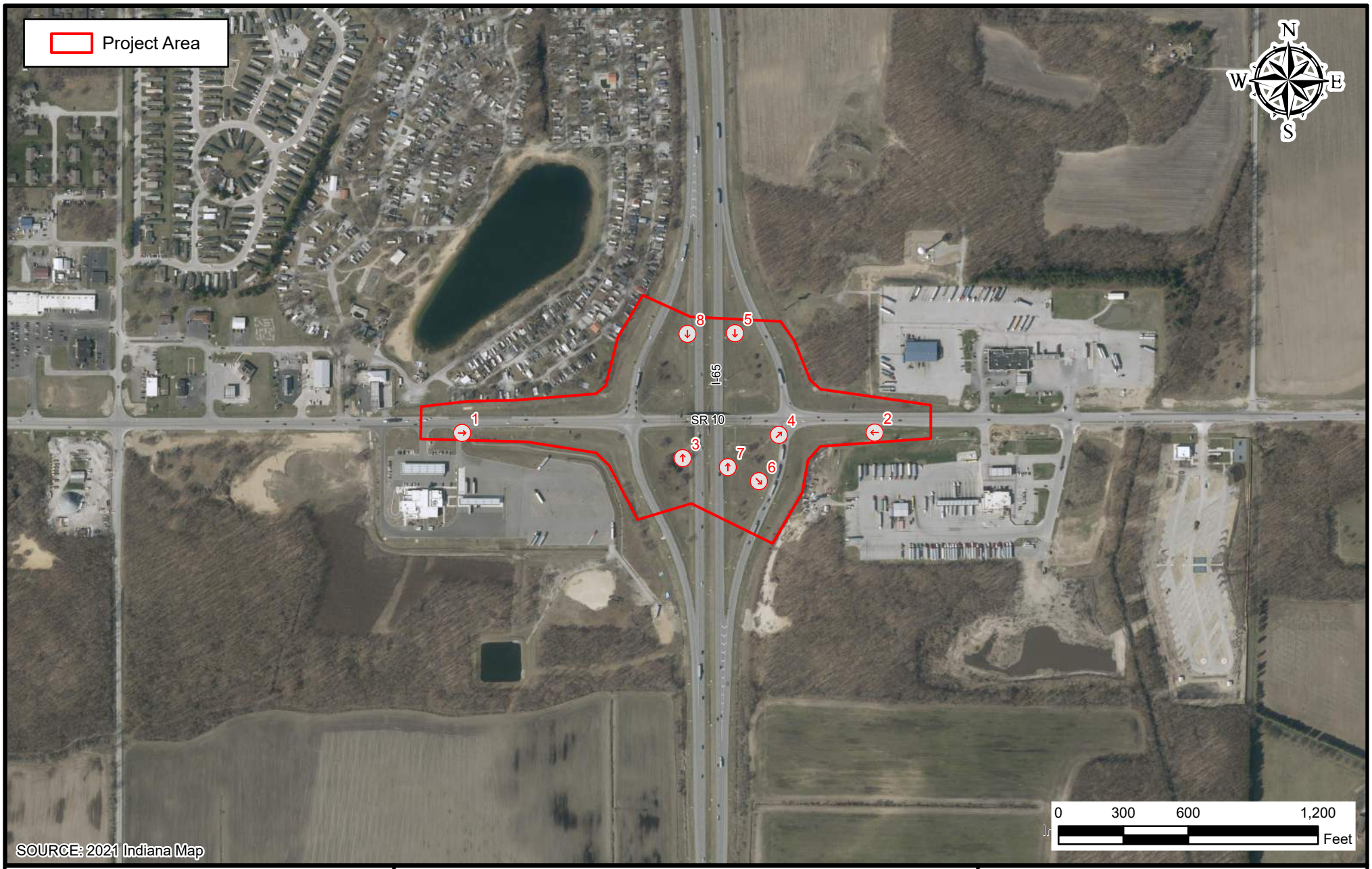
INDOT LaPorte District
315 E. Boyd Blvd.
LaPorte, IN 46350

SR 10 and I-65, Interchange Improvement
Des. No. 2000020

Location: DeMotte
Township: Keener
County: Jasper
State: Indiana

Date: 05/16/2024

Path: P:\2021\03330\D. Drawings\Environmental\0002 SR 10 and I-65 Interchange (Des 2000020)\ArcPro\2021.03330.0002.EV.SR 10 and I-65 Interchange.Mapping.PS.aprx Date:5/16/2024 User:psamra



AMERICAN STRUCTUREPOINT INC.

2021 Aerial Photography and Photo Location Map

INDOT LaPorte District
315 E. Boyd Blvd.
LaPorte, IN 46350

SR 10 and I-65, Interchange Improvement
Des. No. 2000020

Location: DeMotte
Township: Keener
County: Jasper
State: Indiana

Date: 05/16/2024

Photo 1. At the western termini of the project area facing east towards the I-65 and SR 10 southbound ramp junction.

Photo 2. At the eastern termini of the project area facing west towards the northbound I-65 and SR 10 ramp junction.

Photo 3. Facing north towards the SR 10 bridge over I-65.

Photo 4. Facing northeast looking at the SR 10 and I-65 northbound ramp junction.

Photo 5. Looking south at the northbound lane of I-65 towards the SR 10 bridge over I-65.

Photo 6. Facing southeast towards the northbound ramp junction.

Photo 7. Facing north towards the SR 10 bridge over I-65 on the east side of I-65.

Photo 8. Looking south at the southbound lane of I-65 towards the SR 10 bridge over I-65.

PROJECT	DESIGNATION
2000020	2000020
CONTRACT	BRIDGE FILE
R-43918	N/A

INDIANA DEPARTMENT OF TRANSPORTATION

ROAD PLANS

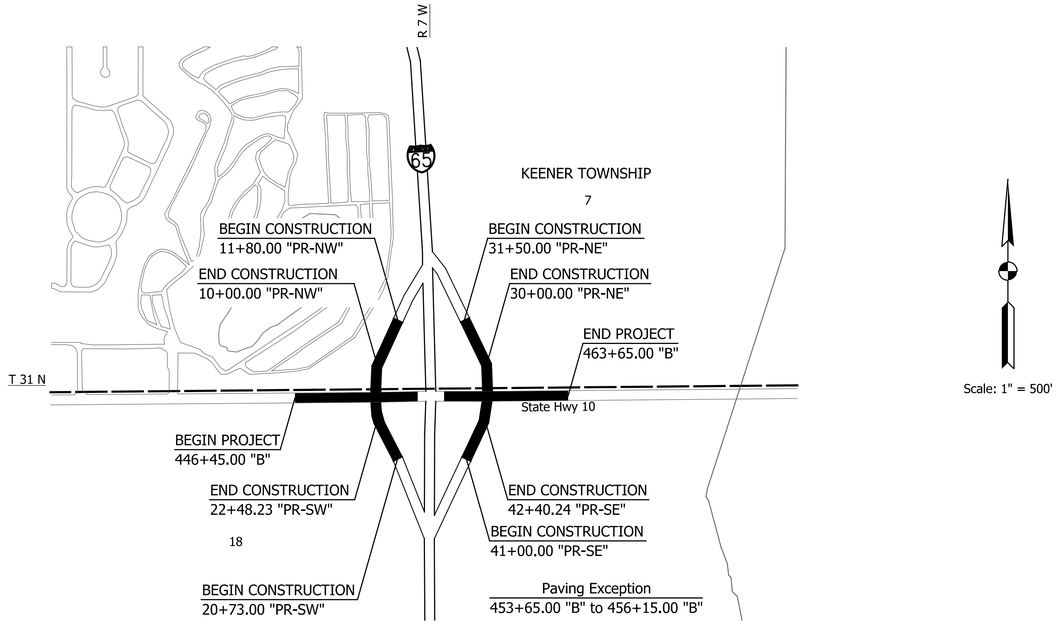
I-65 AND SR 10 INTERCHANGE MODIFICATION

ROUTE: I-65 FROM: RP 229+50 TO: RP 230+00

PROJECT NO. 2000020 P.E.

2000020 CONST.

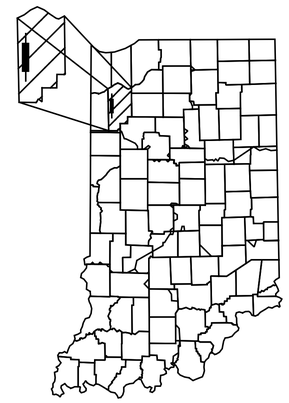
Project Description: Interchange Modification at I-65 and S.R. 10. Located in Sections 7 and 18, T 31 N, R 7 W, Keener Township, Jasper County Indiana.



Scale: 1" = 500'

TRAFFIC DATA		S.R. 10	
A.A.D.T.	2026	14,750	V.P.D.
A.A.D.T.	2046	18,250	V.P.D.
D.H.V	2046	1,177	V.P.H.
DIRECTIONAL DISTRIBUTION		62%	%
TRUCKS		13%	% A.A.D.T.
		14%	% D.H.V.

DESIGN DATA	
DESIGN SPEED	30 M.P.H.
PROJECT DESIGN CRITERIA	RECONSTRUCTION (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	MINOR ARTERIAL
RURAL/URBAN	RURAL (INTERMEDIATE)
TERRAIN	LEVEL
ACCESS CONTROL	PARTIAL



PROJECT LOCATION SHOWN BY

LATITUDE: 41° 08' 40" N LONGITUDE: 87° 15' 57" W

Gross Length: 0.32 MI.

Net Length: 0.27 MI.

Maximum Grade: 1.52 %

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

AMERICAN STRUCTUREPOINT INC.

9025 RIVER ROAD, SUITE 200
INDIANAPOLIS, IN 46240
TEL 317.547.5580 FAX 317.543.0270
www.structurepoint.com

PLANS PREPARED BY: American Structurepoint, Inc. (317) 547-5580 PHONE NUMBER

CERTIFIED BY: _____ DATE

APPROVED FOR LETTING: _____ INDIANA DEPARTMENT OF TRANSPORTATION DATE

BRIDGE FILE	
N/A	
DESIGNATION	
2000020	

SURVEY BOOK	SHEETS		
N/A	1		71
CONTRACT	PROJECT		
R-43918	2000020		

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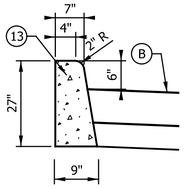
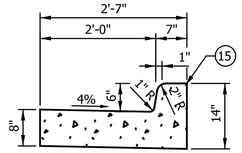


Curb, Concrete, Modified Detail

Not to Scale



Combined Concrete Curb and Gutter

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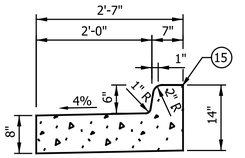

Inverted Combined Concrete Curb and Gutter

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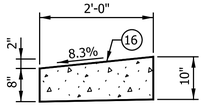

Curb and Gutter, Roll Curb, Modified Detail

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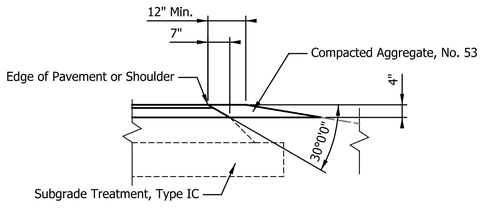

HMA Pavement Safety Edge

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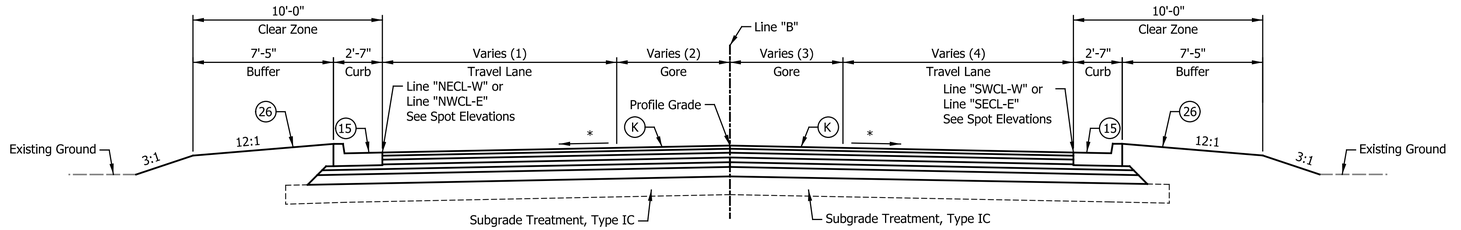
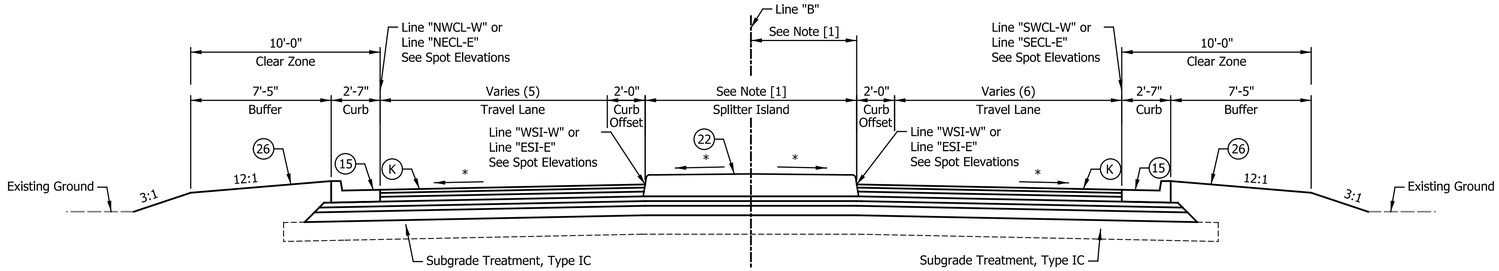


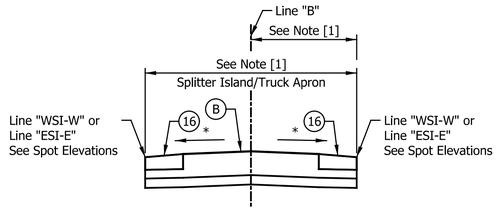
SR 10 Typical Section

446+45.00 to 448+33.06 Line "B"
461+48.30 to 463+65.00 Line "B"



SR 10 Typical Section

448+33.06 to 450+94.33 Line "B"
458+91.43 to 461+48.30 Line "B"



SR 10 Typical Mountable Center Median Section

450+50.06 to 450+94.33 Line "B"
458+91.43 to 459+27.30 Line "B"

(1) Varies 19'-4" to 12'-0" from 446+45.00 to 447+50.00 Line "B"
Equals 12'-0" from 447+50.00 to 448+33.06 Line "B"
Equals 12'-0" from 461+48.30 to 462+35.00 Line "B"
Varies 12'-0" to 23'-5" from 462+35.00 to 463+65.00 Line "B"

(2) Varies 1'-2" to 3'-0" from 446+45.00 to 447+50.00 Line "B"
Equals 3'-0" from 447+50.00 to 448+33.06 Line "B"
Varies 6'-9" to 3'-0" from 461+48.30 to 462+25.37 Line "B"
Equals 3'-0" from 462+25.37 to 462+35.00 Line "B"
Varies 3'-0" to 0'-8" from 462+35.00 to 463+65.00 Line "B"

(3) Varies 1'-2" to 3'-0" from 446+45.00 to 447+50.00 Line "B"
Equals 3'-0" from 447+50.00 to 447+55.99 Line "B"
Varies 3'-0" to 6'-9" from 447+55.99 to 448+33.06 Line "B"
Equals 3'-0" from 461+48.30 to 462+35.00 Line "B"
Varies 3'-0" to 0'-8" from 462+35.00 to 463+65.00 Line "B"

(4) Varies 20'-8" to 12'-0" from 446+45.00 to 447+50.00 Line "B"
Equals 12'-0" from 447+50.00 to 448+33.06 Line "B"
Equals 12'-0" from 461+48.30 to 462+35.00 Line "B"
Varies 12'-0" to 27'-8" from 462+35.00 to 463+65.00 Line "B"

(5) Equals 12'-0" from 448+33.06 to 449+34.84 Line "B"
Varies 12'-0" to 16'-11" from 449+34.84 to 450+94.33 Line "B"
Varies 18'-3" to 12'-0" from 458+91.43 to 459+72.48 Line "B"
Equals 12'-0" from 459+72.48 to 461+48.30 Line "B"

(6) Equals 12'-0" from 448+33.06 to 449+61.51 Line "B"
Varies 12'-0" to 18'-3" from 449+61.51 to 450+94.33 Line "B"
Varies 17'-0" to 12'-0" from 458+91.43 to 460+46.52 Line "B"
Equals 12'-0" from 460+46.52 to 461+48.30 Line "B"

LEGEND

(K) 220 #/Syd. QC/QA-HMA, 3, 58E, Surface, 9.5mm on
275 #/Syd. QC/QA-HMA, 3, 58E, Intermediate, 19.0mm on
385 #/Syd. QC/QA-HMA, 3, 58S, Base, 19.0mm on
385 #/Syd. QC/QA-HMA, 3, 58S, Base, 19.0mm on
Subgrade Treatment, Type IC

(13) Curb, Concrete, Modified

(15) Combined Concrete Curb and Gutter or
Inverted Combined Concrete Curb and Gutter

(16) Curb and Gutter, Roll Curb, Modified

(17) Curb and Gutter, Concrete, Type B

(22) Concrete Center Curb, Type D

(26) Sodding

(30) Guardrail, MGS, W-Beam, 6'-3" Spacing

(B) 10" PCCP with D-1 Contraction Joints Spacing
of 15 ft. w 1.5" Dowel Bars, on
3.5" Compacted Aggregate, No. 53, on
Subgrade Treatment, Type IC

NOTES

* Cross Slopes Vary See Plan and Profiles and Spot Elevation Sheets (Travel Lanes 2% Max)

** When Travel Lane is Inverted, Gutter Pan Shall be Inverted. See Inverted Combined Concrete Curb and Gutter Detail and Spot Elevation Sheets for More Information.

[1] See Construction Details and Roundabout Geometry for Additional Widths

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: PCS DRAWN: CAK

CHECKED: RGS CHECKED: RGS

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
¼" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION
N/A	2000020
SURVEY BOOK	SHEETS
N/A	3 of 71
CONTRACT	PROJECT
R-43918	2000020

Indy-Prof.dgnlib
Indiana_Shade.tbl

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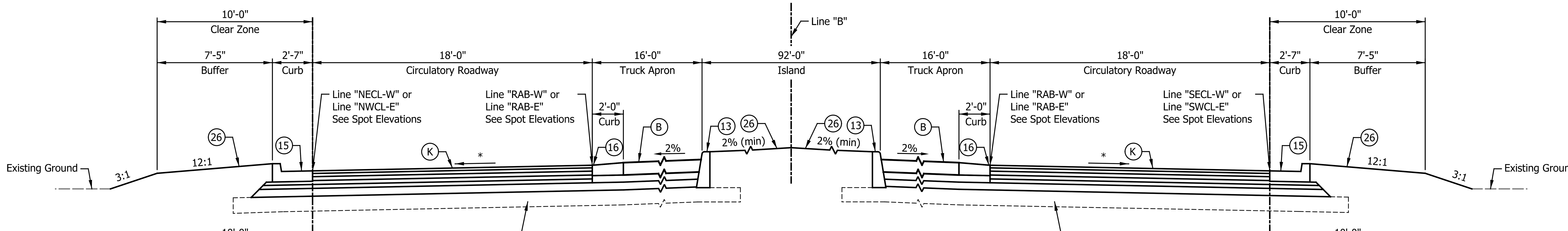
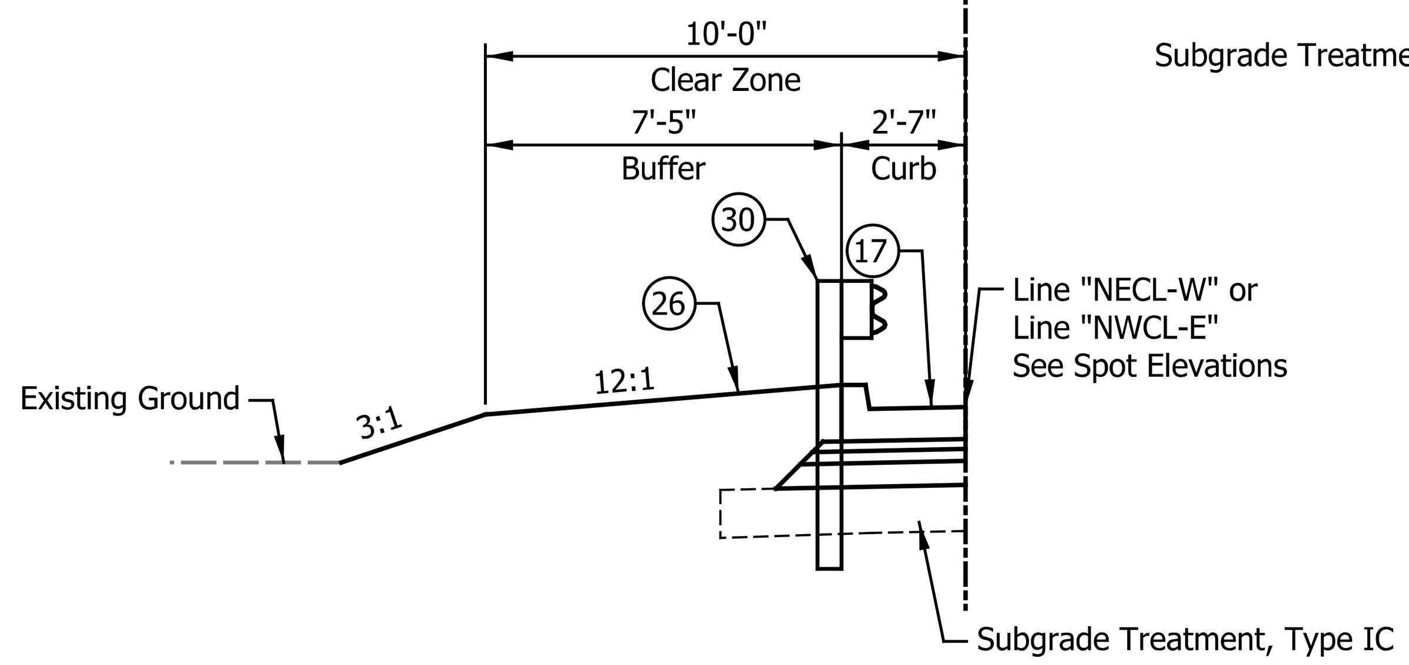


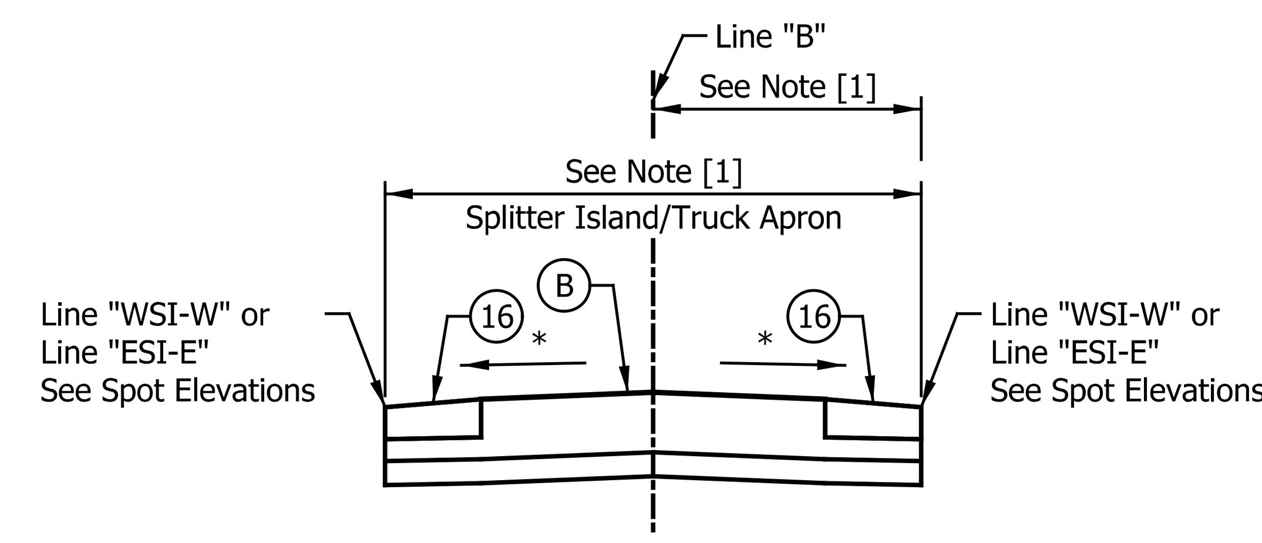
SR 10 Roundabout Typical Section

450+94.33 to 452+95.15 Line "B" Shown,
456+86.21 to 458+81.59 Line "B" Similar Opposite Hand



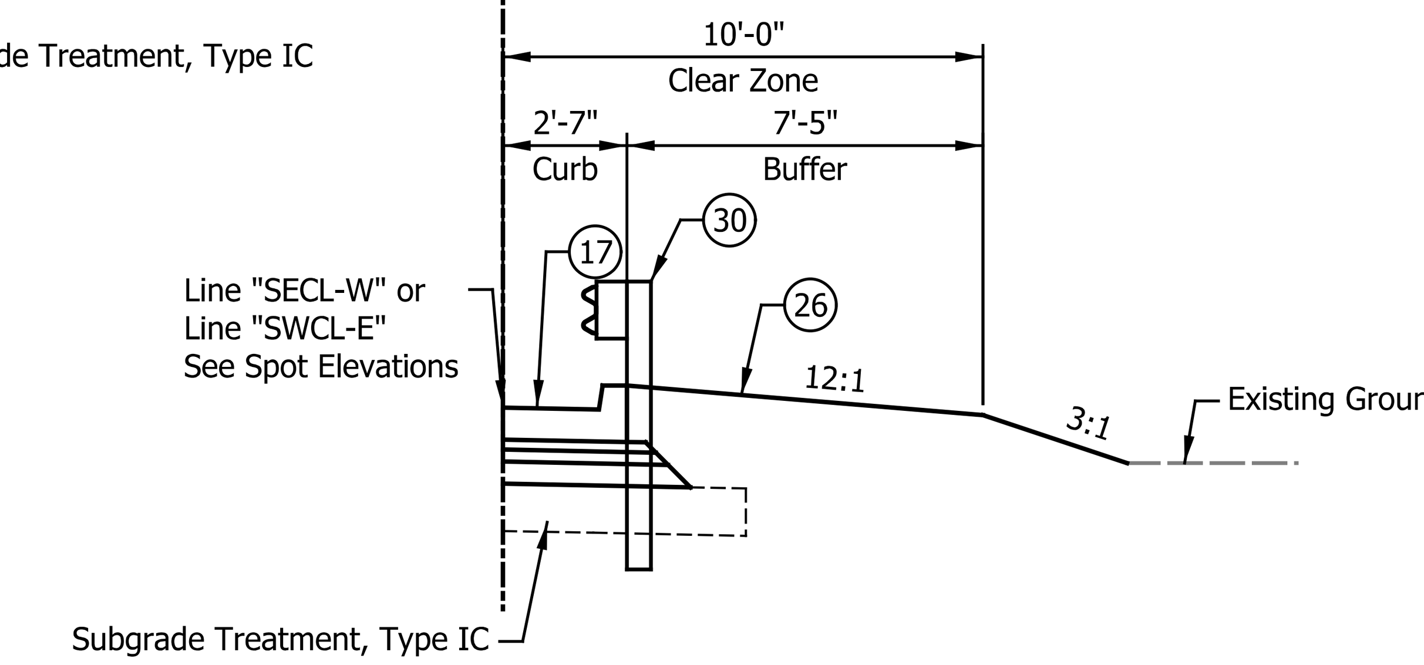
SR 10 Roundabout Typical Left Guardrail Section

452+57.32 to 452+95.15 Line "B" Shown,
456+86.21 to 456+87.41 Line "B"



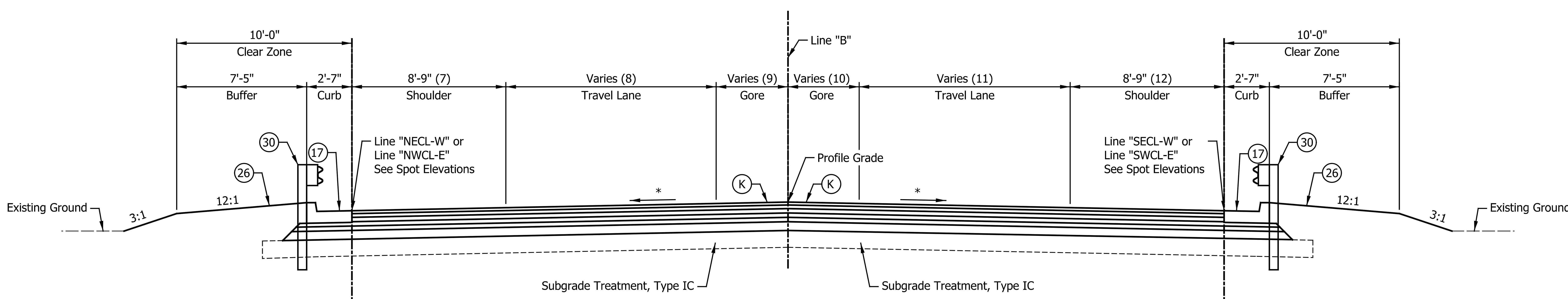
SR 10 Typical Mountable Center Median Section

452+47.37 to 452+94.65 Line "B"
456+86.71 to 457+33.99 Line "B"



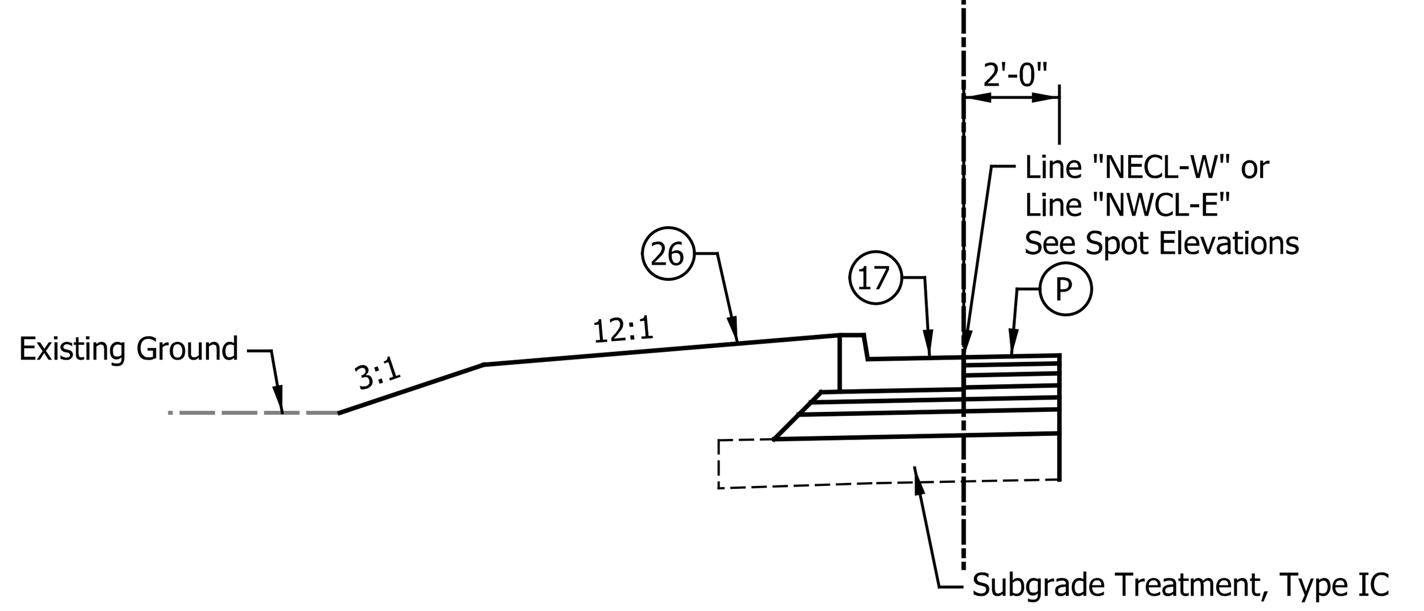
SR 10 Roundabout Typical Right Guardrail Section

452+92.59 to 452+95.15 Line "B" Shown,
456+86.21 to 457+22.96 Line "B"



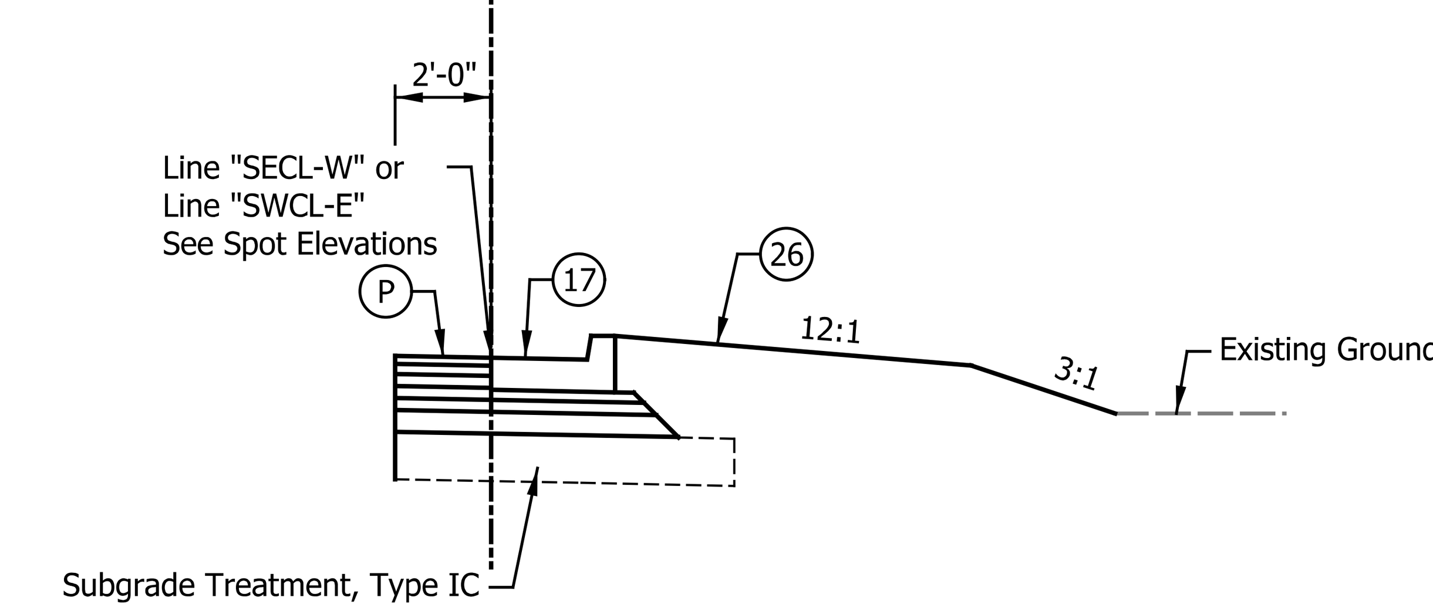
SR 10 Typical Section

452+95.15 to 453+65.00 Line "B"
456+15.00 to 456+86.21 Line "B"



SR 10 Typical Left Patching At Bridge Section

453+65.00 to 453+70.48 Line "B"
456+13.51 to 456+15.00 Line "B"



SR 10 Typical Right Patching At Bridge Section

453+65.00 to 453+70.63 Line "B"
456+13.29 to 456+15.00 Line "B"

(7) Varies 3'-10" to 8'-9" from 452+95.15 to 453+33.02 Line "B"
Equals 8'-9" from 453+33.02 to 453+65.00 Line "B"
Equals 9'-8" from 456+15.00 to 456+23.78 Line "B"
Varies 9'-8" to 0'-8" from 456+23.78 to 456+86.21 Line "B"

(8) Varies 14'-8" to 12'-0" from 452+95.15 to 453+33.02 Line "B"
Equals 12'-0" from 453+33.02 to 453+65.00 Line "B"
Equals 12'-0" from 456+15.00 to 456+23.78 Line "B"
Varies 12'-0" to 15'-5" from 456+23.78 to 456+86.21 Line "B"

(9) Varies 2'-1" to 0'-0" from 452+95.15 to 453+16.82 Line "B"
Equals 0'-0" from 453+16.82 to 453+65.00 Line "B"
Equals 0'-0" from 456+15.00 to 456+39.26 Line "B"
Varies 0'-0" to 6'-1" from 456+39.26 to 456+86.21 Line "B"

(10) Varies 6'-1" to 0'-0" from 452+95.15 to 453+42.10 Line "B"
Equals 0'-0" from 453+42.10 to 453+65.00 Line "B"
Equals 0'-0" from 456+15.00 to 456+64.54 Line "B"
Varies 0'-0" to 2'-1" from 456+64.54 to 456+86.21 Line "B"

(11) Varies 15'-5" to 12'-0" from 452+95.15 to 453+57.58 Line "B"
Equals 12'-0" from 453+57.58 to 453+65.00 Line "B"
Equals 12'-0" from 456+15.00 to 456+48.34 Line "B"
Varies 12'-0" to 14'-8" from 456+48.34 to 456+86.21 Line "B"

(12) Varies 0'-2" to 8'-7" from 452+95.15 to 453+57.58 Line "B"
Equals 8'-7" from 453+57.58 to 453+65.00 Line "B"
Equals 9'-2" from 456+15.00 to 456+48.34 Line "B"
Varies 9'-2" to 4'-2" from 456+48.34 to 456+86.21 Line "B"

LEGEND

- (K) 220 #/Syd. QC/QA-HMA, 3, 58E, Surface, 9.5mm on
  275 #/Syd. QC/QA-HMA, 3, 58E, Intermediate, 19.0mm on
  385 #/Syd. QC/QA-HMA, 3, 58S, Base, 19.0mm on
  220 #/Syd. QC/QA-HMA, 3, 58S, Base, 19.0mm on
  300 #/Syd. QC/QA-HMA, 4, 58E, Intermediate OG, 19.0mm
  6" Compacted Aggregate, No. 53 on
  Subgrade Treatment, Type IC
- (13) Curb, Concrete, Modified
- (15) Combined Concrete Curb and Gutter or Inverted Combined Concrete Curb and Gutter
- (16) Curb and Gutter, Roll Curb, Modified
- (17) Curb and Gutter, Concrete, Type B
- (22) Concrete Center Curb, Type xx
- (26) Sodding
- (30) Guardrail, MGS, W-Beam, 6'-3" Spacing
- (B) 10" PCCP with D-1 Contraction Joints Spacing of 15 ft. w 1.5" Dowel Bars, on 11" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IC
- (P) HMA, Patching, Full Depth, Type D

NOTES

- * Cross Slopes Vary See Plan and Profiles and Spot Elevation Sheets (Travel Lanes 2% Max)
- ** When Travel Lane is Inverted, Gutter Pan Shall be Inverted. See Inverted Combined Concrete Curb and Gutter Detail and Spot Elevation Sheets for More Information.
- [1] See Construction Details and Roundabout Geometry for Additional Widths

DATE	REVISION

RECOMMENDED FOR APPROVAL ________ DESIGN ENGINEER ________ DATE

DESIGNED: PCS DRAWN: CAK
CHECKED: RGS CHECKED: RGS

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
¼" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION
N/A	2000020
SURVEY BOOK	SHEETS
N/A	4 of 71
CONTRACT	PROJECT
R-43918	2000020

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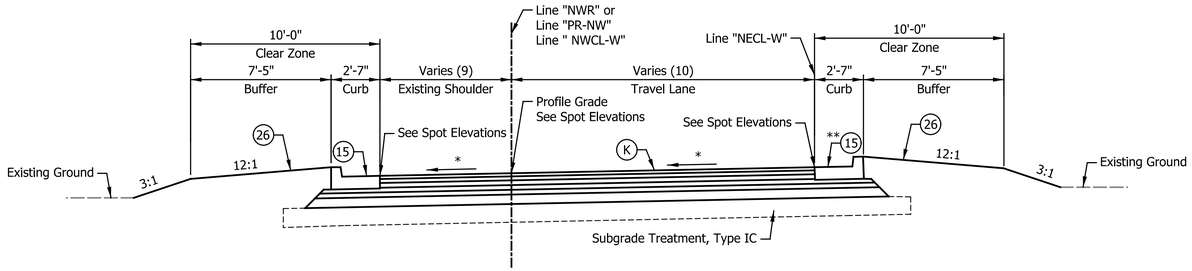
(9) Equals 0'-0" from 305+10.64 to 305+29.71 Line "NWCL-W"
Equals 0'-0" from 10+00.00 to 11+30.00 Line "PR-NW"
Varies 0'-0" to 7'-0" from 11+30.00 to 11+80.00 Line "PR-NW"

(10) Varies 19'-9" to 17'-5" from 305+10.64 to 305+29.71 Line "NWCL-W"
Varies 17'-5" to 16'-0" from 10+00.00 to 10+24.79 Line "PR-NW"
Equals 16'-0" from 10+24.75 to 11+30.00 Line "PR-NW"
Varies 16'-0" to 22'-0" from 11+30.00 to 11+80.00 Line "PR-NW"

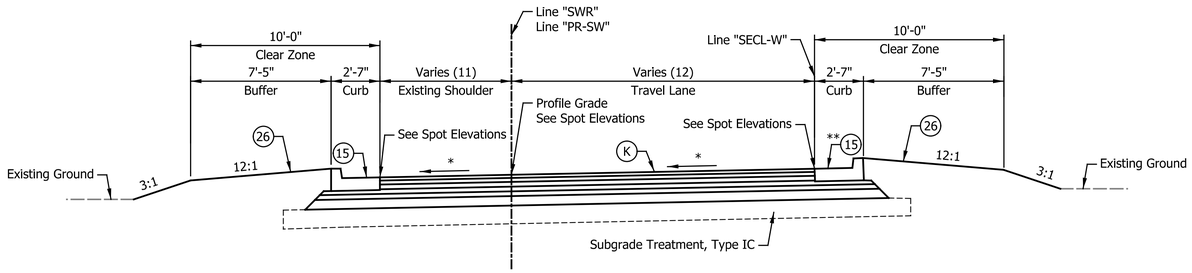


I-65 Southbound Off Ramp Typical Section

305+10.64 to 305+29.71 Line "NWCL-W"
305+29.71 Line "NWCL-W" = 10+00.00 Line "PR-NW"
10+00.00 to 11+80.00 Line "PR-NW"

(11) Varies 5'-5" to 0'-0" from 20+73.00 to 21+23.00 Line "PR-SW"
Equals 0'-0" from 21+23.00 to 22+48.23 Line "PR-SW"

(12) Varies 21'-10" to 16'-0" from 20+73.00 to 21+23.00 Line "PR-SW"
Equals 16'-0" from 21+23.00 to 21+58.00 LIne "PR-SW"
Varies 16'-0" to 17'-6" from 21+58.00 to 22+48.23 Line "PR-SW"

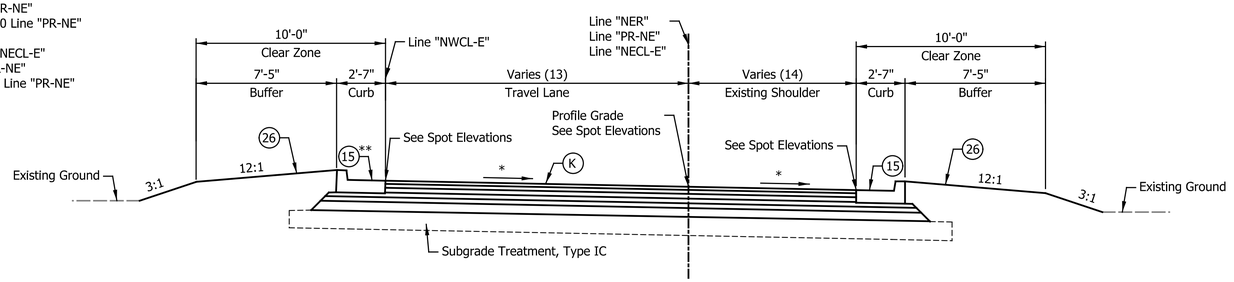


I-65 Southbound On Ramp Typical Section

20+73.00 to 22+48.23 Line "PR-SW"

(13) Varies 17'-8" to 17'-4" from 400+11.83 to 400+00.00 Line "NECL-E"
Varies 17'-4" to 16'-0" from 30+00.00 to 30+75.23 Line "PR-NE"
Equals 16'-0" from 30+75.23 to 31+30.00 Line "PR-NE"
Varies 16'-0" to 17'-6" from 31+30.00 to 31+50.00 Line "PR-NE"

(14) Equals 0'-0" from 400+11.83 to 400+00.00 Line "NECL-E"
Equals 0'-0" from 30+00.00 to 31+00.00 Line "PR-NE"
Varies 0'-0" to 8'-10" from 31+00.00 to 31+50.00 Line "PR-NE"

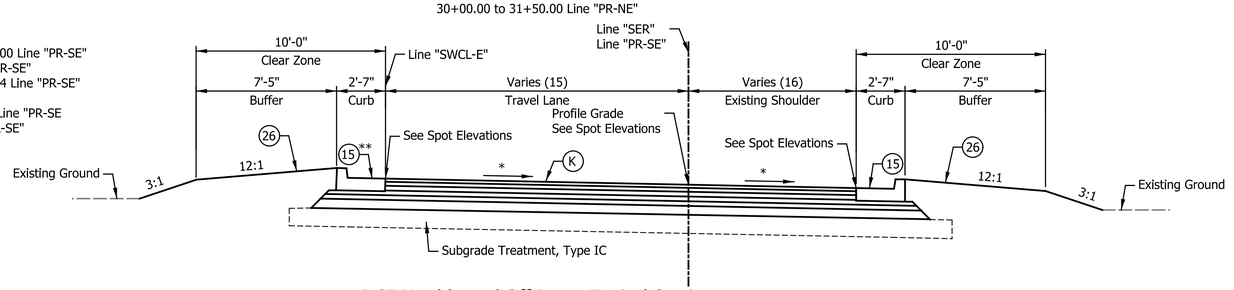


I-65 Northbound On Ramp Typical Section

400+11.83 to 400+00.00 Line "NECL-E"
400+00.00 Line "NECL-E" = 30+00.00 Line "PR-NE"
30+00.00 to 31+50.00 Line "PR-NE"

(15) Varies 16'-10" to 16'-0" from 41+00.00 to 41+50.00 Line "PR-SE"
Equals 16'-0" from 41+50.00 to 41+95.18 Line "PR-SE"
Varies 16'-0" to 19'-9" from 41+95.18 to 42+40.24 Line "PR-SE"

(16) Varies 8'-0" to 0'-0" from 41+00.00 to 41+50.00 Line "PR-SE
Equals 0'-0" from 41+50.00 to 42+40.24 Line "PR-SE"



I-65 Northbound Off Ramp Typical Section

41+00.00 to 42+40.24 Line "PR-SE"

LEGEND

- (K) 220 #/Syd. QC/QA-HMA, 3, 58E, Surface, 9.5mm on 275 #/Syd. QC/QA-HMA, 3, 58E, Intermediate, 19.0mm on 385 #/Syd. QC/QA-HMA, 3, 58S, Base, 19.0mm on 220 #/Syd. QC/QA-HMA, 3, 58S, Base, 19.0mm on 300 #/Syd. QC/QA-HMA, 4, 58E, Intermediate OG, 19.0mm, on 6" Compacted Aggregate, No. 53 on Subgrade Treatment, Type IC
- (13) Curb, Concrete, Modified
- (15) Combined Concrete Curb and Gutter or Inverted Combined Concrete Curb and Gutter
- (16) Curb and Gutter, Roll Curb, Modified
- (17) Curb and Gutter, Concrete, Type B
- (22) Concrete Center Curb, Type xx
- (26) Sodding
- (30) Guardrail, MGS, W-Beam, 6'-3" Spacing
- (B) 10" PCCP with D-1 Contraction Joints Spacing of 15 ft. w 1.5" Dowel Bars, on 11" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IC

NOTES

- * Cross Slopes Vary See Plan and Profiles and Spot Elevation Sheets (Travel Lanes 2% Max)
- ** When Travel Lane is Inverted, Gutter Pan Shall be Inverted. See Inverted Combined Concrete Curb and Gutter Detail and Spot Elevation Sheets for More Information.
- [1] See Construction Details and Roundabout Geometry for Additional Widths

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: PCS DRAWN: CAK

CHECKED: RGS CHECKED: RGS

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
¼" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION
N/A	2000020
SURVEY BOOK	SHEETS
N/A	5 of 71
CONTRACT	PROJECT
R-43918	2000020

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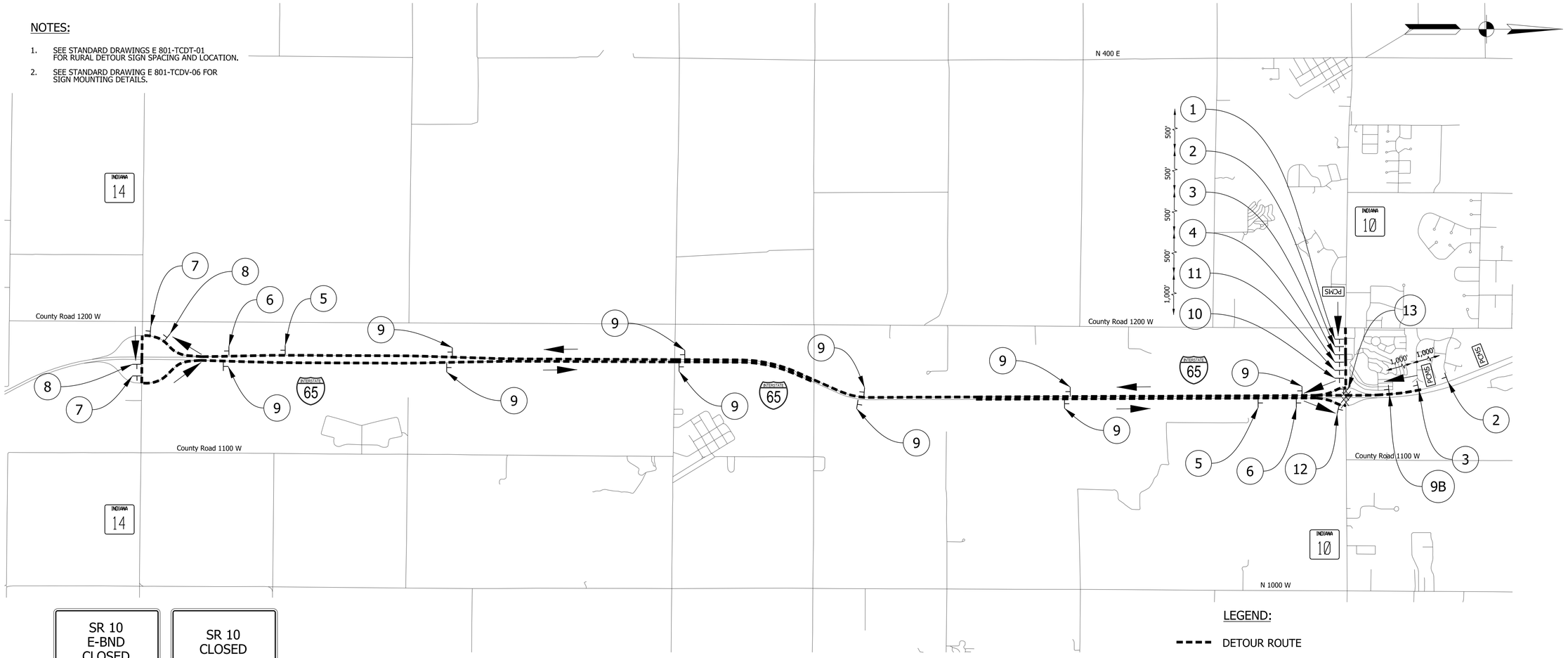
NOTES:

1. SEE STANDARD DRAWINGS E 801-TCDT-01 FOR RURAL DETOUR SIGN SPACING AND LOCATION.
2. SEE STANDARD DRAWING E 801-TCDV-06 FOR SIGN MOUNTING DETAILS.



SR 10 E-BND CLOSED	SR 10 CLOSED
USE EXIT 220	USE I-65 SOUTH

PORTABLE CHANGEABLE MESSAGE SIGN 1 — PORTABLE CHANGEABLE MESSAGE SIGN 2

PCMS SUMMARY TABLE		
SIGN NUMBER	LOCATION	QUANTITY
PORTABLE CHANGEABLE MESSAGE SIGN 1	1 MILE IN ADVANCE OF EXIT 230 ON I-65 SB	1
PORTABLE CHANGEABLE MESSAGE SIGN 1	1000' IN ADVANCE OF EXIT 230 ON I-65 SB	1
PORTABLE CHANGEABLE MESSAGE SIGN 2	1000' IN ADVANCE OF COUNTY LINE ROAD ON SR 10	1

DETOUR QUANTITIES		
ITEM	UNITS	QUANTITY
PORTABLE CHANGEABLE MESSAGE SIGN	EACH	3
XW20-1 "ROAD CONSTRUCTION AHEAD" (48" x 48")	EACH	1
XW20-3 "ROAD CLOSED AHEAD" (48" x 48")	EACH	2
XW20-2 "DETOUR AHEAD" (48" x 48")	EACH	2
XW20-2 "DETOUR 1500 FT" (48" x 48")	EACH	1
TYPE III-A BARRICADE	LFT	38
ROAD CLOSURE SIGN ASSEMBLY	EACH	1
DETOUR ROUTE MARKER ASSEMBLY	EACH	22

LEGEND:

- DETOUR ROUTE
- CONSTRUCTION SIGN / DETOUR MARKER ASSEMBLY
- CLOSURE
- DIRECTIONAL ARROW

ROAD CONSTRUCTION AHEAD	ROAD CLOSED AHEAD	DETOUR AHEAD	DETOUR 1500 FT	DETOUR INDIANA 10	M4-8 24" x 12" M1-5 24" x 24" M5-2 (R) 21" x 15"	DETOUR INDIANA 10	M4-8 24" x 12" M1-5 24" x 24" M6-2 (R) 21" x 15"	DETOUR INDIANA 10	M4-8 24" x 12" M1-5 24" x 24" M6-1 (L) 21" x 15"	DETOUR INDIANA 10	M4-8 24" x 12" M1-5 24" x 24" M5-1 (L) 21" x 15"	DETOUR INDIANA 10	M4-8 24" x 12" M1-5 24" x 24" M6-3 21" x 15"	DETOUR EAST INDIANA 10	XM4-8 24" x 12" M3-3 24" x 12" M1-5 24" x 24" M6-3 21" x 15"	DETOUR INDIANA 10	M4-8 24" x 12" M1-5 24" x 24" M6-1 (R) 21" x 15"	DETOUR INDIANA 10	M4-8 24" x 12" M1-5 24" x 24" M5-1 (R) 21" x 15"	END DETOUR INDIANA 10	M4-8a 21" x 18" M1-5 24" x 24" ROAD CLOSED DETOUR R11-2 48" x 30" XM4-10 (L or R) 48" x 18" TYPE III-A BARRICADE ROAD CLOSURE SIGN ASSEMBLY
XW20-1 48" x 48"	XW20-3 48" x 48"	XW20-2 48" x 48"	XW20-2 48" x 48"																		
1	2	3	4	5		6		7		8		9		9B		10		11		12	13

DRAFT NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: SPH DRAWN: RJS

CHECKED: DOH CHECKED: DOH

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC DETOUR
SR 10 EASTBOUND OVER I-65

HORIZONTAL SCALE	BRIDGE FILE
1"=2000'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2000020
SURVEY BOOK	SHEETS MOT-01
ELECTRONIC	14 of 71
CONTRACT	PROJECT
R-43918	2000020

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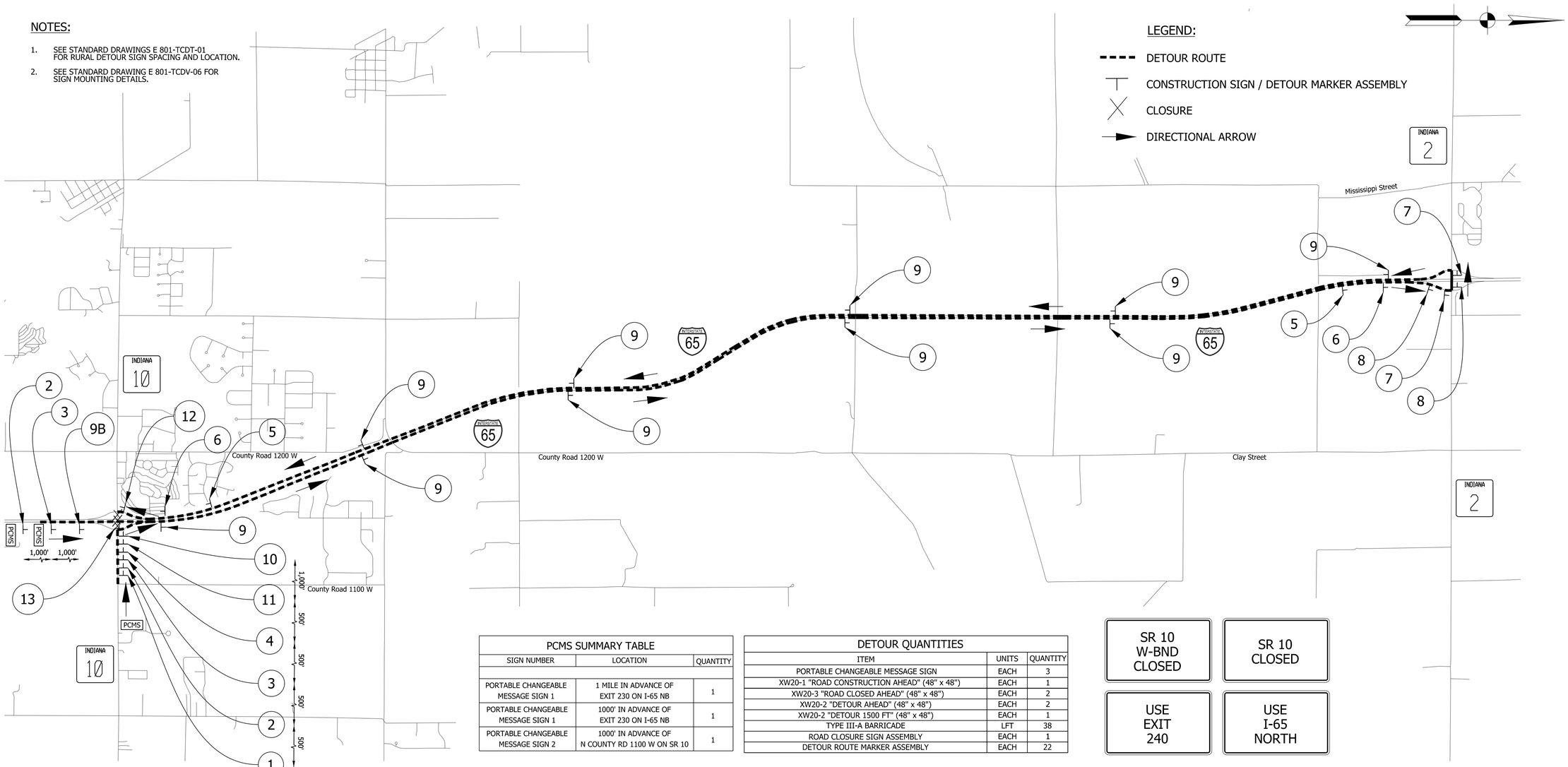
NOTES:

1. SEE STANDARD DRAWINGS E 801-TCDT-01 FOR RURAL DETOUR SIGN SPACING AND LOCATION.
2. SEE STANDARD DRAWING E 801-TCDV-06 FOR SIGN MOUNTING DETAILS.

LEGEND:

- DETOUR ROUTE
- CONSTRUCTION SIGN / DETOUR MARKER ASSEMBLY
- CLOSURE
- DIRECTIONAL ARROW



PCMS SUMMARY TABLE		
SIGN NUMBER	LOCATION	QUANTITY
PORTABLE CHANGEABLE MESSAGE SIGN 1	1 MILE IN ADVANCE OF EXIT 230 ON I-65 NB	1
PORTABLE CHANGEABLE MESSAGE SIGN 1	1000' IN ADVANCE OF EXIT 230 ON I-65 NB	1
PORTABLE CHANGEABLE MESSAGE SIGN 2	1000' IN ADVANCE OF N COUNTY RD 1100 W ON SR 10	1

DETOUR QUANTITIES		
ITEM	UNITS	QUANTITY
PORTABLE CHANGEABLE MESSAGE SIGN	EACH	3
XW20-1 "ROAD CONSTRUCTION AHEAD" (48" x 48")	EACH	1
XW20-3 "ROAD CLOSED AHEAD" (48" x 48")	EACH	2
XW20-2 "DETOUR AHEAD" (48" x 48")	EACH	2
XW20-2 "DETOUR 1500 FT" (48" x 48")	EACH	1
TYPE III-A BARRICADE	LFT	38
ROAD CLOSURE SIGN ASSEMBLY	EACH	1
DETOUR ROUTE MARKER ASSEMBLY	EACH	22

PORTABLE CHANGEABLE MESSAGE SIGN 1

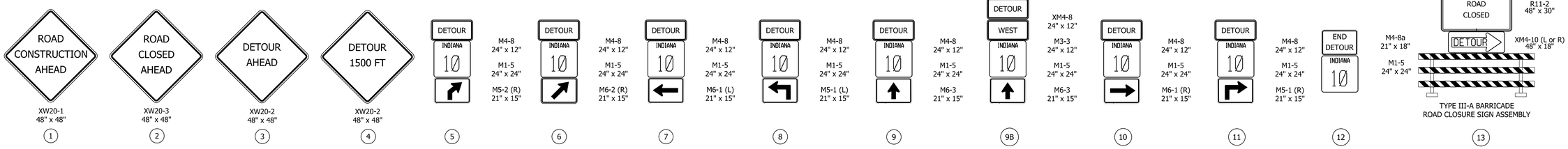
SR 10
W-BND
CLOSED

USE
EXIT
240

PORTABLE CHANGEABLE MESSAGE SIGN 2

SR 10
CLOSED

USE
I-65
NORTH



DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: SPH DRAWN: RJS

CHECKED: DOH CHECKED: DOH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC DETOUR
SR 10 WESTBOUND OVER I-65

HORIZONTAL SCALE	BRIDGE FILE
1"=2000'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2000020
SURVEY BOOK	SHEETS MOT-02
ELECTRONIC	15 of 71
CONTRACT	PROJECT
R-43918	2000020

rstriegel
10/13/2023 2:17:21 pm
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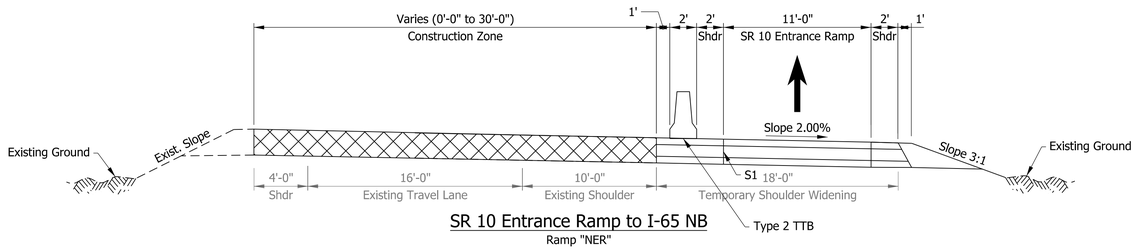
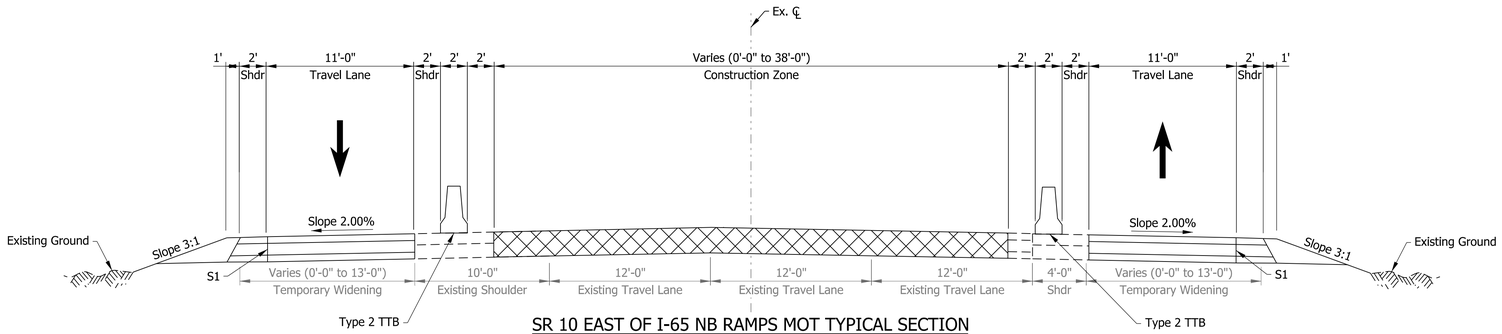
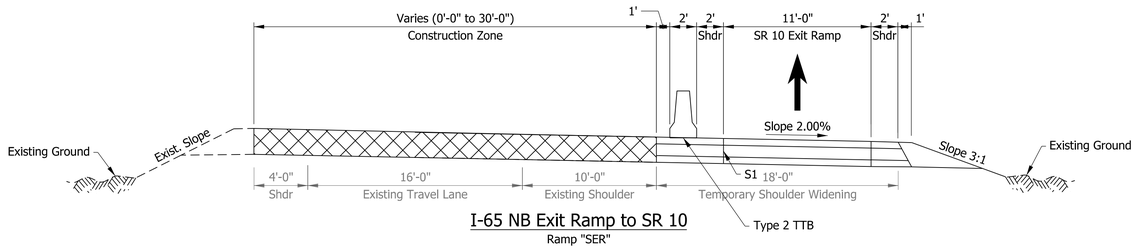


SR 10 Entrance Ramp to I-65 NB
Ramp "NER"



SR 10 EAST OF I-65 NB RAMPS MOT TYPICAL SECTION
Line "B"



I-65 NB Exit Ramp to SR 10
Ramp "SER"

NOTE TO REVIEWER: TEMPORARY SHOULDER WIDENING WILL BE COMPLETED IN A PREVIOUS PHASE UNDER A SHOULDER CLOSURE. PHASE WILL BE INCLUDED IN A FUTURE SUBMITTAL.

TEMPORARY PAVEMENT DESIGN

(S1) TEMPORARY PAVEMENT FOR MOT - I-65 OUTSIDE SHOULDER STRENGTHENING
SHOULDER STRENGTHENING SHALL CONSIST OF REMOVAL OF THE EXISTING SHOULDER PAVEMENT AND PLACEMENT OF THE FOLLOWING MATERIALS
HMA FOR TEMPORARY PAVEMENT, D CONSISTING OF:
165 LB/YD2 HMA, SURFACE, TYPE D, ON
275 LB/YD2 HMA, INTERMEDIATE, TYPE D, ON
990 LB/YD2 HMA. BASE, TYPE D, ON
SUBGRADE TREATMENT, TYPE IC
(12 IN. OF COARSE AGGREGATE NO. 53)

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

DESIGNED: SPH DRAWN: RJS
CHECKED: DOH CHECKED: DOH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
3/16" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION
N/A	2000020
SURVEY BOOK	SHEETS MOT-03
ELECTRONIC	16 of 71
CONTRACT	PROJECT
R-43918	2000020

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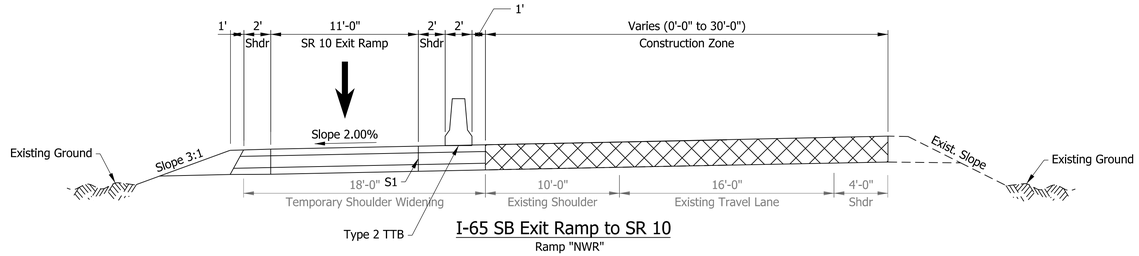
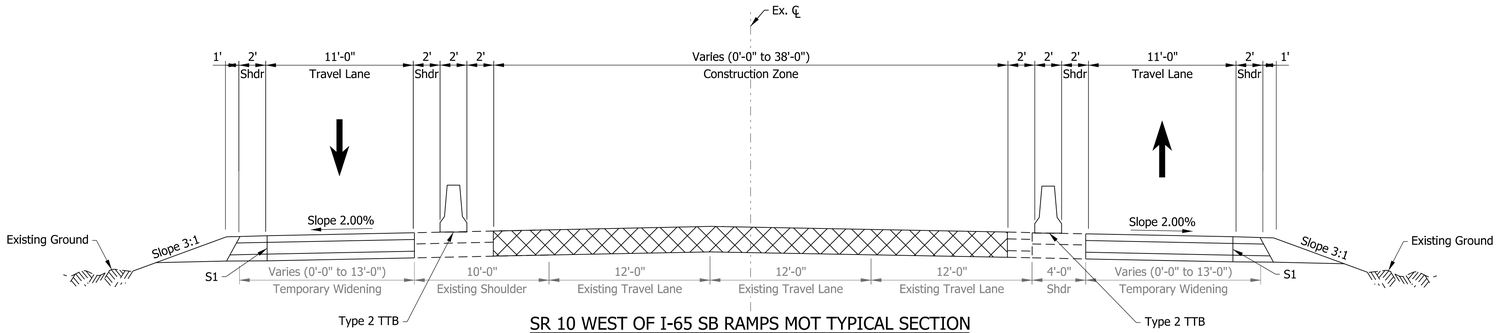


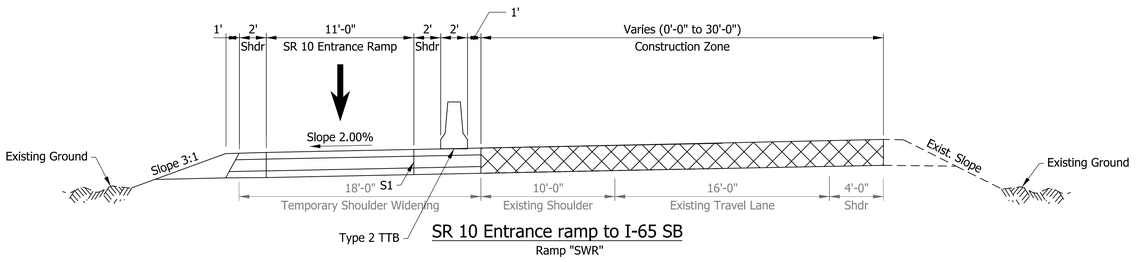
I-65 SB Exit Ramp to SR 10

Ramp "NWR"



SR 10 WEST OF I-65 SB RAMPS MOT TYPICAL SECTION

Line "B"



SR 10 Entrance ramp to I-65 SB

Ramp "SWR"

NOTE TO REVIEWER: TEMPORARY SHOULDER WIDENING WILL BE COMPLETED IN A PREVIOUS PHASE UNDER A SHOULDER CLOSURE. PHASE WILL BE INCLUDED IN A FUTURE SUBMITTAL.

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: SPH DRAWN: RJS

CHECKED: DOH CHECKED: DOH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
3/16" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION
N/A	2000020
SURVEY BOOK	SHEETS MOT-04
ELECTRONIC	17 of 71
CONTRACT	PROJECT
R-43918	2000020

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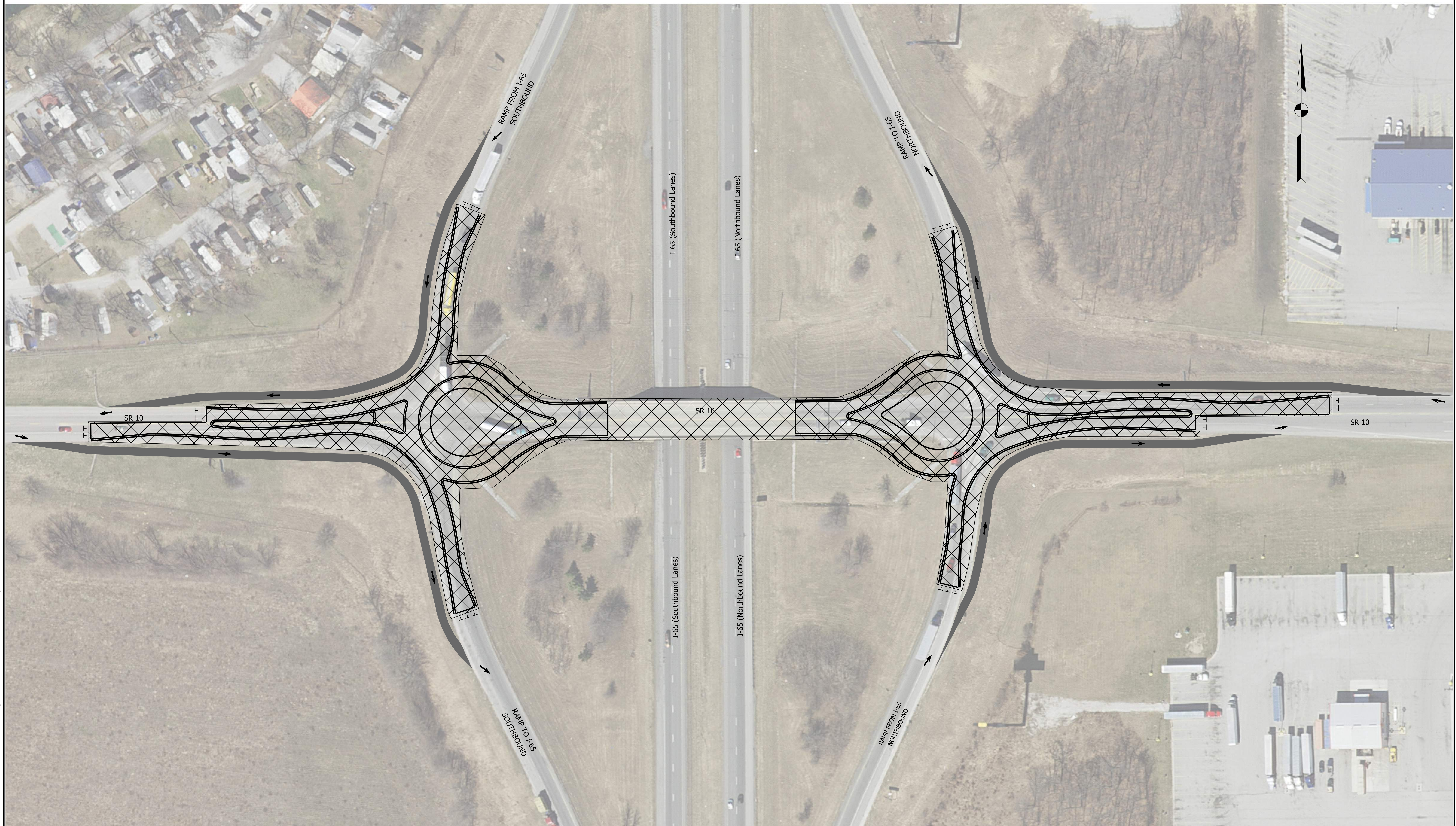

MOT TEMPORARY PAVEMENT QUANTITIES

Pay Item	Total	Unit
207-09935 SUBGRADE TREATMENT, TYPE IC	4,656,	SYS
301-12234 COMPACTED AGGREGATE NO. 53	1,188,	CYS
402-10087 HMA FOR TEMPORARY PAVEMENT, D	3,315,	TON

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL ____ DESIGN ENGINEER ____ DATE

DESIGNED: SPH | DRAWN: RJS
CHECKED: DOH | CHECKED: DOH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
DETAIL

HORIZONTAL SCALE	BRIDGE FILE
N.T.S.	N/A
VERTICAL SCALE	DESIGNATION
N/A	2000020
SURVEY BOOK	SHEETS MOT-05
ELECTRONIC	18 of 71
CONTRACT	PROJECT
R-43918	2000020

rstriegel
10/13/2023 2:17:39 pm
model: Sheet1

LEGEND

- (K) 220 #/Syd. QC/QA-HMA, 3, 58E, Surface, 9.5mm on 275 #/Syd. QC/QA-HMA, 3, 58E, Intermediate, 19.0mm on 385 #/Syd. QC/QA-HMA, 3, 58S, Base, 19.0mm on 385 #/Syd. QC/QA-HMA, 3, 58S, Base, 19.0mm on Subgrade Treatment, Type IC
- (13) Curb, Concrete, Modified
- (15) Combined Concrete Curb and Gutter
- (16) Curb and Gutter, Roll Curb, Modified
- (17) Curb and Gutter, Concrete, Type B
- (22) Concrete Center Curb, Type D
- (26) Sodding
- (30) Guardrail, MGS, W-Beam, 6'-3" Spacing
- (B) 10" PCCP with D-1 Contraction Joints Spacing of 15 ft. w 1.5" Dowel Bars, on 11" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IC
- (P) HMA, Patching, Full Depth, Type D

NOTES:

See Geometric Tie-In Details for Additional Alignment Information.

See Profile Sheets for Additional Construction Information.

All Stationing Described from Line "B" Unless Otherwise Noted.

DATE	REVISION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER		DATE
DESIGNED: RRB	DRAWN: CAK		
CHECKED: RGS	CHECKED: RGS		

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "B"

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2000020
SURVEY BOOK	SHEETS
N/A	19 of 71
CONTRACT	PROJECT
R-43918	2000020

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455

460

N.E. 1/4, SEC. 7, T 31 N, R 7 W
KEENER TOWNSHIP
JASPER COUNTY

TA Operating LLC

S.E. 1/4, SEC. 18, T 31 N, R 7 W
KEENER TOWNSHIP
JASPER COUNTY

Love's Travel Stops Country Stores, Inc.

Northbound I-65

S.R. 10
Line "B"

RESUME CONSTRUCTION
456+13.51 "B"

RESUME RECONSTRUCTION
456+15.00 "B"

RESUME CONSTRUCTION
456+13.29 "B"

CTO-301
3' Curb Turnout Req'd.
+45.0, 17.2' LT.

+50.00 "PR-NE"
17.46' LT.

+30.00 "PR-NE"
16.00' LT.

16.0 TON of Revetment Riprap on
28.8 SYS of Geotextiles For
Riprap, Type 2B

13.3 TON of Revetment Riprap on
23.9 SYS of Geotextiles For
Riprap, Type 2B

+50.00 "PR-NE"
8.85' RT.

END CONSTRUCTION
31+50.00 "PR-NE"
+00.00 "PR-NE"
0.00' RT.

Line "PR-NE"

Constr. Limits

+75.23 "PR-NE"
16.00' LT.

Exit Radius 400'

CTO-300
3' Curb Turnout Req'd.
+05.0, 0.0' RT.

26.2 TON of Revetment Riprap on
46.9 SYS of Geotextiles For
Riprap, Type 2B

App. Exist. L.A. R/W

BEGIN CONSTRUCTION
30+00.00 "PR-NE"
P.C. 30+00.00 "PR-NE"=
P.C. 400+00.00 "NECL-E"
+11.83 "NECL-E"
0.00' LT.

CTO-7
3' Curb Turnout Req'd.
+88.5, 79.5' LT.

168 LFT Guardrail Remove
Constr. Limits
G.R.E.T., Type OS
+96.21
25.58' LT.

MGS Guardrail Transition With Curb
Tie-in To Existing Bridge Railing
+15.00
22.18' LT.

Exit Radius 200'
Line "NWCL-E"

Line "RAB-E"
Line "NECL-E"

Entry Radius 115'

Constr. Limits

+27.30
0.00' LT.

+72.48
15.00' LT.

Line "ESI-E"

20.0 TON of Revetment Riprap on
35.9 SYS of Geotextiles For
Riprap, Type 2B

12.3 TON of Revetment Riprap on
22.1 SYS of Geotextiles For
Riprap, Type 2B

CTO-11
3' Curb Turnout Req'd.
+60.0, 23.0' LT.

CTO-10
3' Curb Turnout Req'd.
+50.0, 18.7' LT.

+42.04
19.43' LT.

+25.37
15.00' LT.

+35.00
15.00' LT.

+65.00
23.41' LT.

N 89° 35' 17" E

+47.55
0.00' RT.

App. Section Line

+46.52
15.00' RT.

+35.00
15.00' RT.

+65.00
27.64' RT.

END PROJECT
463+65.00 "B"

R 5'-0"
R 46'-0"
37°14'47.27"
R 3'-0"
Inscribed Circle Diameter 160'
39°18'1.22"

Line "SECL-E"

Line "SWCL-E"

Entry Radius 150'

Exit Radius 400'

Constr. Limits
143 LFT Guardrail Remove
+15.58
27.92' RT.

Guardrail, Curved —
Terminal End

MGS Guardrail Transition With Curb
Tie-in To Existing Bridge Railing
+15.00
22.61' RT.

CTO-8
3' Curb Turnout Req'd.
+90.0, 75.3' LT.

+50.0, 26.8' RT.
CTO-9
3' Curb Turnout Req'd.

10.0 TON of Revetment Riprap on
18.1 SYS of Geotextiles For
Riprap, Type 2B

+60.0, 19.1' RT.
CTO-12
3' Curb Turnout Req'd.

19.3 TON of Revetment Riprap on
34.7 SYS of Geotextiles For
Riprap, Type 2B

END CONSTRUCTION
42+40.24 "PR-SE"
P.T. 42+40.24 "PR-SE"=
P.C. 200+00.00 "SECL-E"

Entry Radius 100'

+95.18
16.00' LT.

Constr. Limits

11.9 TON of Revetment Riprap on
21.4 SYS of Geotextiles For
Riprap, Type 2B

CTO-400
3' Curb Turnout Req'd.
+50.00
16.00' LT.
+05.0, 17.0' LT.

19.8 TON of Revetment Riprap on
35.6 SYS of Geotextiles For
Riprap, Type 2B

+50.00 "PR-SE"
0.00' LT.

+00.00 "PR-SE"
7.97' RT.

Line "PR-SE"

+00.00 "PR-SE"
16.83' LT.

BEGIN CONSTRUCTION
41+00.00 "PR-SE"

LEGEND

- (K) 220 #/Syd. QC/QA-HMA, 3, 58E, Surface, 9.5mm on 275 #/Syd. QC/QA-HMA, 3, 58E, Intermediate, 19.0mm on 385 #/Syd. QC/QA-HMA, 3, 58S, Base, 19.0mm on 385 #/Syd. QC/QA-HMA, 3, 58S, Base, 19.0mm on Subgrade Treatment, Type IC
- (13) Curb, Concrete, Modified
- (15) Combined Concrete Curb and Gutter
- (16) Curb and Gutter, Roll Curb, Modified
- (17) Curb and Gutter, Concrete, Type B
- (22) Concrete Center Curb, Type D
- (26) Sodding
- (30) Guardrail, MGS, W-Beam, 6'-3" Spacing
- (B) 10" PCCP with D-1 Contraction Joints Spacing of 15 ft. w 1.5" Dowel Bars, on 11" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IC
- (P) HMA, Patching, Full Depth, Type D

NOTES:
See Geometric Tie-In Details for Additional Alignment Information.

See Profile Sheets for Additional Construction Information.

All Stationing Described from Line "B" Unless Otherwise Noted.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: RRB DRAWN: CAK

CHECKED: RGS CHECKED: RGS

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "B"

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2000020
SURVEY BOOK	SHEETS
N/A	20 of 71
CONTRACT	PROJECT
R-43918	2000020

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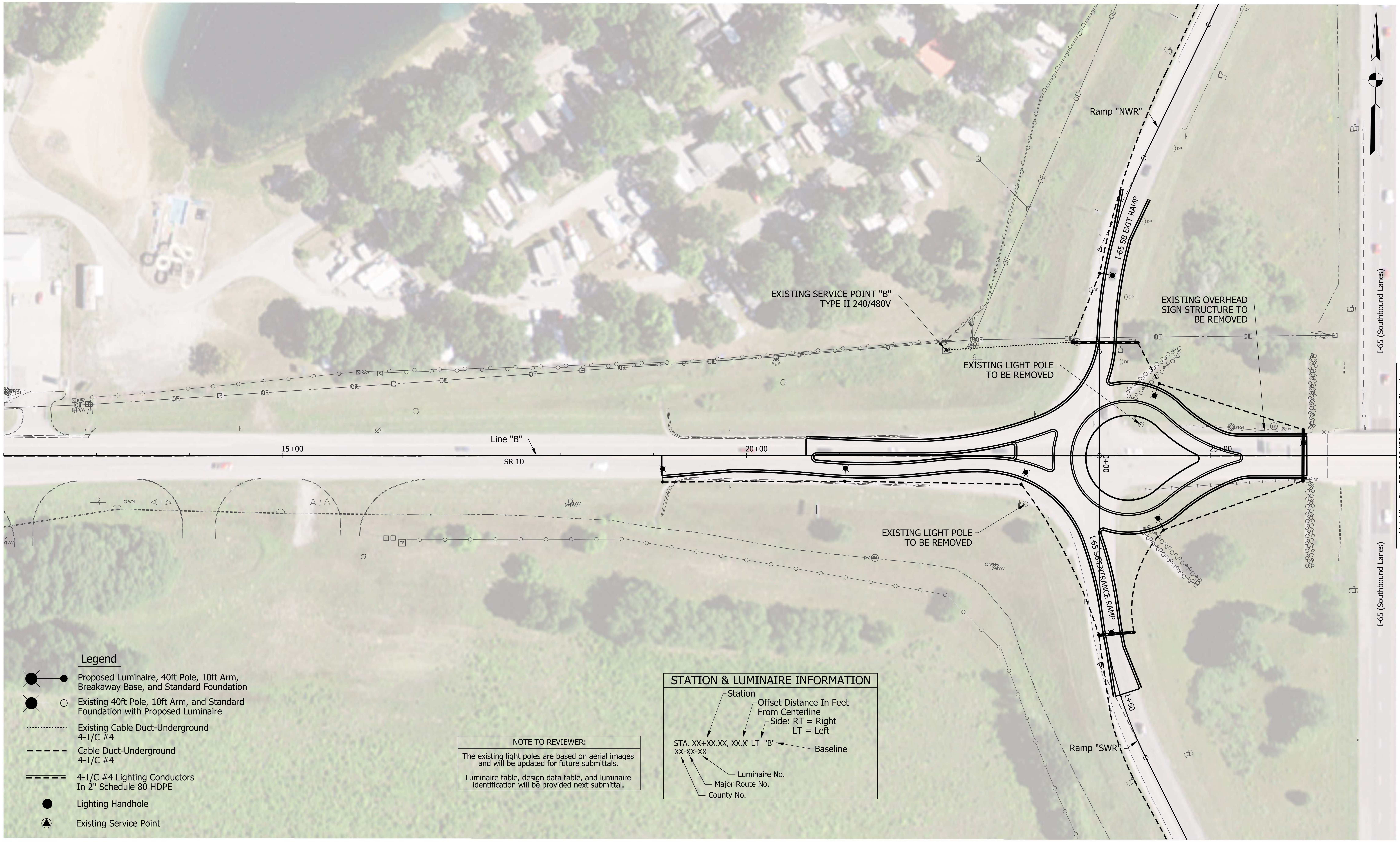

Legend

- Proposed Luminaire, 40ft Pole, 10ft Arm, Breakaway Base, and Standard Foundation
- Existing 40ft Pole, 10ft Arm, and Standard Foundation with Proposed Luminaire
- Existing Cable Duct-Underground 4-1/C #4
- Cable Duct-Underground 4-1/C #4
- 4-1/C #4 Lighting Conductors In 2" Schedule 80 HDPE
- Lighting Handhole
- Existing Service Point

NOTE TO REVIEWER:

The existing light poles are based on aerial images and will be updated for future submittals.

Luminaire table, design data table, and luminaire identification will be provided next submittal.

STATION & LUMINAIRE INFORMATION

STA. XX+XX.XX, XX.X' LT "B"
XX-XX-XX

- Station
- Offset Distance In Feet From Centerline
- Side: RT = Right, LT = Left
- Baseline
- Luminaire No.
- Major Route No.
- County No.

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: AMD		DRAWN: RJS	
CHECKED: CRH		CHECKED: CRH	

INDIANA
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING PLANS
LINE "B"

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2000020
SURVEY BOOK	SHEETS LTG-01
ELECTRONIC	24 of 71
CONTRACT	PROJECT
R-43918	2000020

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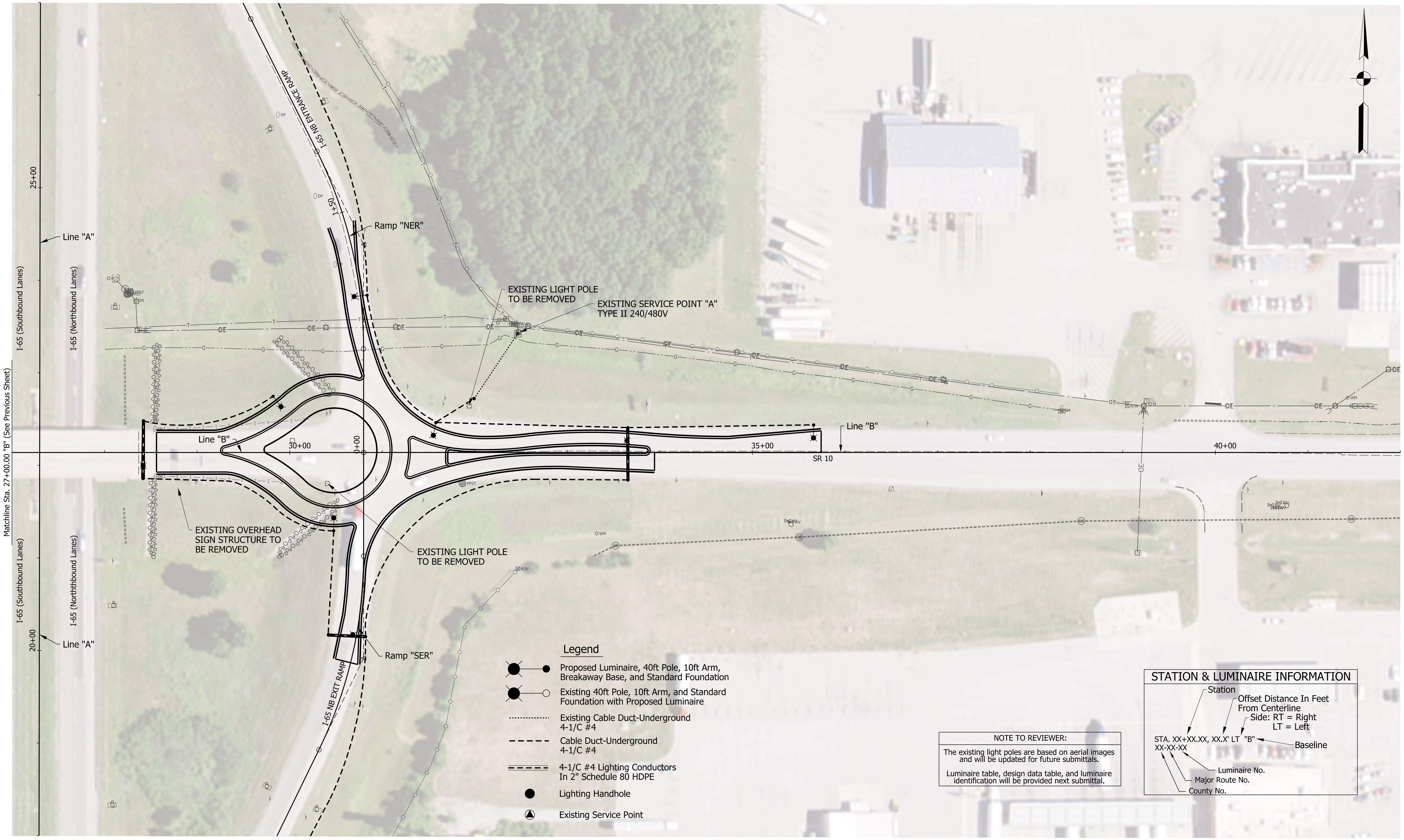

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: AMD		DRAWN: RJS	
CHECKED: CRH		CHECKED: CRH	

INDIANA
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING PLANS
LINE "B"

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2000020
SURVEY BOOK	SHEETS LTG-02
ELECTRONIC	25 of 71
CONTRACT	PROJECT
R-43918	2000020

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Ramp "SWR"

I-65 SB ENTRANCE RAMP

5+00

I-65 Southbound Lanes

Line "A"

10+00

15+00

I-65 Northbound Lanes

Matchline Sta. 18+00.00 "A" (See LTG-02)

0+00

1+12

I-65 NB EXIT RAMP

Ramp "SER"

Legend

- Proposed Luminaire, 40ft Pole, 10ft Arm, Breakaway Base, and Standard Foundation
- Existing 40ft Pole, 10ft Arm, and Standard Foundation with Proposed Luminaire
- Existing Cable Duct-Underground 4-1/C #4
- Cable Duct-Underground 4-1/C #4
- 4-1/C #4 Lighting Conductors In 2" Schedule 80 HDPE
- Lighting Handhole

NOTE TO REVIEWER:

The existing light poles are based on aerial images and will be updated for future submittals.

Luminaire table, design data table, and luminaire identification will be provided next submittal.

STATION & LUMINAIRE INFORMATION

STA. XX+XX.XX, XX.X' LT "B"
XX-XX-XX

- Station
- Offset Distance In Feet From Centerline
- Side: RT = Right, LT = Left
- Baseline
- Luminaire No.
- Major Route No.
- County No.

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: AMD DRAWN: RJS

CHECKED: CRH CHECKED: CRH

INDIANA
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING PLANS
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2000020
SURVEY BOOK	SHEETS LTG-03
ELECTRONIC	26 of 71
CONTRACT	PROJECT
R-43918	2000020

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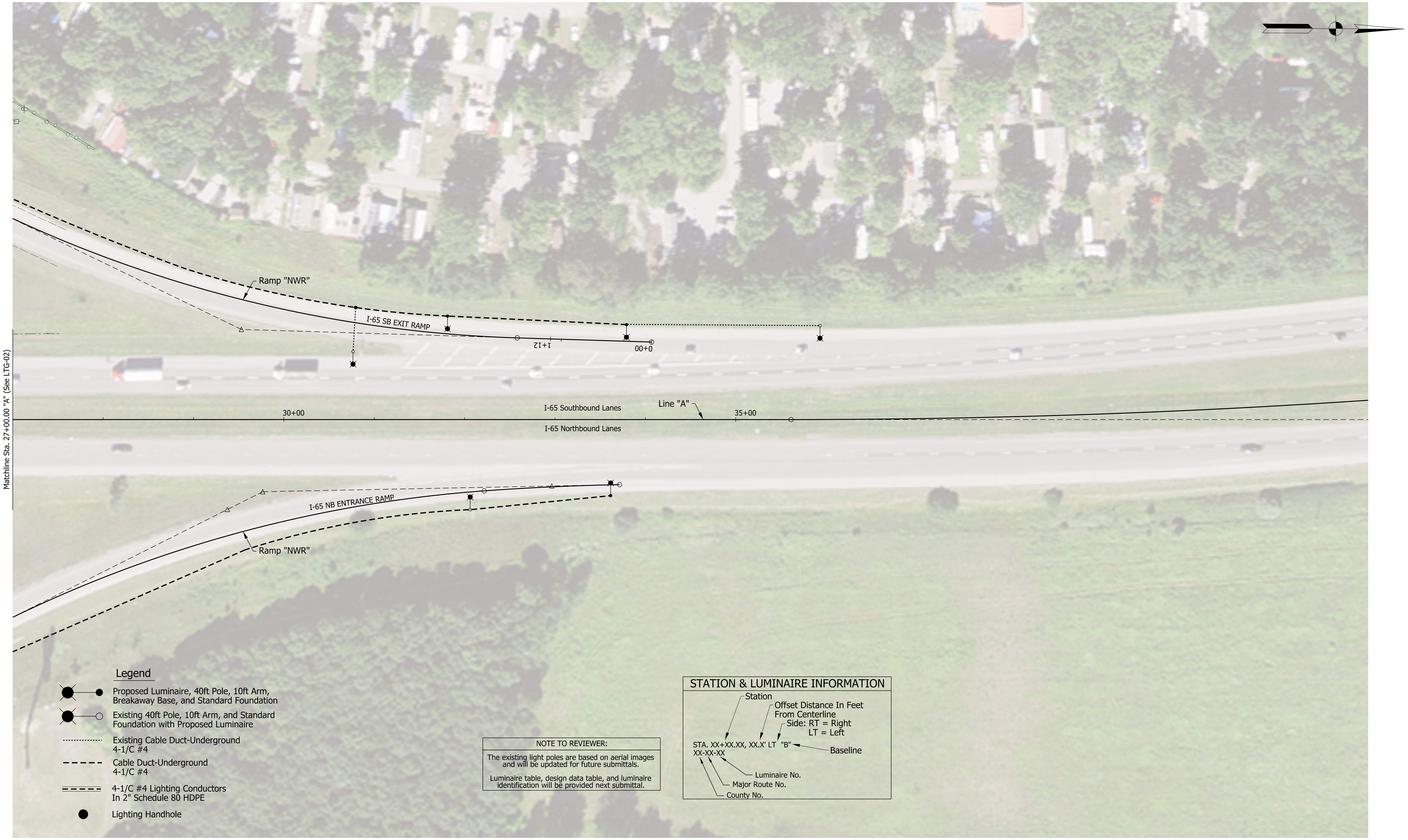
Ramp "NWR"
I-65 SB EXIT RAMP
1+12
0+00
Matchline Sta. 27+00.00 "A" (See LTG-02)
30+00
I-65 Southbound Lanes
Line "A"
35+00
I-65 Northbound Lanes
I-65 NB ENTRANCE RAMP
Ramp "NWR"
Legend
Proposed Luminaire, 40ft Pole, 10ft Arm, Breakaway Base, and Standard Foundation
Existing 40ft Pole, 10ft Arm, and Standard Foundation with Proposed Luminaire
Existing Cable Duct-Underground 4-1/C #4
Cable Duct-Underground 4-1/C #4
4-1/C #4 Lighting Conductors In 2" Schedule 80 HDPE
Lighting Handhole
NOTE TO REVIEWER:
The existing light poles are based on aerial images and will be updated for future submittals.
Luminaire table, design data table, and luminaire identification will be provided next submittal.
STATION & LUMINAIRE INFORMATION
Station
Offset Distance In Feet From Centerline
Side: RT = Right
LT = Left
STA. XX+XX.XX, XX.X' LT "B"
XX-XX-XX
Baseline
Luminaire No.
Major Route No.
County No.

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DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — DATE

DESIGNED: AMD | DRAWN: RJS
CHECKED: CRH | CHECKED: CRH

INDIANA
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING PLANS
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2000020
SURVEY BOOK	SHEETS LTG-04
ELECTRONIC	27 of 71
CONTRACT	PROJECT
R-43918	2000020


450
455
130+00
Line "PR-NW"
Pavement Marking Extension
Line "PR-SW"
Pavement Marking Extension
END CONSTRUCTION
11+80.00 "PR-NW"
BEGIN CONSTRUCTION
20+73.00 "PR-SW"
+34 "PR-NW"
+30 "PR-NW"
+23 "PR-SW"
+09 "PR-SW"
16'-0"
11+85.00 "PR-NW"
W2-6 (30"x30")
W13-1P (18"x18")
+30 "PR-NW"
Trees & Brush
Grass
BEGIN CONSTRUCTION
10+00.00 "PR-NW"
P.C. 10+00.00 "PR-NW"=
P.T. 305+29.71 "NWCL-W"
451+20.00 "B"
R1-2 (36"x36"x36")
451+60.00 "B"
R3-1 (24"x24")
453+45.00 "B"
M3-1 (24"x12")
M1-1 (30"x24")
M5-3 (21"x15")
451+45.00 "B"
R6-4B (60"x24")
452+40.00 "B"
R4-7 (24"x30")
448+40.00 "B"
R4-7 (24"x30")
BEGIN PROJECT
446+45.00 "B"
Brush
Southbound I-65
Line "A"
P.O.T. 454+90.70 "B"=
P.O.T. 127+13.90 "A"
10'-0" Typ.
S.R. 10
Line "B"
Line "WSI-W"
Line "NWCL-W"
Line "SWCL-W"
Line "RAB-W"
Line "NECL-W"
Line "SECL-W"
SUSPEND RECONSTRUCTION
453+65.00 "B"
447+60.00 "B"
M3-3 (24"x12")
M1-1 (30"x24")
M6-3 (21"x15")
447+60.00 "B"
M3-1 (24"x12")
M1-1 (30"x24")
M6-1 (21"x15")
END INCIDENTAL CONSTRUCTION
446+45.00 "B"
BEGIN INCIDENTAL CONSTRUCTION
446+10.00 "B"
447+60.00 "B"
W2-6 (30"x30")
W13-1P (18"x18")
END CONSTRUCTION
22+48.23 "PR-SW"
P.T. 22+48.23 "PR-SW"=
P.T. 105+08.74 "SWCL-W"
450+80.00 "B"
R1-2 (36"x36"x36")
451+45.00 "B"
R6-4B (60"x24")
451+50.00 "B"
M3-1 (24"x12")
M1-1 (30"x24")
M6-2R (21"x15")
BEGIN CONSTRUCTION
20+73.00 "PR-SW"
NORTH
SOUTH
65
25 MPH

LEGEND

- (37) Pavement Message Markings, Thermoplastic, Word (ONLY)
- (41) Transverse Markings, Thermoplastic, Crosshatch Line, Yellow, 12 in.
- (43) Transverse Markings, Thermoplastic, Yield, 24 in. (Sharks Teeth)
- (46) Line, Thermoplastic, Solid, White, 6 in.
- (47) Line, Thermoplastic, Solid, Yellow, 6 in.
- (48) Line, Thermoplastic, Broken, White, 6 in.
- (50) No Change Required To Existing Sign and Supports
- (56) Remove Existing Sheet Sign and Supports
- (57) Remove Existing Sheet Sign to be Included with Lighting or Signal Removal
- (59) Existing Sheet Sign on New Supports
- (60) Existing Sheet Sign Relocated to Proposed Light Pole
- (65) Sign to be Removed By Others
- (71) Pavement Message Markings, Thermoplastic, Lane Indication Arrow
- (77) Line, Thermoplastic, Dotted, White 8 in. (3' Line, 3' Gap)

NOTES:
See Geometric Tie-In Details for Additional Alignment Information.

See Profile Sheets for Additional Construction Information.

All Stationing Described from Line "B" Unless Otherwise Noted.

DATE	REVISION

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — DATE

DESIGNED: RRB — DRAWN: CAK

CHECKED: RGS — CHECKED: RGS

INDIANA
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING
LINE "B"

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2000020
SURVEY BOOK	SHEETS
N/A	35 of 71
CONTRACT	PROJECT
R-43918	2000020

STRUCTURE DATA

STRUCTURE NUMBER	LOCATION					SIZE	DESCRIPTION		LENGTH	SKEW	FLOW LINE			SERVICE LIFE	SITE DESIGNATION	pH	BACKFILL METHOD	STRUCTURE BACKFILL	TYPE	FLOWABLE BACKFILL	TYPE	GEOTEXTILES	REVETMENT RIPRAP	SCOUR PROTECTION				CONCRETE, CLASS A, FOR STRUCTURES	VIDEO INSPECTION	PIPE END SECTION	CONNECT TO STR. NO.	CULVERT ASSET ID	REMARKS
	STATION	LEFT	RIGHT	CROSS	OFFSET		PIPE TYPE	MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE AND TYPE			COVER	UP STREAM	DOWN STREAM											SUMP DEPTH	GEOTEXTILE	RIPRAP							
					FT	IN			LFT		FT	ELEV.	ELEV.	YR.				CYS		CYS		SYS	TON	IN	SYS	TYPE	TONS	CYS	LFT	EA			
	Line "B"																																
CTO-1	446+50.0	x						3' Curb Turnout														19.3	10.7										
CTO-2	446+50.0		x					3' Curb Turnout														20.0	11.1										
CTO-3	450+30.0	x						3' Curb Turnout														37.0	20.6										
CTO-4	450+30.0		x					3' Curb Turnout														47.0	26.3										
CTO-5	451+87.5	x						3' Curb Turnout														21.3	11.8										
CTO-6	451+92.5		x					3' Curb Turnout														33.6	18.7										
CTO-7	457+88.5	x						3' Curb Turnout														23.9	13.3										
CTO-8	457+90.0		x					3' Curb Turnout														21.4	11.9										
CTO-9	459+50.0		x					3' Curb Turnout														34.7	19.3										
CTO-10	461+50.0	x						3' Curb Turnout														35.9	20.0										
CTO-11	463+60.0	x						3' Curb Turnout														22.1	12.3										
CTO-12	643+60.0		x					3' Curb Turnout														18.1	10.0										
	Line "PR-NW"																																
CTO-100	11+75.0	x						3' Curb Turnout														33.6	18.7										
	Line "PR-SW"																																
CTO-200	20+80.0		x					3' Curb Turnout														32.3	18.0										
CTO-201	22+30.0	x						3' Curb Turnout														45.2	25.2										
	Line "PR-NE"																																
CTO-300	30+05.0	x						3' Curb Turnout														46.9	26.2										
CTO-301	31+45.0	x						3' Curb Turnout														28.8	16.0										
	Line "PR-SE"																																
CTO-400	41+05.0	x						3' Curb Turnout														35.6	19.8										
	Totals																					556.7	309.9										

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: RRB DRAWN: CAK

CHECKED: RGS CHECKED: RGS

INDIANA
DEPARTMENT OF TRANSPORTATION

STRUCTURE DATA TABLE

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	2000020
SURVEY BOOK	SHEETS
N/A	41 of 71
CONTRACT	PROJECT
R-43918	2000020

Indy-Rdf.dgnCfg
Indiana_Shade.tbl

mhitchcock 2/3/2025 2:00:33 PM c:\bms\structurepoint-pw-01\mateo hitchcock\dms22227\202103330.0002.RD.SD.01.dgn

Appendix C: Early Coordination

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 233-2072

Eric Holcomb, Governor
Michael Smith, Commissioner

Initial Early Coordination Letters were sent on November 28, 2023
Additional coordination occurred on May 16, 2024, May 31, 2024, and June 5, 2024, with the applicable agencies

SAMPLE EARLY COORDINATION LETTER

Re: Des. No. 2000020

Interchange Improvement
State Road (SR) 10 and Interstate 65 (I-65)
DeMotte, Jasper County, Indiana

Dear Sir or Madam:

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intends to proceed with the SR 10 and I-65 Interchange Improvement project (Des. No. 2000020) in Jasper County, Indiana. This letter is part of the early coordination phase of the environmental review process. American Structurepoint, Inc., on behalf of INDOT, LaPorte District, is 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 proposed project area is located at the interchange of SR 10 and I-65. The proposed project limits extend along SR 10 approximately 0.30 mile both west and east of I-65 in DeMotte, Jasper County, Indiana. The existing diamond interchange was originally constructed in 1964 in conjunction with I-65 and consists of southbound and northbound on and off-ramps at the intersections of SR 10 and I-65. The southbound off-ramp consists of a dedicated left turn-lane for traffic heading east (stop controlled) and a dedicated right turn lane for traffic headed west (yield condition) onto SR 10. The northbound off-ramp consists of one combined through-left turn-lane for traffic continuing to travel north on I-65 or traffic heading west onto SR 10 that is controlled by a one-way stop condition, as well a dedicated right-turn lane for traffic heading east onto SR 10 that is controlled by a yield condition.

This section of SR 10 within the project limits is functionally classified as a *Minor Arterial* with a posted speed limit of 45 mph. The existing typical roadway section of SR 10 consists of one, 12-foot wide travel lane in each direction (one westbound and one eastbound) bordered by shoulders with varying widths and is carried over I-65 via the existing bridge. Drainage is conveyed throughout the project area through sheet flow away from the road to roadside ditches.

The existing apparent right-of-way along SR 10 is approximately 120-feet wide west of the interchange and 190-feet wide east of the interchange. At the interchange ramps, the right-of-way is as much as 275-feet wide and intersects the I-65 limited access right-of-way.

The need for this project is evidenced by the number of vehicle crashes at both the southbound and northbound I-65 ramp junctions at the SR 10 interchange, as well as the projected design year level of service (LOS) of F (unacceptable) for both ramp junction at the interchange. LOS is a scale (A through F) which classifies the operating condition of roads. In general, the operating conditions of intersections are considered to be acceptable if found to operate at LOS D or better. The purpose

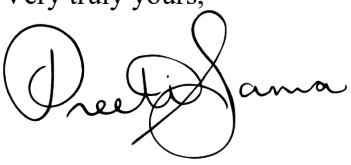
of the proposed project is to reduce number of vehicle crashes at both southbound and northbound ramp junctions at the interchange of SR 10 and I-65, as well as improve the efficiency of the intersection by increasing the LOS to D or better (acceptable).

The current proposed project would convert the existing ramp junctions at the intersection of SR 10 and I-65 to single-lane roundabouts. The project would include the addition of permanent lighting within the new roundabouts as well as the addition of curb and gutter and curb inlets or curb turnouts. The existing guardrail within the project area would be removed and replaced to fit the roundabouts. Additionally, the proposed project would include pavement removal and reconstruction within the limits. No work would occur to the existing SR 10 bridge over I-65. It is anticipated that the proposed project would not require the acquisition of additional permanent or temporary right-of-way. No relocations are anticipated as a result of the proposed project. Maintenance of traffic for the project would include phased construction, likely involving the temporary closure of SR 10 during construction. Access to all adjacent business would be maintained during construction.

Land use in the vicinity of the project is primarily commercial with some residential. A wetland delineation and waters investigation will be performed to identify ecological resources that may be present. Coordination for the Indiana bat and Northern Long-eared bat will be completed using the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consulting (IPaC) system, and the results of the IPaC determination will be reviewed by the USFWS. The project area will be evaluated in regards to archaeological and historic resources for Section 106 compliance. The result of any cultural resource evaluations/investigations will be forwarded to the State Historic Preservation Officer for review and concurrence as required.

American Structurepoint, Inc., on behalf of INDOT, LaPorte District, is requesting comments regarding any possible environmental effects associated with this project. Please provide your responses **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 Preeti Samra, American Structurepoint, Inc. by phone at (317) 547-5580 or e-mail at psamra@structurepoint.com, or Davis Solorzano, INDOT LaPorte District, Project Manager, at (219) 214-2414 or e-mail at dsolorzano@indot.in.gov. Thank you in advance for your input.

Very truly yours,



Preeti Samra, Senior Environmental Specialist, American Structurepoint, Inc.
Consultant soliciting comments on behalf of INDOT, LaPorte District

PS:mgn Attachments have been removed to avoid duplication

Enclosures

- State Location Map
- USGS Topographic Map – Shelby Quadrangle
- 2021 Aerial Photography and Photo Location Map
- General Project Photos

Distribution List

Federal Highway Administration
US Army Corps of Engineers, Detroit District
US Department of Housing and Urban Development
National Park Service, Midwest Regional Office
Natural Resources Conservation Service
Indiana Department of Natural Resources – Division of Fish and Wildlife
Indiana Department of Environmental Management, Groundwater Section
Indiana Geological and Water Survey
INDOT Environmental Policy Office
INDOT LaPorte District
INDOT Office of Aviation
Jasper County Commissioners
Jasper County Emergency Management
Jasper County Health Department
Jasper County Highway Department
Jasper County Planning and Development Department
Jasper County Sheriff
Jasper County Surveyor
Kankakee Valley School Corporation
Keener Township Fire Department
Compass Travel Center
Community Utilities of Indiana – Water Service Company
Lake Holiday Camp Resort
Loves Travel Stop

United States Department of Agriculture

Farm Production and Conservation

Natural Resources Conservation Service

Indiana State Office
6013 Lakeside Boulevard
Indianapolis, Indiana 46278
317-295-5800

July 8, 2024

Preeti Samra
American Structurepoint
9025 River Road, Suite 200
Indianapolis, Indiana 46240

Dear Preeti Samra:

The proposed SR 10 and I-65 Interchange Improvement in Jasper County, Indiana (Des. No. 2000020), as referred to in your letter received on June 27, 2024, will not cause a conversion of prime farmland.

If you need additional information, please contact John Allen at 317-295-5859 or john.allen@usda.gov.

Sincerely,

JOHN ALLEN

Digitally signed by JOHN ALLEN
Date: 2024.07.09 15:33:23 -04'00'

JOHN ALLEN
State Soil Scientist

Enclosers

THIS IS NOT A PERMIT

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

DNR#: ER-26120

Request Received: November 28, 2023

Requestor:
Preeti Samra
American Structurepoint, Inc
9025 River Road, Suite 200
Indianapolis, IN 46240

Project:
SR 10 & I-65 interchange improvements, including converting the existing ramp junctions at the intersection to single-lane roundabouts, DeMotte; Des #2000020

County/Site Info: Jasper 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 State special concern Plains Pocket Gopher (*Geomys bursarius*) and American Badger (*Taxidea taxus*) have been documented within .5 mile of the project area.

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 anticipate any significant effects to the Plains Pocket Gopher due to this project. The project area is highly disturbed, with numerous impervious barriers to underground movement already in place. Because Plains Pocket Gophers are a fossorial species, the roads prevent or limit access of this species to the area. While there are portions of the proposed project area where Plains Pocket Gophers could occupy, the proposed work would impact very few individuals. Should any Plains Pocket Gophers be discovered or taken during the construction process, please contact Indiana DNR to turn the observation or specimen in, as this will advance ongoing research.

Badgers are a wide-ranging species that prefer an open, prairie-type habitat, with Indiana being at the eastern edge of their natural range. The range of the badger continues to expand as a result of land-use changes from forest to farmland and open pastureland. Impacts to the American badger or its preferred habitat are unlikely as a result of 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, sedges, and wildflowers native to Northern Indiana and specifically for stream bank/floodway stabilization purposes 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. A native herbaceous seed mixture must include at least 5 species of grasses and sedges and 5 species of wildflowers.
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.

Contact Staff:
Our agency appreciates this opportunity to be of service. Please contact me at RVanVoorhis@dnr.IN.gov or (317) 232-8163 if we can be of further assistance.

Rachel Van Voorhis

Date: December 27, 2023

Rachel Van Voorhis
Environmental Coordinator
Division of Fish and Wildlife

INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
We Protect Hoosiers and Our Environment.
100 N. Senate Avenue • Indianapolis, IN 46204
(800) 451-6027 • (317) 232-8603 • www.idem.IN.gov
Eric J. Holcomb
Governor
Brian C. Rockensuess
Commissioner

May 28, 2024

Kaskaskia Engineering Group, LLC
Attention: Preeti Samra
9025 River Road, Suite 200
Indianapolis, IN 46240

Dear Preeti Samra:

Re: Wellhead Protection Area
Proximity Determination
Des No 2000020
SR 61 Bridge Project over White River Overflow,
2.09 Miles North of SR 56,
Knox County, Indiana

Upon review of the above referenced project site, it has been determined that the proposed project area **is located within** a Wellhead Protection Area. If the contact information is needed for the WHPA, please contact the reference located at the bottom of the letter for the appropriate information. The information is accurate to the best of our knowledge; however, there are in some cases a few factors that could impact the accuracy of this determination. Some Wellhead Protection Area Delineations have not been submitted, and many have not been approved by this office. In these cases, we use a 3,000-foot fixed radius buffer to make the proximity determination. To find the status of a Public Water Supply System's (PWSS's) Wellhead Protection Area Delineation please visit our tracking database at http://www.in.gov/idem/cleanwater/2456.htm and scroll to the bottom of the page.

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

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

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

Sincerely,

Alisha Turnbow

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

Organization and Project Information

Project ID:
Des. ID:
Project Title: SR 10 and I-65 Interchange Improvement project (Des. No. 2000020)
Name of Organization: American Structurepoint Inc.
Requested by: Preeti Samra

Environmental Assessment Report

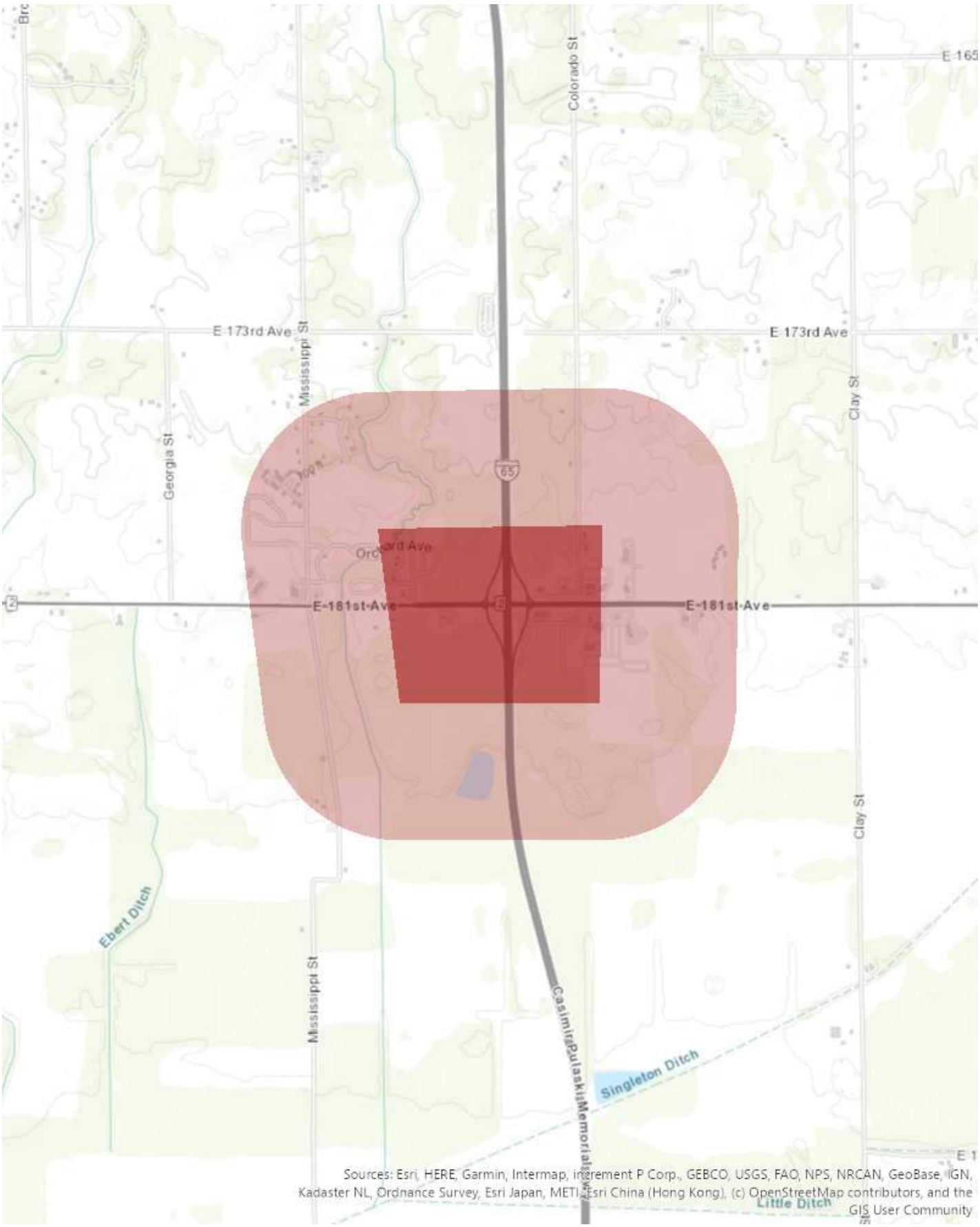
1. Geological Hazards:
    - Moderate liquefaction potential
    - Floodway
2. Mineral Resources:
    - Bedrock Resource: High Potential
    - Sand and Gravel Resource: High Potential
3. Active or abandoned mineral resources extraction sites:
    - None documented in the area

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

DISCLAIMER:

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

This information was furnished by Indiana Geological Survey
Address: 1001 E. 10th St., Bloomington, IN 47405
Email: IGSEnvir@indiana.edu
Phone: 812 855-7428
Date: November 28, 2023



Metadata:

- https://portal.igs.indiana.edu/arcgis/rest/services/Seismic_Earthquake_Liquefaction_Potential/MapServer/info/metadata/metadata.xml?format=default&output=html
- https://portal.igs.indiana.edu/arcgis/rest/services/Industrial_Minerals_SandAndGravel_Resources/MapServer/info/metadata/metadata.xml?format=default&output=html
- https://gisdata.in.gov/server/rest/services/Hosted/FIRM_Flood_Hazard_Zones_2023/FeatureServer/info/metadata
- https://portal.igs.indiana.edu/arcgis/rest/services/Bedrock_Geology//MapServer/info/metadata/metadata.xml?format=default&output=html

From: Michels, Stewart
To: Samra, Preeti
Subject: RE: SR 10 and I-65 Interchange Improvement Project Early Coordination Letter
Date: Thursday, November 30, 2023 3:26:11 PM
Attachments: image003.png
image004.png
image005.png
image006.png
image007.png
image008.png
image009.png

Preeti,

Thank you for providing a copy of the early coordination letter for Des 2000020 to the LaPorte District Environmental Services. We do not have any comment at this time. Thank you, again, for contacting us.

Regards,

Stew

Stewart Michels
Environment Manager Supervisor
INDOT - LaPorte District
315 East Boyd Blvd.
LaPorte IN 46350
Office: (219) 325-7560
Cell: (219) 402-7315
Email: Smichels@INDOT.IN.gov
Call Me on TEAMS
Chat/Message Me in TEAMS

From: Samra, Preeti <psamra@structurepoint.com>
Sent: Tuesday, November 28, 2023 2:55 PM
To: Michels, Stewart <SMichels@indot.IN.gov>
Cc: Hope, Briana <bhope@structurepoint.com>
Subject: SR 10 and I-65 Interchange Improvement Project Early Coordination Letter

From: Lewandowski, Tyler
To: Samra, Preeti
Cc: Hope, Briana
Subject: RE: SR 10 and I-65 Interchange Improvement Project Early Coordination Letter
Date: Friday, December 1, 2023 9:52:20 AM
Attachments: image003.png
image004.png

Good morning,

After review, no tall structure permit is required for the project if all equipment being used is under 200 feet in height. Please let our office know if you have any further questions.

Thank you,

Tyler Lewandowski
Project Manager
INDOT Office of Aviation
(317) 495-4875
tlewandowski@indot.in.gov
www.aviation.indot.in.gov

From: Samra, Preeti <psamra@structurepoint.com>
Sent: Tuesday, November 28, 2023 4:01 PM
To: Lewandowski, Tyler <TLewandowski@indot.IN.gov>
Cc: Hope, Briana <bhope@structurepoint.com>
Subject: SR 10 and I-65 Interchange Improvement Project Early Coordination Letter

Good Afternoon,

Please find attached the early coordination letter for the SR 10 and I-65 Interchange Improvement Project in Jasper County, Indiana.

Please respond with any comments regarding the project.

Best,

From: Samra, Preeti
To: "Mike Miller"
Cc: Hope, Briana; Colin Webb; Sessions, Gina
Subject: RE: Early Coordination Letter - SR 10 and I-65 Interchange Improvement (Des. No. 2000020)
Date: Tuesday, July 9, 2024 10:27:34 AM
Attachments: image001.png
image003.png
image004.png
image006.png
image007.png
image008.png
image009.png
image010.png

Hi Mike,

Thanks for confirming, then there shouldn't be any concern of impact to the previously mentioned wells.

Preeti

Preeti Samra
Senior Environmental Specialist

9025 River Road, Suite 200
Indianapolis, IN 46240
OFFICE 317.547.5580 Ex.[2470]
CELL 317.946.9709
EMAIL psamra@structurepoint.com
WEB www.structurepoint.com

AMERICAN STRUCTUREPOINT INC.

From: Mike Miller <Mike.Miller@nexuswg.com>
Sent: Tuesday, June 18, 2024 12:55 PM
To: Samra, Preeti <psamra@structurepoint.com>
Cc: Hope, Briana <bhope@structurepoint.com>; Colin Webb <Colin.Webb@nexuswg.com>; Sessions, Gina <rsessions@structurepoint.com>
Subject: RE: Early Coordination Letter - SR 10 and I-65 Interchange Improvement (Des. No. 2000020)

Nassau Ln	DeMotte	IN	46310

These wells on the map you sent me are not ours.

Mike Miller
Vice President of Operations
Prairie Path Water Company
Community Utilities of Indiana Inc.
P 847.497.9348 Ext 402 | C 224.501.5507

From: Samra, Preeti <psamra@structurepoint.com>
Sent: Tuesday, June 18, 2024 10:31 AM
To: Mike Miller <Mike.Miller@nexuswg.com>
Cc: Hope, Briana <bhope@structurepoint.com>; Colin Webb <Colin.Webb@nexuswg.com>; Sessions, Gina <rsessions@structurepoint.com>
Subject: RE: Early Coordination Letter - SR 10 and I-65 Interchange Improvement (Des. No. 2000020)

Hi Mike,

Could you please provide the location of your wells? We have record of three nearby wells based on DNR's map viewer (see attached).

Preeti

Preeti Samra
Senior Environmental Specialist

9025 River Road, Suite 200
Indianapolis, IN 46240

AMERICAN STRUCTUREPOINT INC.

OFFICE 317.547.5580 Ex.[2470]
CELL 317.946.9709
EMAIL psamra@structurepoint.com
WEB www.structurepoint.com

From: Mike Miller <Mike.Miller@nexuswg.com>
Sent: Monday, June 17, 2024 9:15 AM
To: Samra, Preeti <psamra@structurepoint.com>
Cc: Hope, Briana <bhope@structurepoint.com>; Colin Webb <Colin.Webb@nexuswg.com>; Sessions, Gina <rsessions@structurepoint.com>
Subject: RE: Early Coordination Letter - SR 10 and I-65 Interchange Improvement (Des. No. 2000020)

Samra,

Can the fuel storage stations remain outside of a 1000-foot radius of our wells?

Thanks,

Mike Miller
Vice President of Operations
Prairie Path Water Company
Community Utilities of Indiana Inc.
P 847.497.9348 Ext 402 | C 224.501.5507

From: Samra, Preeti <psamra@structurepoint.com>
Sent: Friday, June 14, 2024 10:39 AM
To: Mike Miller <Mike.Miller@nexuswg.com>
Cc: Hope, Briana <bhope@structurepoint.com>; Colin Webb <Colin.Webb@nexuswg.com>; Sessions, Gina <rsessions@structurepoint.com>
Subject: RE: Early Coordination Letter - SR 10 and I-65 Interchange Improvement (Des. No. 2000020)

Hi Mike,

Thank you for your response! Please see our answers below in red and let us know if you have any further questions or concerns.

There are none of our infrastructures inside the project boundaries, but I imagine we should provide language regarding contaminant and run-off control. Thank you for letting us know, we can add language into our environmental document that CUII requests that hazardous materials be properly contained and stored to prevent accidental release. Please let us know if you agree/or if we should make any modifications for the environmental document.

My only comment would be to ask what substances known to be toxic or hazardous will be involved in the project what is their plan to contain those substances to prevent spills and do they have an emergency action plan in the event of a spill to contain and remove any contamination. Pollutant sources that may be associated with construction activities on site include, but are not limited to, the following:

- Exposed soils
- Windblown dust
- Leaking vehicles and equipment
- Construction waste material
- Fuel storage areas and fueling stations
- Sanitary waste from temporary toilet facilities
- Litter
- Soil tracking off site from construction equipment
- Material storage areas
- Concrete wash out
- Demolition debris
- Fertilizers and pesticides

An IDEM Construction Stormwater General Permit is anticipated. The project will adhere to the

stormwater pollution prevention plan (emergency response plan) which will include erosion and sediment control measures as well as materials handling procedures to be submitted as part of the construction plans and specifications. This project will comply with the stormwater quality management plan by implementing and adhering to BMPs.

In addition, will CUII be notified of the effect of a hazardous spill as a result of potential ground water contamination? The contact for CUII will be included in the project's emergency response plan and/or similar plan used for responding to hazardous materials spills, and CUII will be contacted within twenty-four hours of any hazardous materials spill that occurs outside of containment.

Thank you again, we appreciate your time and feedback!

Preeti

Preeti Samra
Senior Environmental Specialist

9025 River Road, Suite 200
Indianapolis, IN 46240
OFFICE 317.547.5580 Ex.[2470]
CELL 317.946.9709
EMAIL psamra@structurepoint.com
WEB www.structurepoint.com

AMERICAN STRUCTUREPOINT INC.

From: Mike Miller <Mike.Miller@nexuswg.com>
Sent: Wednesday, June 12, 2024 4:35 PM
To: Samra, Preeti <psamra@structurepoint.com>
Cc: Hope, Briana <bhope@structurepoint.com>; Colin Webb <Colin.Webb@nexuswg.com>
Subject: RE: Early Coordination Letter - SR 10 and I-65 Interchange Improvement (Des. No. 2000020)

Samra,

There are none of our infrastructures inside the project boundaries, but I imagine we should provide language regarding contaminant and run-off control.

My only comment would be to ask what substances known to be toxic or hazardous will be involved in the project what is their plan to contain those substances to prevent spills and do they have an emergency action plan in the event of a spill to contain and remove any contamination.

In addition, will CUII be notified of the effect of a hazardous spill as a result of potential ground water contamination?

Thanks,

Mike Miller
Vice President of Operations
Prairie Path Water Company
Community Utilities of Indiana Inc.
P 847.497.9348 Ext 402 | C 224.501.5507

From: Samra, Preeti <psamra@structurepoint.com>
Sent: Friday, May 31, 2024 11:21 AM
To: Mike Miller <Mike.Miller@nexuswg.com>
Cc: Hope, Briana <bhope@structurepoint.com>
Subject: FW: Early Coordination Letter - SR 10 and I-65 Interchange Improvement (Des. No. 2000020)

Hi Michael,

Please see the correspondence below and the attached the early coordination letter for the SR 10 and I-65 Interchange Improvement project (Des. No. 2000020) in Jasper County, Indiana.

Please respond with any comments regarding the project.

Best,

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: 02/20/2025 20:16:01 UTC
Project Code: 2024-0020424
Project Name: Des 2000020, Interchange Improvement Project on SR 10 and I-65 in Jasper County, Indiana

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

To Whom It May Concern:

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

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

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

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - http://www.fws.gov/midwest/endangered/section7/

s7process/index.html. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process. For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

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

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

https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

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

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

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

migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

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

Attachment(s):

- Official Species List
- 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: 2024-0020424

Project Name: Des 2000020, Interchange Improvement Project on SR 10 and I-65 in Jasper County, Indiana

Project Type: Road/Hwy - Maintenance/Modification

Project Description: The Indiana Department of Transportation (INDOT) has identified the need to address the number of vehicle crashes at both the southbound and northbound Interstate 65 (I-65) ramp junctions at the State Road (SR) 10 interchange in Jasper County. The project is located at the interchange of SR 10 and I-65, approximately 0.30 mile both west and east of I-65 in DeMotte, Indiana. More specifically, the project is located in Sections 7 & 18 of Township 31 North, and Range 7 West, as shown on the United States Geological Survey (USGS) 7.5' Shelby, Indiana topographic quadrangle.

The existing diamond interchange was originally constructed in 1964 in conjunction with I-65 and consists of southbound and northbound on- and off-ramps at the intersections of SR 10 and I-65. The southbound off-ramp consists of a dedicated left-turn lane for traffic heading east (stop controlled) and a dedicated right-turn lane for traffic headed west (yield condition) onto SR 10. The northbound off-ramp consists of one combined through left-turn lane for traffic continuing to travel north on I-65 or traffic heading west onto SR 10 that is controlled by a one-way stop condition, as well a dedicated right-turn lane for traffic heading east onto SR 10 that is controlled by a yield condition.

The need for this project is evidenced by the number of vehicle crashes at both the southbound and northbound I-65 ramp junctions at the SR 10 interchange, as well as the projected design year level of service (LOS) of F (unacceptable) for both ramp junctions at the interchange. LOS is a scale (A through F) which classifies the operating condition of roads. In general, the operating conditions of intersections are considered to be acceptable if found to operate at LOS D or better. The purpose of the proposed project is to reduce the number of vehicle crashes at both southbound and northbound ramp junctions at the interchange of SR 10 and I-65, as well as improve the efficiency of the intersection by increasing the LOS to D or better (acceptable).

The current proposed project would convert the existing ramp junctions at the intersection of SR 10 and I-65 to single-lane roundabouts. The project would include the addition of permanent lighting within the new roundabouts as well as the addition of curb and gutter and curb inlets or curb turnouts. The existing guardrail within the project area would be removed and replaced to fit the roundabouts. Additionally, the proposed

project would include pavement removal and reconstruction within the limits. No work would occur to the existing SR 10 bridge over I-65. All work will occur within existing INDOT right-of-way.

There is suitable summer habitat located within the project area; however, a review of the USFWS database that was conducted by INDOT, LaPorte district staff on November 28, 2023, did not indicate the presence of endangered bat species within 0.5-mile of the project area. It is anticipated that no tree clearing would be required for the project. Construction is anticipated to begin in Spring of 2025.

The maintenance of traffic (MOT) plan for the project would include phased construction, likely involving the temporary closure of SR 10 during construction. Temporary lighting may be used during construction. No relocations are anticipated as a result of the proposed project. Access to all adjacent businesses would be maintained during construction. The MOT will be implemented per the INDOT Indiana Design Manual guidelines.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@41.144450649999996,-87.26635534779193,14z

Counties: Jasper 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

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
Western Regal Fritillary *Argynnis idalia occidentalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/12017	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 Oct 15 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.

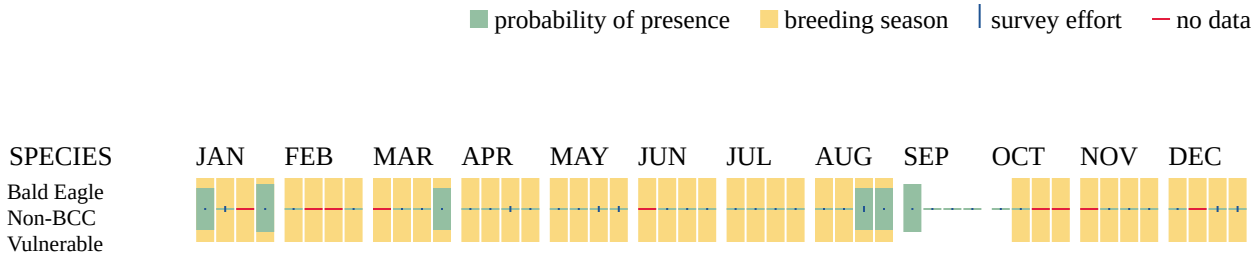
Probability of Presence (▪)

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). The incidental take of migratory birds is the injury or death of birds that results from, but is not the purpose, of an activity. The Service interprets the MBTA to prohibit incidental take.

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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
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 Oct 15 to Aug 31
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
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

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.

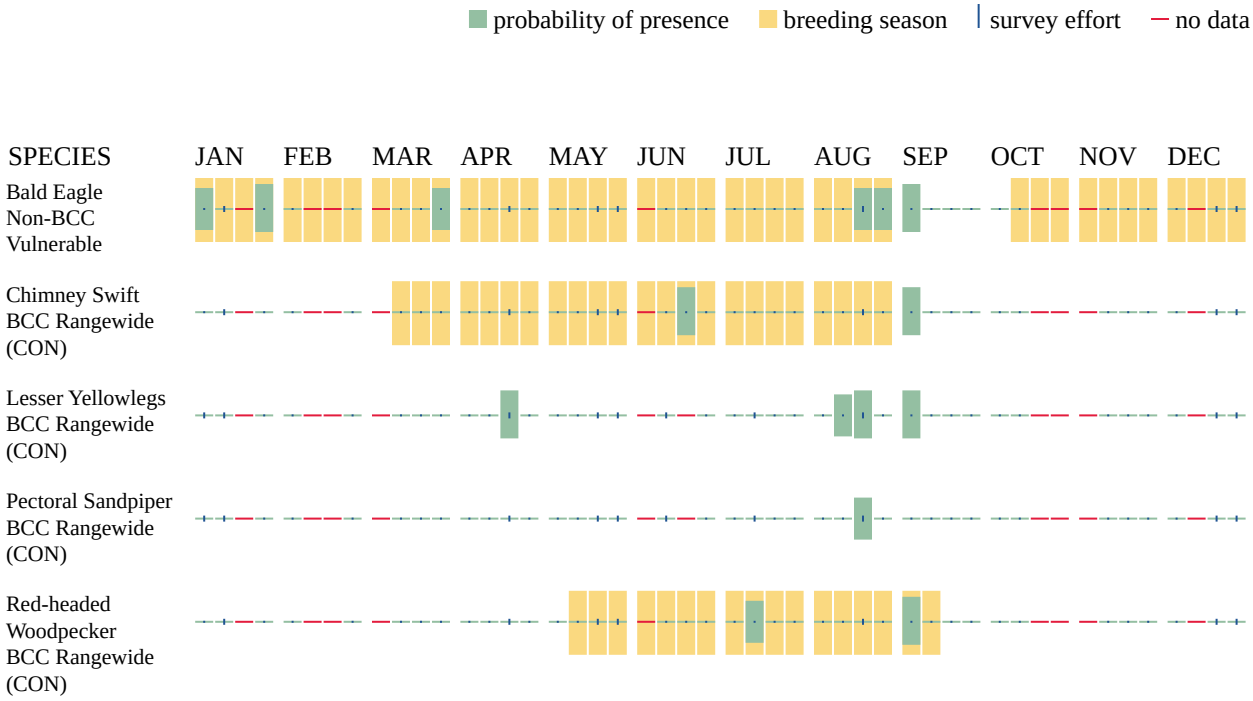
Probability of Presence (▪)

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
- 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.

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: November 30, 2023
Project code: 2024-0020424
Project Name: Des 2000020, Interchange Improvement Project on SR 10 and I-65 in Jasper County, Indiana

Subject: Concurrence verification letter for the 'Des 2000020, Interchange Improvement Project on SR 10 and I-65 in Jasper County, Indiana' project under the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (NLEB).

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated November 30, 2023 to verify that the **Des 2000020, Interchange Improvement Project on SR 10 and I-65 in Jasper County, Indiana** (Proposed Action) may rely on the concurrence provided in the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures. **At least one of the qualification interview questions indicated an activity or portion of your project is consistent with a not likely to adversely affect determination therefore, the overall determination for your project is, may affect, and is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the endangered northern long-eared bat (*Myotis septentrionalis*)**. Consultation with the Service pursuant to section 7(a)(2) of ESA (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq*.) is required.

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed

Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

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

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

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities:
If your initial bridge/culvert or structure assessments failed to detect Indiana bats and/or NLEB use or occupancy, yet bats are later detected prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office within 2 working days of the incident. In these instances, potential incidental take of Indiana bats and/or NLEBs may be exempted provided that the take is reported to the Service.

If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

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

- Monarch Butterfly *Danaus plexippus* Candidate
- Salamander Mussel *Simpsonaias ambigua* Proposed Endangered
- Tricolored Bat *Perimyotis subflavus* 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 2000020, Interchange Improvement Project on SR 10 and I-65 in Jasper County, Indiana

DESCRIPTION

The Indiana Department of Transportation (INDOT) has identified the need to address the number of vehicle crashes at both the southbound and northbound Interstate 65 (I-65) ramp junctions at the State Road (SR) 10 interchange in Jasper County. The project is located at the interchange of SR 10 and I-65, approximately 0.30 mile both west and east of I-65 in DeMotte, Indiana. More specifically, the project is located in Sections 7 & 18 of Township 31 North, and Range 7 West, as shown on the United States Geological Survey (USGS) 7.5' Shelby, Indiana topographic quadrangle.

The existing diamond interchange was originally constructed in 1964 in conjunction with I-65 and consists of southbound and northbound on- and off-ramps at the intersections of SR 10 and I-65. The southbound off-ramp consists of a dedicated left-turn lane for traffic heading east (stop controlled) and a dedicated right-turn lane for traffic headed west (yield condition) onto SR 10. The northbound off-ramp consists of one combined through left-turn lane for traffic continuing to travel north on I-65 or traffic heading west onto SR 10 that is controlled by a one-way stop condition, as well a dedicated right-turn lane for traffic heading east onto SR 10 that is controlled by a yield condition.

The need for this project is evidenced by the number of vehicle crashes at both the southbound and northbound I-65 ramp junctions at the SR 10 interchange, as well as the projected design year level of service (LOS) of F (unacceptable) for both ramp junctions at the interchange. LOS is a scale (A through F) which classifies the operating condition of roads. In general, the operating conditions of intersections are considered to be acceptable if found to operate at LOS D or better. The purpose of the proposed project is to reduce the number of vehicle crashes at both southbound and northbound ramp junctions at the interchange of SR 10 and I-65, as well as improve the efficiency of the intersection by increasing the LOS to D or better (acceptable).

The current proposed project would convert the existing ramp junctions at the intersection of SR 10 and I-65 to single-lane roundabouts. The project would include the addition of permanent lighting within the new roundabouts as well as the addition of curb and gutter and curb inlets or curb turnouts. The existing guardrail within the project area would be removed and replaced to fit the roundabouts. Additionally, the proposed project would include pavement removal and reconstruction within the limits. No work would occur to the existing SR 10 bridge over I-65. All work will occur within existing INDOT right-of-way.

There is suitable summer habitat located within the project area; however, a review of the

USFWS database that was conducted by INDOT, LaPorte district staff on November 28, 2023, did not indicate the presence of endangered bat species within 0.5-mile of the project area. It is anticipated that no tree clearing would be required for the project. Construction is anticipated to begin in Spring of 2025.

The maintenance of traffic (MOT) plan for the project would include phased construction, likely involving the temporary closure of SR 10 during construction. Temporary lighting may be used during construction. No relocations are anticipated as a result of the proposed project. Access to all adjacent businesses would be maintained during construction. The MOT will be implemented per the INDOT Indiana Design Manual guidelines.

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@41.144450649999996,-87.26635534779193,14z

DETERMINATION KEY RESULT

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the endangered northern long-eared bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

QUALIFICATION INTERVIEW

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

   [1] See Indiana bat species profile

   Automatically answered
   Yes

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

   [1] See northern long-eared bat species profile

   Automatically answered
   Yes

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

   A) Federal Highway Administration (FHWA)

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

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

   No

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

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

   No

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

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

   No

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

   No

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

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

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

   Yes

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

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

   No

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

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

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

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

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

    No

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

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

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

    No

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

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

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

    No

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

    No

14. Does the project include slash pile burning?

    No

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

    No

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

    No

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

    Yes

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

    Yes

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

    Yes

20. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **permanent** lighting will be installed or replaced?

    Yes

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

    No

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

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

    Yes

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

    No

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

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

25. **General AMM 1**
    Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

    Yes

26. **Lighting AMM 1**
    Will *all* **temporary** lighting be directed away from suitable habitat during the active season?

    Yes

27. **Lighting AMM 2**
    Does the lead agency use the BUG (Backlight, Uplight, and Glare) system developed by the Illuminating Engineering Society[1] to rate the amount of light emitted in unwanted directions?

    [1] Refer to The BUG System—A New Way To Control Stray Light

    Yes

28. **Lighting AMM 2**
    Will the **permanent** lighting be designed to be as close to 0 for all three BUG ratings as possible, with a priority of "uplight" of 0 and "backlight" as low as practicable?

    Yes

PROJECT QUESTIONNAIRE

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

   N/A

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

   N/A

AVOIDANCE AND MINIMIZATION MEASURES (AMMS)

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

LIGHTING AMM 1

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

LIGHTING AMM 2

When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.

GENERAL AMM 1

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

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

This key was last updated in IPaC on October 30, 2023. Keys are subject to periodic revision.

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

This decision key should only be used to verify project applicability with the Service's amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects. The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

Appendix D: Section 106 of NHPA

Category A consists of projects that, by their nature, have no effect on properties listed in or eligible for inclusion in the National Register of Historic Places (hereinafter referred to as the "National Register") and do not require review by INDOT Cultural Resources Office. All of the work under this Category must occur in previously disturbed soils, which are defined as soils that have been completely altered or displaced by earthmoving or other modern manipulation.

1. Any work on bridges limited to substructure or superstructure elements without replacing, widening, or elevating the superstructure under the conditions listed below ***(BOTH Conditions A and B must be met).*** This category **does not** include bridge replacement projects (when both superstructure and substructure are removed):

   A. The project takes place in previously disturbed soils; *AND*
   B. With regard to the bridges, at least one of the conditions (i, ii or iii) listed below must be satisfied:
      i. The latest Historic Bridge Inventory identified the bridge as non-historic (see http://www.in.gov/indot/2531.htm);
      ii. The bridge was built after 1945, and is a common type as defined in Section V. of the *Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* issued by the Advisory Council on Historic Preservation on November 2, 2012 for so long as that Program Comment remains in effect AND the considerations listed in Section IV of the Program Comment do not apply;
      iii. The bridge is part of the Interstate system and was determined not eligible for the National Register under the Section 106 Exemption Regarding Effects to the Interstate Highway System adopted by the Advisory Council on Historic Preservation on March 10, 2005, for so long as that Exemption remains in effect.

2. All work within interchanges and within medians of divided highways in previously disturbed soils.

3. Replacement, repair, lining, or extension of culverts and other drainage structures that do not exhibit wood, stone or brick structures or parts therein and are in previously disturbed soils.

4. Roadway work associated with surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking within previously disturbed soils where replacement, repair, or installation of curbs, curb ramps or sidewalks will not be required.

5. Repair, in-kind replacement or upgrade of existing lighting, signals, signage, and other traffic control devices in previously disturbed soils.

6. Repair, replacement, or upgrade of existing safety appurtenances such as guardrails, barriers, glare screens, and crash attenuators in previously disturbed soils.

7. Repair or in-kind replacement of fencing and hardscape landscaping elements and/or replacement of existing plant materials in previously disturbed soils and installation of new fencing and hardscape landscaping elements and plant materials limited to locations within interstate right-of way within previously disturbed soils.

8. Installation of new or modification of existing traffic control devices and systems, including signs, signals, markings, illumination, other warning devices and their supports, to improve safety at railway crossings in previously disturbed soils.

9. Installation, repair, or replacement of erosion control measures along roadways, waterways and bridge piers within previously disturbed soils.

10. Routine roadside maintenance activities necessary to preserve existing infrastructure or maintain roadway safety in previously disturbed soils.

11. Rehabilitation of existing rest areas and truck weigh stations within previously disturbed soils.

12. Removal and disposal of hazardous waste.

13. Work on concrete and asphalt decks of bridges identified in the Historic Bridge Inventory as National Register-listed or National Register-eligible (see http://www.in.gov/indot/2531.htm), which is limited to pavement resurfacing, overlay, pavement repair, pavement grinding, pavement marking, seal coating, joint repair, and in-kind replacement or repair of existing concrete curbs, curb ramps or sidewalks in previously disturbed soils, provided none of these actions impact structural members of the bridge.

14. Repair and/or replace existing MSE walls, retaining walls and noise walls in previously disturbed soils, using similar design, dimensions and materials.

From:	Branigin, Susan
To:	Samra, Preeti
Cc:	Coon, Matthew; Branigin, Susan; Alexander, Dawn; Blum, Kaylee; Solorzano, David S; Hope, Briana; Sessions, Gina
Subject:	RE: INDOT Project: Des. No. 2000020; MPPA, SR 10 Interchange Improvement Project, Jasper County, Indiana
Date:	Wednesday, May 22, 2024 12:04:26 PM
Attachments:	image003.png image004.png

Hi Preeti,

Thank you for your email--and my apologies for the delayed response. As currently proposed, all work on the interchange improvement project will take place within previously disturbed soils; in that manner, it meets the intent of MPPA Category A-2. MPPA A-2 is fairly broad—what this looks like to us is an interchange reconfiguration, and the proposed roundabout constructions would be components of that. The existing lighting at the interchange/intersections is rather minimal, but it is CRO's opinion that reconfiguring and updating the lighting as part of the intersection improvement/modification fits under A-2.

INDOT CRO does not complete MPPA determination forms for Category A projects, but you may attach this email to the CE document if you like.

Please let us know if any changes occur to the project scope, as we would have to review the information again to see whether the MPPA still applies.

Best regards,

Susan R. Branigin, MS
Senior Environmental Manager/Supervisor
History Team Lead/Cultural Resources Office (CRO)
Indiana Department of Transportation
100 North Senate Ave., N758 —Environmental Services
Indianapolis, IN 46204
Cell: 317.417.1622
Email: sbranigin@indot.in.gov
Find us on social media!

****For the latest updates from INDOT's Cultural Resources Office, subscribe to the Environmental Services listserv:** https://www.in.gov/indot/3217.htm

****Link to the CRO-Public Web Map App can be found** here

Appendix E: Red Flag and Hazardous Materials

INDIANA DEPARTMENT OF TRANSPORTATION

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

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

Eric Holcomb, Governor
Michael Smith, Commissioner

Date: March 11, 2024

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: Preeti Samra
American Structurepoint, Inc.
9025 River Road, Suite 200
Indianapolis, Indiana 46240
psamra@structurepoint.com

Re: RED FLAG INVESTIGATION
DES #2000020, State Project
Interchange Improvement
State Road (SR) 10 and Interstate 65 (I-65)
Jasper County, Indiana

PROJECT DESCRIPTION

The proposed project is located at the interchange of SR 10 and I-65, approximately 0.30 mile both west and east of I-65 in Jasper County, Indiana. The proposed project would convert the existing ramp junctions at the intersection of SR 10 and I-65 to single-lane roundabouts. The project would include the addition of permanent lighting within the new roundabouts as well as the addition of curb and gutter and curb inlets or curb turnouts. The existing guardrail within the project area would be removed and replaced to fit the roundabouts. Additionally, the proposed project would include pavement removal and reconstruction within the limits. No work will occur to the SR 10 bridge over I-65.

Bridge Work Included in Project: Yes ☐ No ☒ Structure #(s) _____
If this is a bridge project, is the bridge Historical? Yes ☐ No ☐ , Select ☐ Non-Select ☐
(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).
Culvert Work Included in Project: Yes ☐ No ☒ Structure #(s) _____
Proposed right of way: Temporary ☐ # Acres _____ Permanent ☐ # Acres _____, Not Applicable ☒
Type and proposed depth of excavation: Depth of proposed excavation would be a maximum of 10-feet for the installation of permanent lighting.
Maintenance of traffic (MOT): The MOT is anticipated to consist of phased construction, likely involving the temporary closure of SR 10 during construction. Access to all adjacent business would be maintained during construction.
Work in waterway: Yes ☐ No ☒ Below ordinary high water mark: Yes ☐ No ☐
State Project: ☒ LPA: ☐
Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

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

[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:

Recreational Facilities: One (1) recreational facility is located within the 0.5-mile search radius. The facility, Lake Holiday Camp Resort, is located adjacent to the project area. Coordination with Lake Holiday Camp Resort 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:			
NWI - Points	**N/A**	Canal Routes - Historic	**N/A**
Karst Springs	**N/A**	NWI - Wetlands	**10**
Canal Structures – Historic	**N/A**	Lakes	**2**
NPS NRI Listed	**N/A**	Floodplain - DFIRM	**N/A**
NWI-Lines	**N/A**	Cave Entrance Density	**N/A**
IDEM 303d Listed Streams and Lakes (Impaired)	**8**	Sinkhole Areas	**N/A**
Rivers and Streams	**20**	Sinking-Stream Basins	**N/A**

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

Explanation:

IDEM 303d Listed Streams and Lakes (Impaired): Eight (8) IDEM 303d Listed Stream segments are located within the 0.5-mile search radius. The nearest impaired stream segment, Otis Ditch, is located approximately 0.19-mile east of the project area. No impact is expected.

Rivers and Streams: Twenty (20) stream segments are located within the 0.5-mile search radius. The nearest stream segment, an unnamed tributary to Moffit Ditch, is located approximately 0.15-mile southwest of the project area. No impact is expected.

NWI-Wetlands: Ten (10) NWI-Wetlands are located within the 0.5-mile search radius. The nearest NWI-Wetland, Lake Holiday, is located approximately 0.07-mile northwest of the project area. No impact is expected.

Lakes: Two (2) lakes are located within the 0.5-mile search radius. The nearest lake, Lake Holiday, is located approximately 0.07-mile northwest of the project area. No impact is expected.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

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

Explanation:

Petroleum Wells: One (1) petroleum well is located within the 0.5-mile search radius. The petroleum well is located approximately 0.27-mile northeast of the project area. No impact is expected.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns Indicate the number of items of concern found within the 0.5-mile search radius. If there are no items, please indicate N/A:			
Superfund	**N/A**	Manufactured Gas Plant Sites	**N/A**
RCRA Generator/ TSD	**N/A**	Open Dump Waste Sites	**N/A**
RCRA Corrective Action Sites	**N/A**	Restricted Waste Sites	**N/A**
State Cleanup Sites	**N/A**	Waste Transfer Stations	**N/A**
Septage Waste Sites	**N/A**	Tire Waste Sites	**N/A**
Underground Storage Tank (UST) Sites	**1**	Confined Feeding Operations (CFO)	**N/A**
Voluntary Remediation Program	**N/A**	Brownfields	**N/A**
Construction Demolition Waste	**N/A**	Institutional Controls	**N/A**
Solid Waste Landfill	**N/A**	NPDES Facilities	**7**
Infectious/Medical Waste Sites	**N/A**	NPDES Pipe Locations	**1**
Leaking Underground Storage (LUST) Sites	**4**	Notice of Contamination Sites	**N/A**

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

Explanation:

UST Sites: One (1) UST site is located within the 0.5-mile search radius. The site, Family Express #34, 11880 SR 10, AI ID #14033, is located approximately 0.15-mile west of the project area. An IDEM inspection occurred on January 19, 2023, and no violations were cited. No impact is expected.

LUST Sites: Four (4) LUST sites are located within the 0.5-mile search radius. Three (3) LUST sites are located adjacent to the project area.

- Holiday Marathon, 11750 SR 10 West, AI ID #39745, is located adjacent to the western limits of the project area. A No Further Action (NFA) was issued by IDEM on February 20, 2006. No impact is expected.
- Loves Travel Stop 394, 11207 West SR 10, AI ID #100358, is located adjacent to the southeast corner of the project area. A Notification for Underground Storage Tanks form dated October 17, 2011, stated six USTs containing diesel and gasoline were installed at the site on August 5, 2011. The site was undeveloped prior to 2011. An IDEM Underground Storage Tank Inspection occurred on November 22, 2021, and the facility was found to be out of compliance with equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 329 IAC 9; however, documentation reviewed does not indicate that a release occurred. A Return to Compliance (RTC) letter was issued by IDEM on July 29, 2022, stating that the site has returned to compliance. No documentation was found to indicate there has been a reported release on site. No impact is expected.
- DeMotte Travel Center (also known as TA Travel Center), 11166 West SR 10, AI ID #13287, is located adjacent to the northeast corner of the project area. IDEM issued an NFA Approval Determination Pursuant to Remediation Closure Guide (RCG) on March 17, 2015 for the site with unconditional closure for soil and groundwater. No impact is expected.

NPDES Facilities: Seven (7) NPDES Facilities are located within the 0.5-mile search radius. Seven (7) NPDES Facilities are located adjacent to the project area.

- Compass Travel Center, 900 North CR 1200 West, Permit ID #INRA06041, is located adjacent to the southwest corner of the project area. The permit is for discharge associated with construction activities and is effective until July 13, 2025. Coordination with Compass Travel Center will occur.
- I-65 Utility Extension Project Division C, County Line Road, Permit ID #INRA08463, is located within the eastern limits of the project area adjacent to SR 10. The permit is for discharge associated with construction activities and was effective until October 14, 2023. No impact is expected.
- Loves Travel Stop Water & Sewer Connections, 11207 West SR 10, Permit ID #INRA08698, is located adjacent to the southeast corner of the project area. The permit is for discharge associated with construction activities and is effective until October 3, 2026. Coordination with Loves Travel Stop will occur.
- Loves Travel Stop, Permit ID #INRA09154, is located adjacent to the southeast corner of the project area. The permit is associated with an RV Park that is an expansion of Loves Travel Stop located at 11055 SR 10. The permit is for discharge associated with construction activities and is effective until February 16, 2027. Coordination with Loves Travel Stop will occur.
- Loves Demotte RV Park Soil Borrow Area, Permit ID #INRA10406, is located adjacent to the southeast corner of the project area. The permit is associated with an RV Park that is an expansion of Loves Travel Stop located at 11055 SR 10. The permit is for discharge associated with construction activities and is effective until August 25, 2027. Coordination with Loves Travel Stop will occur.
- Loves Travel Stop Sidewalk, Permit ID #INRA11180, is located adjacent to the southeast corner of the project area. The permit is associated with Loves Travel Stop located south of SR 10, between Loves Travel Stop and Loves RV Park at SR 10 & North CR 1100 West. The permit is for discharge associated with construction activities and is effective until February 5, 2028. Coordination with Loves Travel Stop will occur.
- DeMotte Travel Center Wastewater Treatment Plant (WWTP), 11166 West SR 10, Permit ID #IN0063282, is located adjacent to the northeast corner of the project area. According to IDEM's Final Termination of NPDES letter dated March 22, 2023, the DeMottte Travel Center WWTP ceased operations in December of 2022 and permit ID# IN0063282 has been terminated. No impact is expected.

NPDES Pipe Locations: One (1) NPDES pipe location is located within the 0.5-mile search radius. The site, Demotte Travel Center WWTP, 11166 West SR 10, Permit ID #IN0063282 is located approximately 0.21-mile northeast of the project area. According to IDEM's Final Termination of NPDES letter dated March 22, 2023, the DeMottte Travel Center WWTP ceased operations in December of 2022 and permit ID# IN0063282 has been terminated. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

The Jasper County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is provided at (https://www.in.gov/dnr/nature-preserves/files/np_jasper.pdf). A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did indicate the presence of ETR species within the 0.5-mile search radius. Coordination with USFWS and IDNR will occur.

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

RECOMMENDATIONS SECTION

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

INFRASTRUCTURE:

Recreational Facility: One (1) recreational facility, Lake Holiday Camp Resort, is located adjacent to the project area. Coordination with Lake Holiday Camp Resort will occur.

WATER RESOURCES: N/A

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS:

NPDES Facilities:

- Compass Travel Center, 900 North CR 1200 West, Permit ID #INRA06041, is located adjacent to the southwest corner of the project area. The permit is for discharge associated with construction activities and is effective until July 13, 2025. Coordination with Compass Travel Center will occur.
- Loves Travel Stop Water & Sewer Connections, 11207 West SR 10, Permit ID #INRA08698, is located adjacent to the southeast corner of the project area. The permit is for discharge associated with construction activities and is effective until October 3, 2026. Coordination with Loves Travel Stop will occur.
- Loves Travel Stop, Permit ID #INRA09154, is located adjacent to the southeast corner of the project area. The permit is associated with an RV Park that is an expansion of Loves Travel Stop located at 11055 SR 10. The permit is for discharge associated with construction activities and is effective until February 16, 2027. Coordination with Loves Travel Stop will occur.
- Loves Demotte RV Park Soil Borrow Area, Permit ID #INRA10406, is located adjacent to the southeast corner of the project area. The permit is associated with an RV Park that is an expansion of Loves Travel Stop located at 11055 SR 10. The permit is for discharge associated with construction activities and is effective until August 25, 2027. Coordination with Loves Travel Stop will occur.

- Loves Travel Stop Sidewalk, Permit ID #INRA11180, is located adjacent to the southeast corner of the project area. The permit is associated with Loves Travel Stop located south of SR 10, between Loves Travel Stop and Loves RV Park at SR 10 & North CR 1100 West. The permit is for discharge associated with construction activities and is effective until February 5, 2028. Coordination with Loves Travel Stop will occur.

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

INDOT ESD concurrence: Shelby O'Neal Digitally signed by Shelby O'Neal Date: 2024.03.11 12:16:54 -04'00' (Signature)

Prepared by:
Preeti Samra
Senior Environmental Specialist
American Structurepoint, Inc.

Graphics:

A map for each report section with a 0.5 mile-search radius buffer around all project area(s) showing all items identified as possible items of concern is attached. If there is not a section map included, please change the YES to N/A:

SITE LOCATION: YES

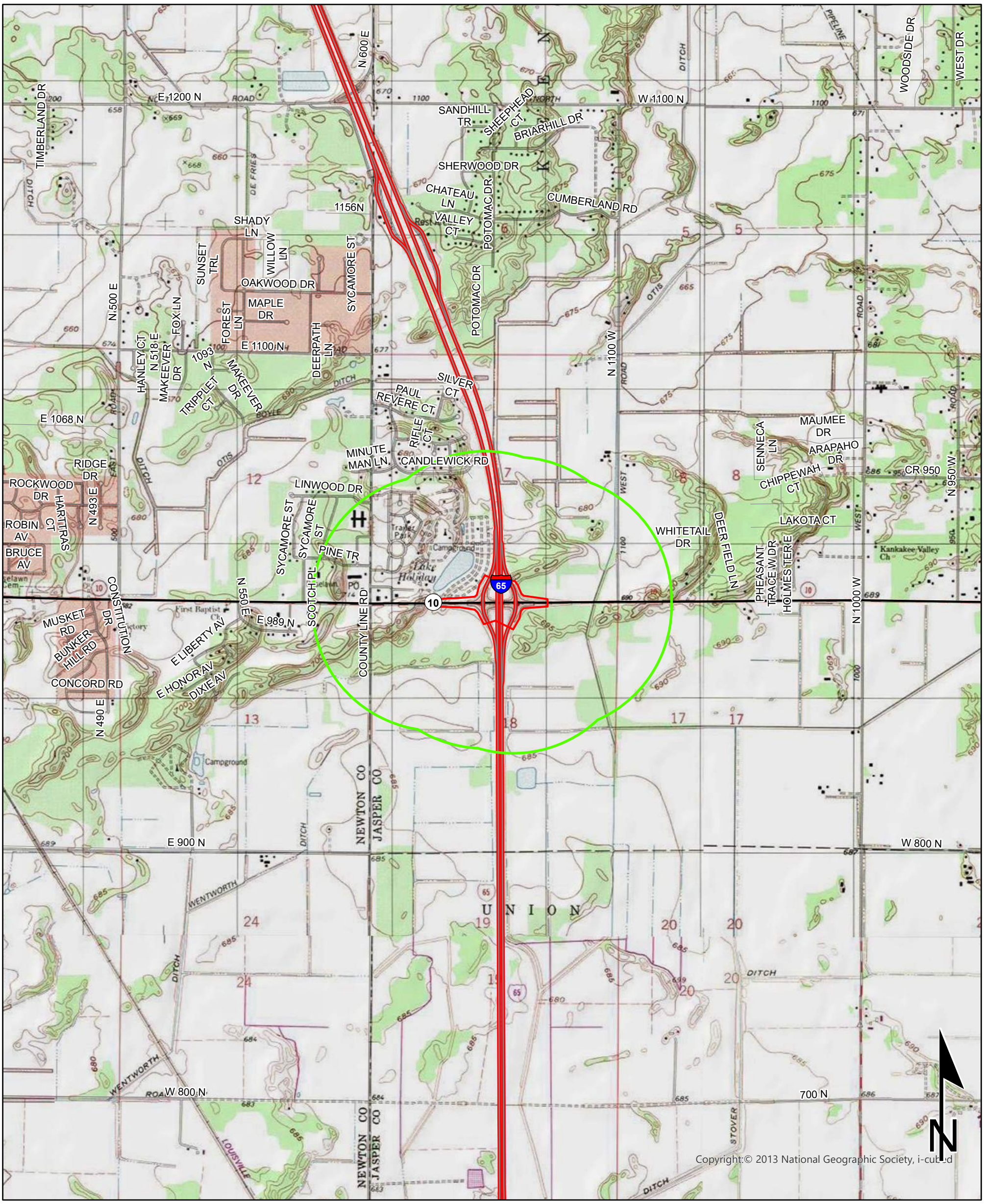
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: YES

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Site Location
SR 10 and I-65
Des. No. 2000020, Interchange Improvement
Jasper County, Indiana



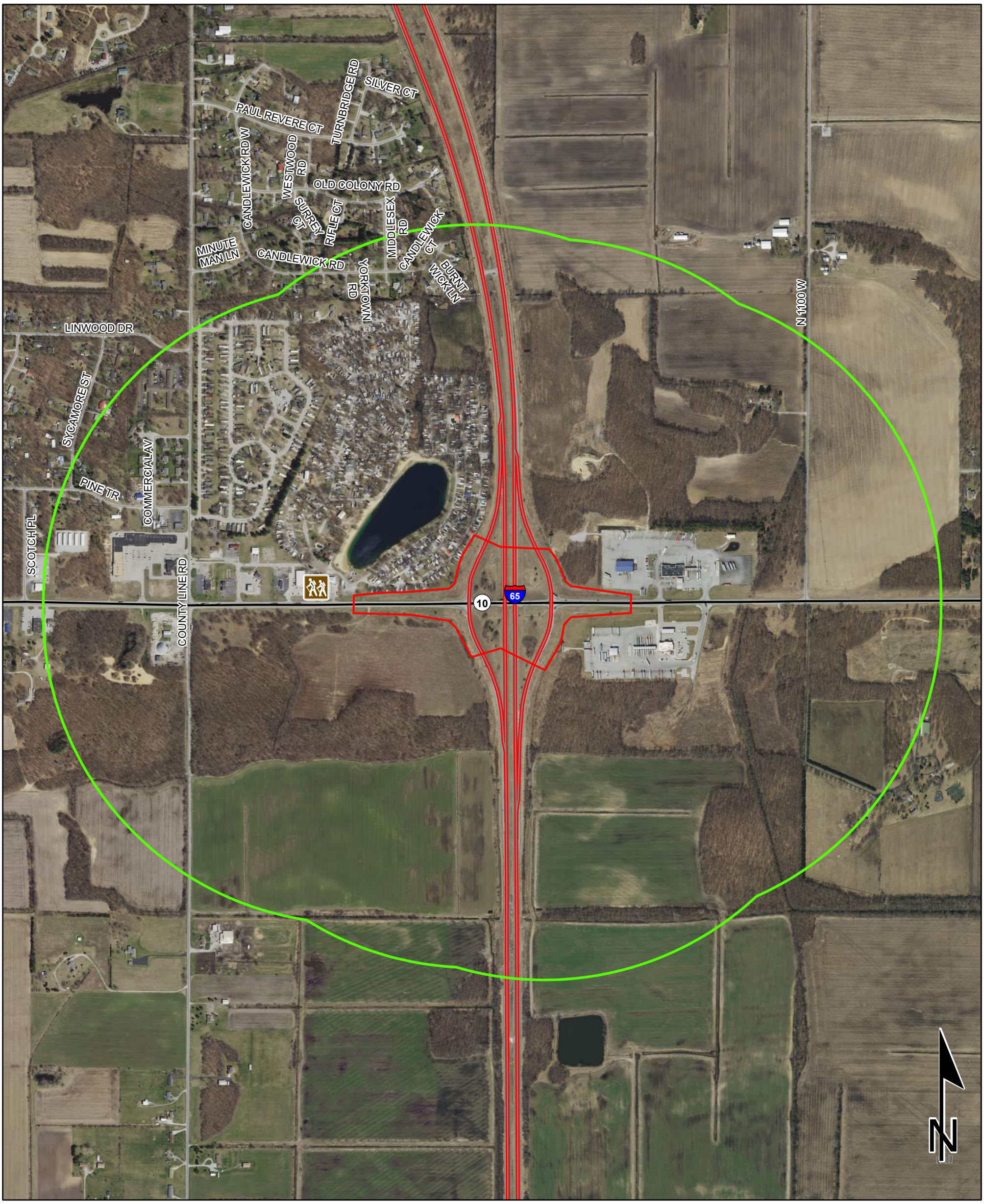
0.45 0.23 0 0.45 Miles

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.

SHELBY QUADRANGLE
INDIANA
7.5 MINUTE SERIES
(TOPOGRAPHIC)

Red Flag Investigation - Infrastructure
SR 10 and I-65
Des. No. 2000020, Interchange Improvement
Jasper County, Indiana



0.15 0.07 0 0.15 Miles

Sources:

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

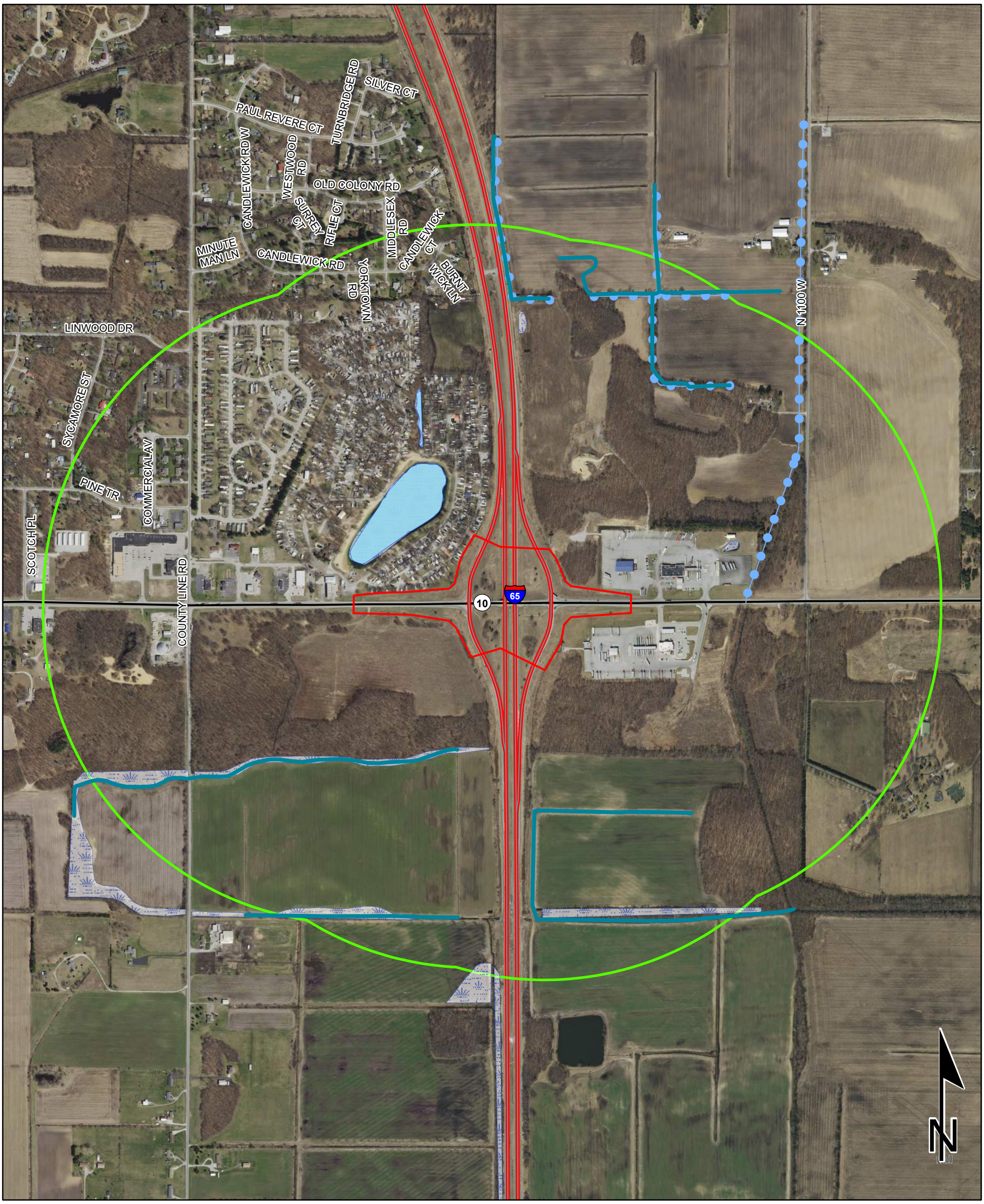
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

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
I-65 and SR 10
Des. No. 2000020, Interchange Improvement
Jasper County, Indiana



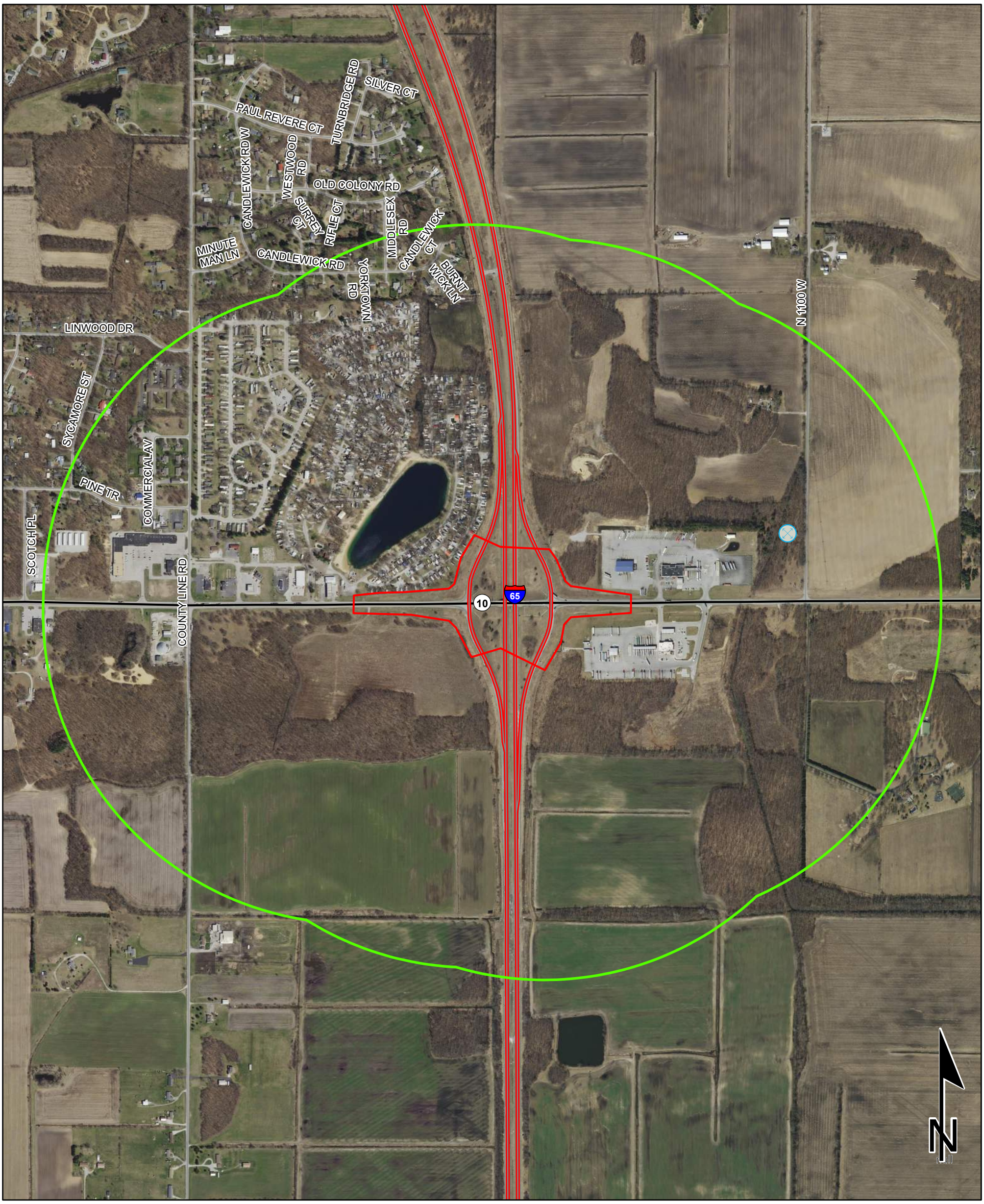
0.15 0.07 0 0.15 Miles

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 and Mineral Resources
SR 10 and I-65
Des. No. 2000020, Interchange Improvement
Jasper County, Indiana



0.15 0.07 0 0.15 Miles

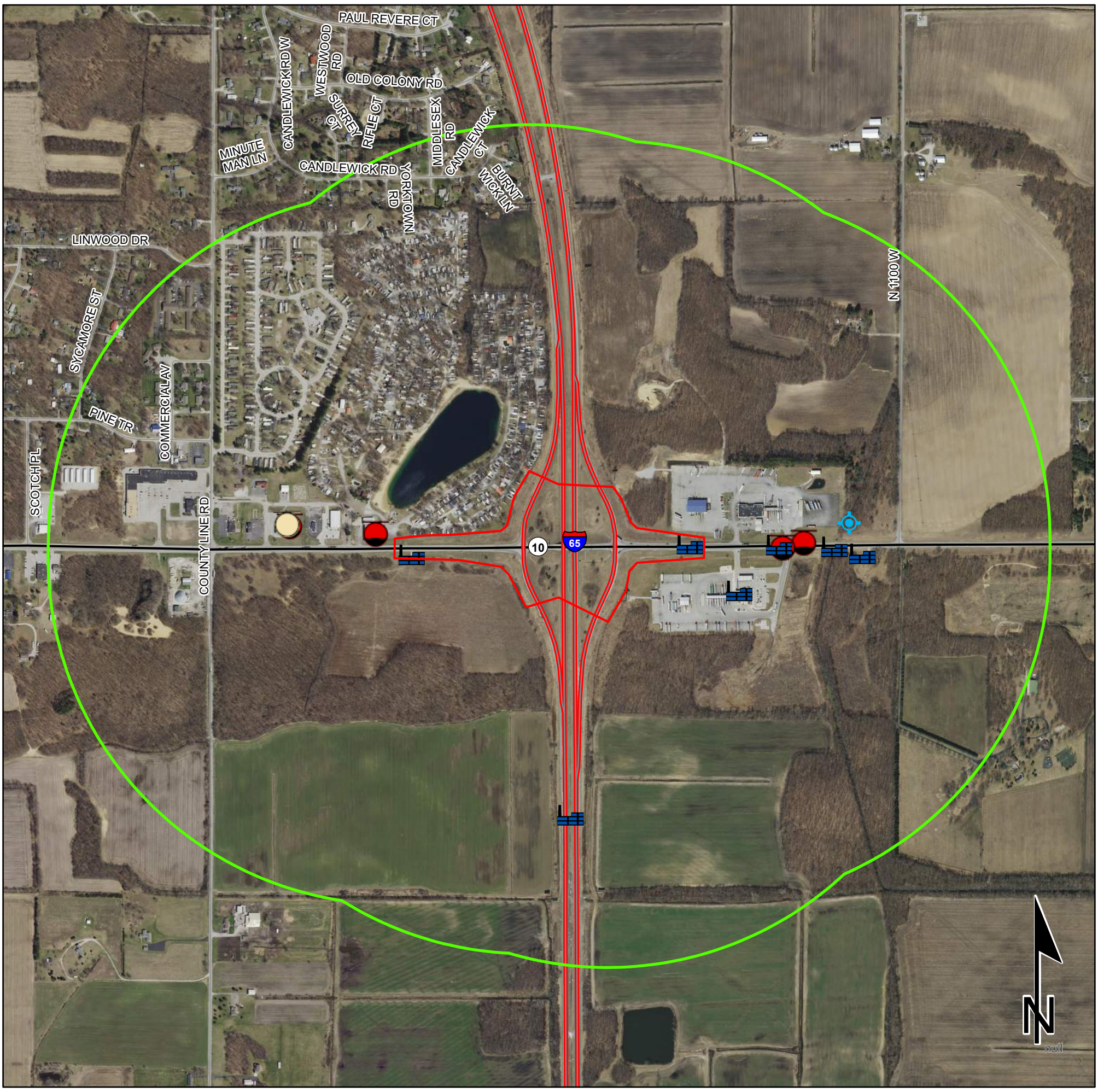
Sources:

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
SR 10 and I-65
Des. No. 2000020, Interchange Improvement
Jasper 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 Facilites
- 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

0.15 0.07 0 0.15 Miles

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

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

AMERICAN STRUCTUREPOINT INC.

9025 RIVER ROAD, SUITE 200
INDIANAPOLIS, INDIANA 46240
TEL 317.547.5580
FAX 317.543.0270

June 5, 2024

Roy Dobrasinovic
Compass Holding LLC
15 W 580 N Frontage Rd 1
Burr Ridge, IL 60527

Re: State Road (SR) 10 and Interstate 65 (I-65) Interchange Improvement (Des. No. 2000020)

Dear Mr. Dobrasinovic,

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intends to proceed with the SR 10 and I-65 Interchange Improvement project (Des. No. 2000020) in Jasper County, Indiana. American Structurepoint, Inc., on behalf of INDOT, LaPorte District, is completing the environmental documentation for this project and would like to coordinate with Roy Dobrasinovic concerning Permit ID #INRA06041, which is associated with Compass Travel Center. NPDES Permit ID #INRA06041 is located adjacent to the southwest corner of the project. The permit is for discharge associated with construction activities and is effective until July 13, 2025.

The project in the vicinity of the NPDES permit will convert the existing ramp junctions at the intersection of SR 10 and I-65 to single-lane roundabouts. Attached you will find preliminary plans and additional project details for your information.

Please respond within thirty (30) calendar days if you anticipate any impacts to or from the project in relation to Permit ID #INRA06041. Should we not receive your response **within thirty (30) calendar days** from the date of this letter, it will be assumed that you feel that there will be no impacts to or from the project in relation to Permit ID #INRA06041. If you have any questions regarding this matter, please feel free to contact Preeti Samra at American Structurepoint by phone at (317) 547-5580 or e-mail at psamra@structurepoint.com. Thank you in advance for your input.

Very truly yours,

Preeti Samra, Senior Environmental Specialist, American Structurepoint, Inc.
Consultant soliciting comments on behalf of INDOT, LaPorte District

Enclosures
Early Coordination Letter (Project Details)
Preliminary Project Plans

Attachments have been omitted to avoid duplication

AMERICAN STRUCTUREPOINT INC.

9025 RIVER ROAD, SUITE 200
INDIANAPOLIS, INDIANA 46240
TEL 317.547.5580
FAX 317.543.0270

June 5, 2024

Tom Squires
Loves Travel Stops & Country Stores Incorporated
10601 N Pennsylvania Ave
Oklahoma City, OK 73120

Re: State Road (SR) 10 and Interstate 65 (I-65) Interchange Improvement (Des. No. 2000020)

Dear Mr. Squires,

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intends to proceed with the SR 10 and I-65 Interchange Improvement project (Des. No. 2000020) in Jasper County, Indiana. American Structurepoint, Inc., on behalf of INDOT, LaPorte District, is completing the environmental documentation for this project and would like to coordinate with Tom Squires concerning NPDES Permit ID #INRA08698, which is associated with Loves Travel Stop Water & Sewer Connections. NPDES Permit ID #INRA08698 is located adjacent to the southeast corner of the project area. The permit is for discharge associated with construction activities and is effective until October 3, 2026.

The project in the vicinity of the NPDES permit will convert the existing ramp junctions at the intersection of SR 10 and I-65 to single-lane roundabouts. Attached you will find preliminary plans and additional project details for your information.

Please respond within thirty (30) calendar days if you anticipate any impacts to or from the project in relation to NPDES Permit ID #INRA08698. Should we not receive your response **within thirty (30) calendar days** from the date of this letter, it will be assumed that you feel that there will be no impacts to or from the project in relation to NPDES Permit ID #INRA08698. If you have any questions regarding this matter, please feel free to contact Preeti Samra at American Structurepoint by phone at (317) 547-5580 or e-mail at psamra@structurepoint.com. Thank you in advance for your input.

Very truly yours,

Preeti Samra, Senior Environmental Specialist, American Structurepoint, Inc.
Consultant soliciting comments on behalf of INDOT, LaPorte District

Enclosures
Early Coordination Letter (Project Details)
Preliminary Project Plans

Attachments have been omitted to avoid duplication

AMERICAN STRUCTUREPOINT INC.

9025 RIVER ROAD, SUITE 200
INDIANAPOLIS, INDIANA 46240
TEL 317.547.5580
FAX 317.543.0270

June 5, 2024

Frank Ille
Loves Travel Stops & Country Stores, Inc.
10601 N Pennsylvania Ave
Oklahoma City, OK 73120

Re: State Road (SR) 10 and Interstate 65 (I-65) Interchange Improvement (Des. No. 2000020)

Dear Mr. Ille,

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intends to proceed with the SR 10 and I-65 Interchange Improvement project (Des. No. 2000020) in Jasper County, Indiana. American Structurepoint, Inc., on behalf of INDOT, LaPorte District, is completing the environmental documentation for this project and would like to coordinate with Frank Ille concerning NPDES Permits IDs #INRA09154 and #INRA11180, which are associated with Loves Travel Stop and Loves Travel Stop Sidewalk. NPDES Permit ID #INRA09154 is located adjacent to the southeast corner of the project area. The permit is for discharge associated with construction activities and is effective until February 16, 2027. NPDES Permit ID #INRA11180, is located adjacent to the southeast corner of the project area. The permit is for discharge associated with construction activities and is effective until February 5, 2028.

The project in the vicinity of the NPDES permits will convert the existing ramp junctions at the intersection of SR 10 and I-65 to single-lane roundabouts. Attached you will find preliminary plans and additional project details for your information.

Please respond within thirty (30) calendar days if you anticipate any impacts to or from the project in relation to NPDES Permits IDs #INRA09154 and #INRA11180. Should we not receive your response **within thirty (30) calendar days** from the date of this letter, it will be assumed that you feel that there will be no impacts to or from the project in relation to NPDES Permits IDs #INRA09154 and #INRA11180. If you have any questions regarding this matter, please feel free to contact Preeti Samra at American Structurepoint by phone at (317) 547-5580 or e-mail at psamra@structurepoint.com. Thank you in advance for your input.

Very truly yours,

Preeti Samra, Senior Environmental Specialist, American Structurepoint, Inc.
Consultant soliciting comments on behalf of INDOT, LaPorte District

Enclosures Attachments have been omitted to avoid duplication
Early Coordination Letter (Project Details)
Preliminary Project Plans

AMERICAN STRUCTUREPOINT INC.

9025 RIVER ROAD, SUITE 200
INDIANAPOLIS, INDIANA 46240
TEL 317.547.5580
FAX 317.543.0270

June 5, 2024

Jerrod Marsh
Love's Travel Stops
10601 N Pennsylvania Ave
Oklahoma City, OK 73120

Re: State Road (SR) 10 and Interstate 65 (I-65) Interchange Improvement (Des. No. 2000020)

Dear Mr. Marsh,

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intends to proceed with the SR 10 and I-65 Interchange Improvement project (Des. No. 2000020) in Jasper County, Indiana. American Structurepoint, Inc., on behalf of INDOT, LaPorte District, is completing the environmental documentation for this project and would like to coordinate with Jerrod Marsh concerning NPDES Permit ID #INRA10406, which is associated with Loves Demotte RV Park Soil Borrow Area. NPDES Permit ID #INRA10406 is located adjacent to the southeast corner of the project area. The permit is for discharge associated with construction activities and is effective until August 25, 2027.

The project in the vicinity of the NPDES permit will convert the existing ramp junctions at the intersection of SR 10 and I-65 to single-lane roundabouts. Attached you will find preliminary plans and additional project details for your information.

Please respond within thirty (30) calendar days if you anticipate any impacts to or from the project in relation to NPDES Permit ID #INRA10406. Should we not receive your response **within thirty (30) calendar days** from the date of this letter, it will be assumed that you feel that there will be no impacts to or from the project in relation to NPDES Permit ID #INRA10406. If you have any questions regarding this matter, please feel free to contact Preeti Samra at American Structurepoint by phone at (317) 547-5580 or e-mail at psamra@structurepoint.com. Thank you in advance for your input.

Very truly yours,

Preeti Samra, Senior Environmental Specialist, American Structurepoint, Inc.
Consultant soliciting comments on behalf of INDOT, LaPorte District

Enclosures
Early Coordination Letter (Project Details)
Preliminary Project Plans

Attachments have been omitted to avoid duplication

Appendix F: Water Resources and Ecological Information

Joshua Long
2.13.24

Duplicate mapping and routine wetland delineation data have been removed to reduce file size.

Wetland Delineation and Waters Report
SR 10 in Jasper County, Indiana
Interchange Improvement Project
Des. No. 2000020

Prepared by: Joshua Iddings and Preeti Samra
Contact Information: psamra@structurepoint.com, 317-547-5580
American Structurepoint, Inc.
Completed Date: February 8, 2024

1.0 Introduction

American Structurepoint, Inc. was contracted by the Indiana Department of Transportation (INDOT) LaPorte District to perform a wetland delineation and waters investigation for the State Road (SR) 10 Interchange Improvement project located in DeMotte, Keener Township, Jasper County, Indiana.

Date of Field Reconnaissance: August 8, 2023

Project Location:

Latitude/Longitude		41.144506, -87.266011
Shelby, Indiana 7.5 Minute Quadrangle		
Sections	**Township**	**Range**
7 & 18	31 N	7 W

Project Description: The current proposed project would convert the existing ramp junctions at the intersection of SR 10 and I-65 to single-lane roundabouts. The project would include the addition of curb and gutter and curb inlets or curb turnouts. The existing guardrail within the project area would be removed and replaced to fit the roundabouts. Additionally, the proposed project would include pavement removal and reconstruction within the limits. No work would occur to the existing SR 10 bridge over I-65.

The investigated area begins at the interchange of SR 10 and I-65 at the northbound ramp junction on SR 10, approximately 0.28 mile west of the intersection with North County Road 1100 West. The investigated limits extend approximately 0.25 mile west and approximately 0.20 mile east of I-65. The investigated area also extends approximately 0.8 mile both south and north of SR 10 along both ramp junctions.

The investigated area for the undertaking was set based on preliminary coordination with the project designers and the project scope as understood prior field investigation and set to encompass all proposed work and areas needed for access. The location and approximate boundaries of the investigated area can be seen in the attached maps and aerial photographs (Appendix A).

The proposed project is located in Land Resource Region (LRR) L, as recognized by the US Department of Agriculture. As such, this wetland delineation was conducted in accordance with the *Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory, 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region* (U.S. Army Corps of Engineers, 2011).

2.0 Site Characterization – Records Review

2.1 USGS Topographic Mapping

The topographic map depicts a major highway and roads passing through primarily cleared, gently rolling landscape as indicated by contour lines, with no streams or other resources mapped within the investigated area.

2.2 National Wetlands Inventory (NWI) Mapping

The NWI Mapping was reviewed for the investigated area. There are no NWI wetlands mapped within or adjacent to the investigated area. The nearest NWI wetland is mapped approximately 350 feet northwest of the investigated area, and is classified as Palustrine, Unconsolidated Bottom, Intermittently Exposed, Excavated (PUBGx) under the Cowardin Classification System.

2.3 County Soil Survey

The *NRCS Soil Survey Geographic Database (SSURGO)* was reviewed to determine soil classification within the investigated area. Soil types mapped within the investigated area include:

Soil Map Unit Summary			
Map Unit Name	**Map Unit Symbol**	**SSURGO Hydric Rating by Map Unit**	**NRCS Hydric Soil Category**
Brems loamy sand, 1 to 3 percent slopes	BeB	0	Nonhydric
Morocco loamy sand, 0 to 2 percent slopes	Mu	7	Predominantly Nonhydric
Oakville fine sand, 6 to 15 percent slopes	OaC	10	Predominantly Nonhydric
Watseka-Maumee loamy sands	Wm	49	Partially Hydric

2.4 Aerial Photography

Aerial photography from 2021 ESRI World Imagery was reviewed prior to the August 8, 2023, site visit. The 2021 aerial photography depicts the area as primarily commercial and residential urban land as well as maintained grassy right-of-way. The 2021 aerial photography depicts the site as it was encountered during the August 8, 2023, field investigation.

2.5 Floodways and Floodplains

The Indiana Department of Natural Resources (IDNR) Flood Information Portal was reviewed for the investigated area. No floodways are mapped within the investigated area. The nearest floodway is located approximately 3.11 miles north of the investigated area.

2.6 National Hydrography Dataset Flow Lines

One classified USGS National Hydrography Dataset (NHD) flow line is present within the investigated area. No unclassified NHD flow lines are present within the investigated area.

NHD Summary		
NHD Flow line Name	**Location**	**Field Verified**
Canal/Ditch	Begins in the southeast quadrant of the southbound ramp of SR 10 and I-65 and extends south.	Field verified as a roadside ditch (Photos 24-25)

2.7 Legal Drain

The Jasper County Surveyor's GIS website (Services Index / GIS Data & Property Record Cards / Jasper County, Indiana (jaspercountyin.gov) was reviewed for the presence of legal drains within the investigated area. No legal drains are present within the investigated area.

2.8 12-Digit Hydrologic Unit Code

The USGS 12-Digit Hydrologic Unit Code (HUC) mapping was reviewed for the investigated area. The investigated area is located within the Dehaan Ditch 12-Digit HUC (071200011101).

3.0 Field Reconnaissance

The SR 10 Interchange Improvement project was examined for the presence of wetlands and waters of the U.S. on the site on August 8, 2023. Data points were strategically placed to identify appropriate boundaries of delineated wetlands and to determine the presence or absence of jurisdictional wetlands and waters of the U.S. One wetland, Wetland A, totaling 0.005 acre was identified within the investigated area. Data sheets and a map indicating the location of data points documenting the field investigation are included in the appendix.

3.1 Wetlands

3.1.1 Wetland A

Wetland A is an emergent wetland and is located in the southwest quadrant of the I-65 and SR 10 interchange. Wetland A derives water from the adjacent roadway via a riprap drainage turnout (RDT 6) and is located in a depressed area which does not appear to drain out of the southwest quadrant. Wetland A lacks a surface connection to a waters of the U.S. INDOT acknowledges that the wetland would likely not meet the definition of a Waters of the U.S. However, INDOT is requesting that the USACE take jurisdiction of the wetland.

Wetland A is 0.005 acre and would be considered Palustrine, Emergent, Persistent, Seasonally Flooded/Saturated (PEM1E) under the Cowardin Classification System.

Wetland A would be considered a poor wetland due to receiving runoff from the adjacent interstate and disturbance from maintenance, including mowing. For reference to field data collected for this wetland see Data Point (DP) 1 included in Appendix C. DP 2 included in Appendix C is representative of the upland areas surrounding Wetland A.

Wetland Summary												
Wetland ID	**Type**	**Acreage**	**Quality**	**Likely WOTUS?**	**DP**	**Lat/Long**	**Photo ID**	**Dominant Vegetation**	**Hydric Soil Indicator(s)**	**Hydrology Indicator(s)**	**Within Wetland?**	**Notes**
Wetland A	EM	0.005	Poor	Yes*	DP1	41.144165, -87.265050	16-19	*Carex tribuloides* *Eleocharis palustris*	S5	B9, D2, D5	Yes	Wetland A is wholly contained within the investigated area and appears to be associated with the roadway surface drainage system constructed within mapped upland soil
					DP2	41.144152, -87.265055	20-22	*Lolium perenne*	S5	NA	No	DP 2 is representative of the upland areas surrounding Wetland A.

*INDOT acknowledges that the wetland would likely not meet the definition of a Waters of the US. However, INDOT is requesting that the USACE take jurisdiction of the wetland.

3.2 Other Features

Surface drainage systems consisting of constructed roadside ditches (RSD), riprap drainage turnouts (RDT) which convey water from bridges and intersections into upland areas in the investigated area, and unnumbered culverts and median drains are present throughout the investigated area. Unless otherwise noted the drainage systems were inspected and were determined to not exhibit defined bed and bank or a continuous OHWM. Therefore, these features are not presumed to be jurisdictional waters of the U.S.

Other Features Summary				
Feature	**Photos**	**Lat/Long**	**Type**	**Total Linear Feet**
RSD 1	2, 3, 5, 6	41.144280, -87.268690	Vegetated	984
RSD 2	14	41.143690, -87.265526	Vegetated	832
RSD 3	24, 25	41.143393, -87.264497	Vegetated	371
RSD 4	31	41.145290, -87.265480	Vegetated	499
RDT 1	9, 10	41.144243, -87.266856	Riprap Lined	100
RDT 2	23	41.144274, -87.264750	Riprap Lined	102
RDT 3	29	41.144723, -87.264770	Riprap Lined	98
RDT 4	32	41.144694, -87.265367	Riprap Lined	106
RDT 5	37	41.144675, -87.266254	Riprap Lined	86
RDT 6	36, 38, 39	41.144765, -87.266840	Riprap Lined	128
Total				**3,306**

3.3 Wildlife Evidence and Concerns

No wildlife or signs of wildlife were observed during the August 8, 2023, field investigation. Due to the size of the small structures within the investigated area wildlife passages are unlikely, but may be limited to small animals. No evidence of use by bats or birds was observed on any of the structures in the investigated area. No work would occur to the existing SR 10 bridge over I-65 and therefore the structure was not inspected for signs of wildlife or for evidence of use by bats or birds.

3.4 Existing Riprap

Existing riprap was documented in all six drainage turnouts (RDT's 1-6) present throughout the investigated area. See the *Other Features Summary* table for additional details.

4.0 Conclusions

One wetland, Wetland A, totaling 0.005 acre was delineated within the investigated area. Wetland A is not located adjacent to or shares a continuous surface connection to a relatively permanent waters of the U.S.; however, INDOT is requesting USACE to take jurisdiction.

All jurisdictional waters of the U.S. are under the regulatory authority of the USACE under Section 404 of the Clean Water Act. Every effort should be taken to avoid and minimize impacts to the waterway and wetlands. If impacts are necessary, then mitigation may be required. The INDOT Environmental Services Division should be contacted immediately if impacts will occur. The final determination of jurisdictional waters is

ultimately made by the USACE. This report is our best judgment based on the guidelines set forth by the USACE.

5.0 Acknowledgement

This waters determination has been prepared based on the best available information, interpreted in the light of the investigator's training, experience and professional judgement in conformance with the 1987 *Corps of Engineers Wetlands Delineation Manual*, the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region* (U.S. Army Corps of Engineers, 2011), the USACE *Jurisdictional Determination Form Instructional Guidebook*, and other appropriate agency guidelines.

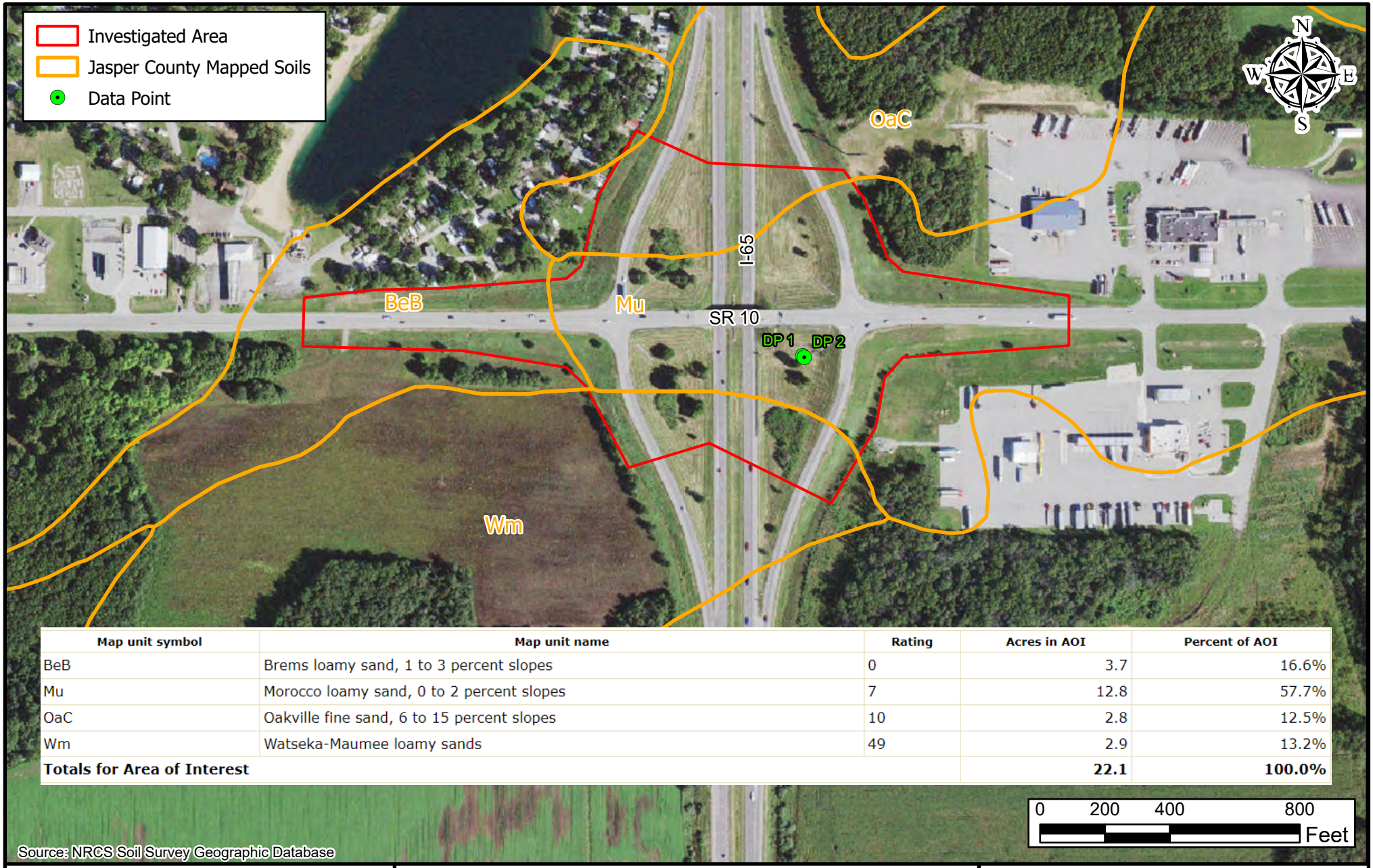
AUTHORS:

02/08/2024

Joshua Iddings
Environmental Project Manager
jiddings@structurepoint.com, 317-547-5580
American Structurepoint, Inc.

02/08/2024

Preeti Samra
Senior Environmental Specialist
psamra@structurepoint.com, 317-547-5580
American Structurepoint, Inc.



Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
BeB	Brems loamy sand, 1 to 3 percent slopes	0	3.7	16.6%
Mu	Morocco loamy sand, 0 to 2 percent slopes	7	12.8	57.7%
OaC	Oakville fine sand, 6 to 15 percent slopes	10	2.8	12.5%
Wm	Watseka-Maumee loamy sands	49	2.9	13.2%
Totals for Area of Interest			**22.1**	**100.0%**

AMERICAN STRUCTUREPOINT INC.

Figure 3: Jasper County Mapped Soils - SSURGO

INDOT LaPorte District
315 E. Boyd Blvd.
LaPorte, IN 46350

SR 10 and I-65, Interchange Improvement
Des. No. 2000020

Location: DeMotte
Township: Keener
County: Jasper
State: Indiana

Date: 01/03/2024

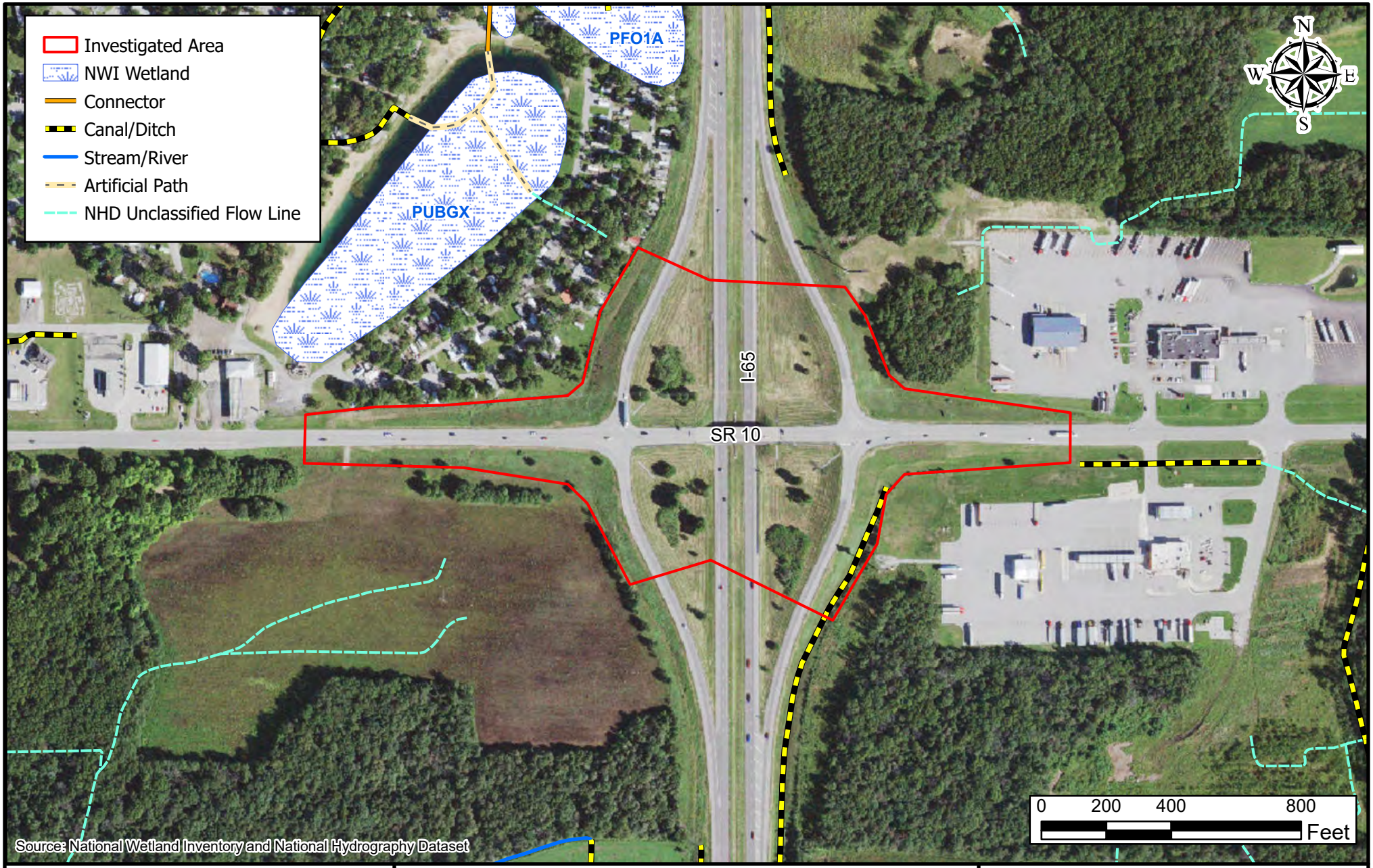


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Figure 4: NWI, NHD, and IDNR Floodway Mapping

INDOT LaPorte District
315 E. Boyd Blvd.
LaPorte, IN 46350

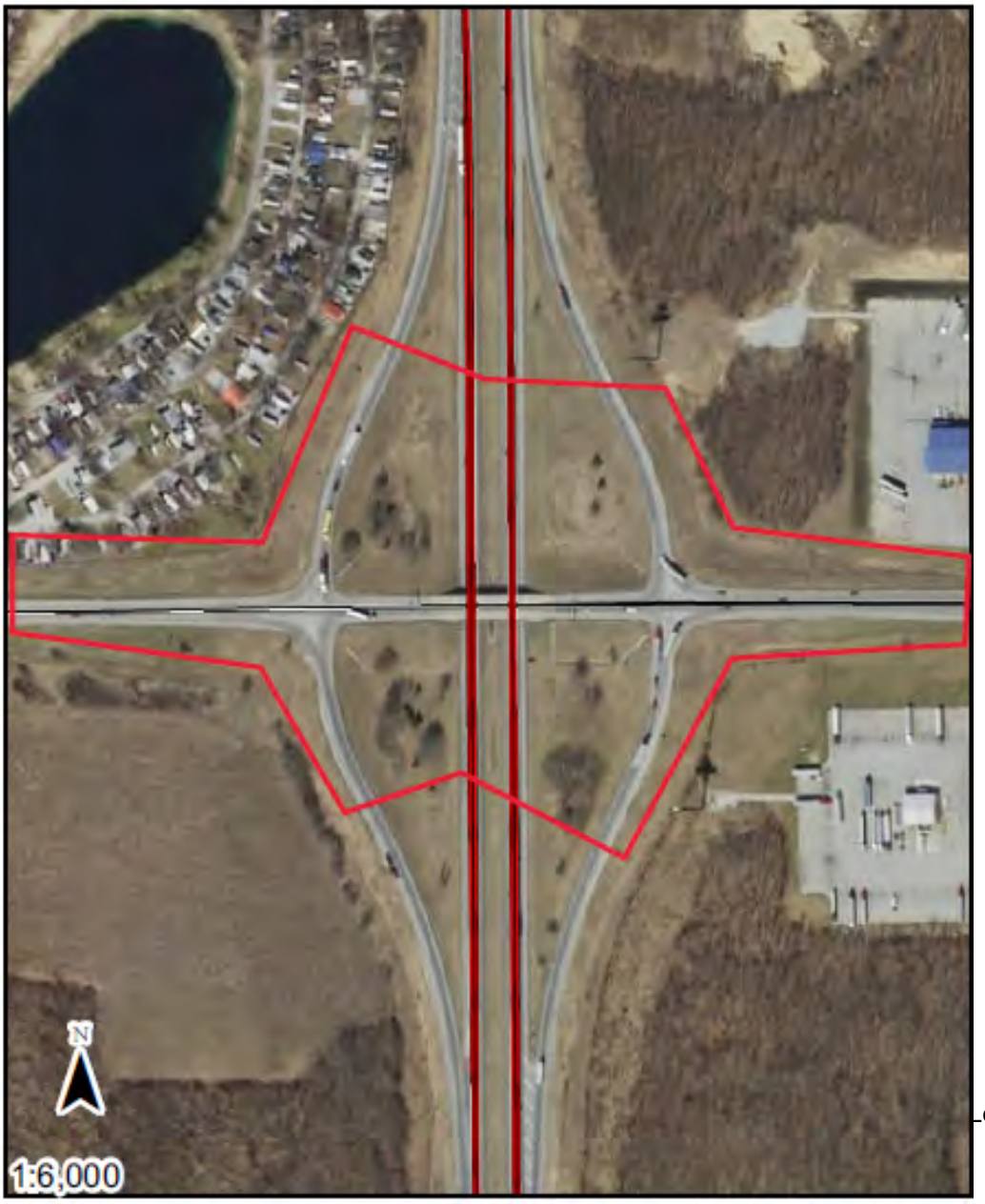
SR 10 and I-65, Interchange Improvement
Des. No. 2000020

Location: DeMotte
Township: Keener
County: Jasper
State: Indiana

Date: 01/03/2024

Figure 5: Floodplain Analysis & Regulatory Assessment (FARA)

Indiana Department of Natural Resources



Point of Interest

Base Flood Elevation Point

FLD_ZONE, SOURCE_DNR, ZONE_SUBTY

Not Mapped

Investigated Area

Long: **-87.26584572355486**

Lat: **41.14451176180112**

The information provided below is based on the point of interest shown in the map above.

County: **Jasper**

Stream Name:
Unnamed Tributary

Approximate Ground Elevation: **691.7 feet (NAVD88)**

Base Flood Elevation: **Not Available**

Drainage Area: **Not Available**

Best Available Flood Hazard Zone: **Not Mapped**

National Flood Hazard Zone: **Not Mapped**

Is a Flood Control Act permit from the DNR needed for this location? **See following pages**

Is a local floodplain permit needed for this location? **Contact your local Floodplain Administrator-**

Floodplain Administrator: <bol>Mary Scheurich, Director, Jasper Co. Planning & Development</bol>

Community Jurisdiction: **Jasper County, County proper**

Phone: **(219) 866-4908**

Email: **mary.scheurich@co.jasper.in.us**

US Army Corps of Engineers District: **Detroit**

Date Generated: 10/27/2023

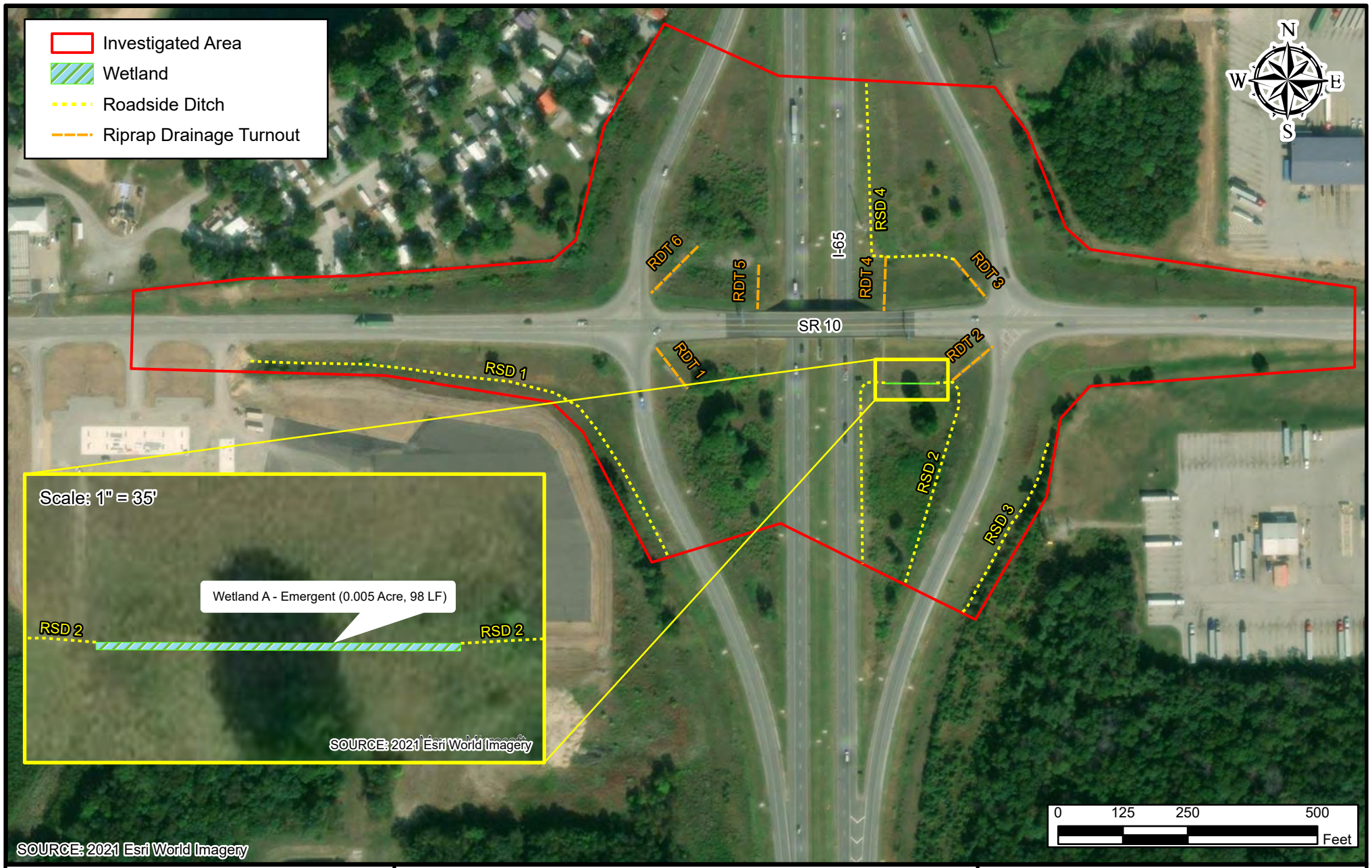


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Figure 6: 2021 Aerial Photography and Water Resources Map

INDOT LaPorte District
315 E. Boyd Blvd.
LaPorte, IN 46350

SR 10 and I-65, Interchange Improvement
Des. No. 2000020

Location: DeMotte
Township: Keener
County: Jasper
State: Indiana

Date: 01/03/2024

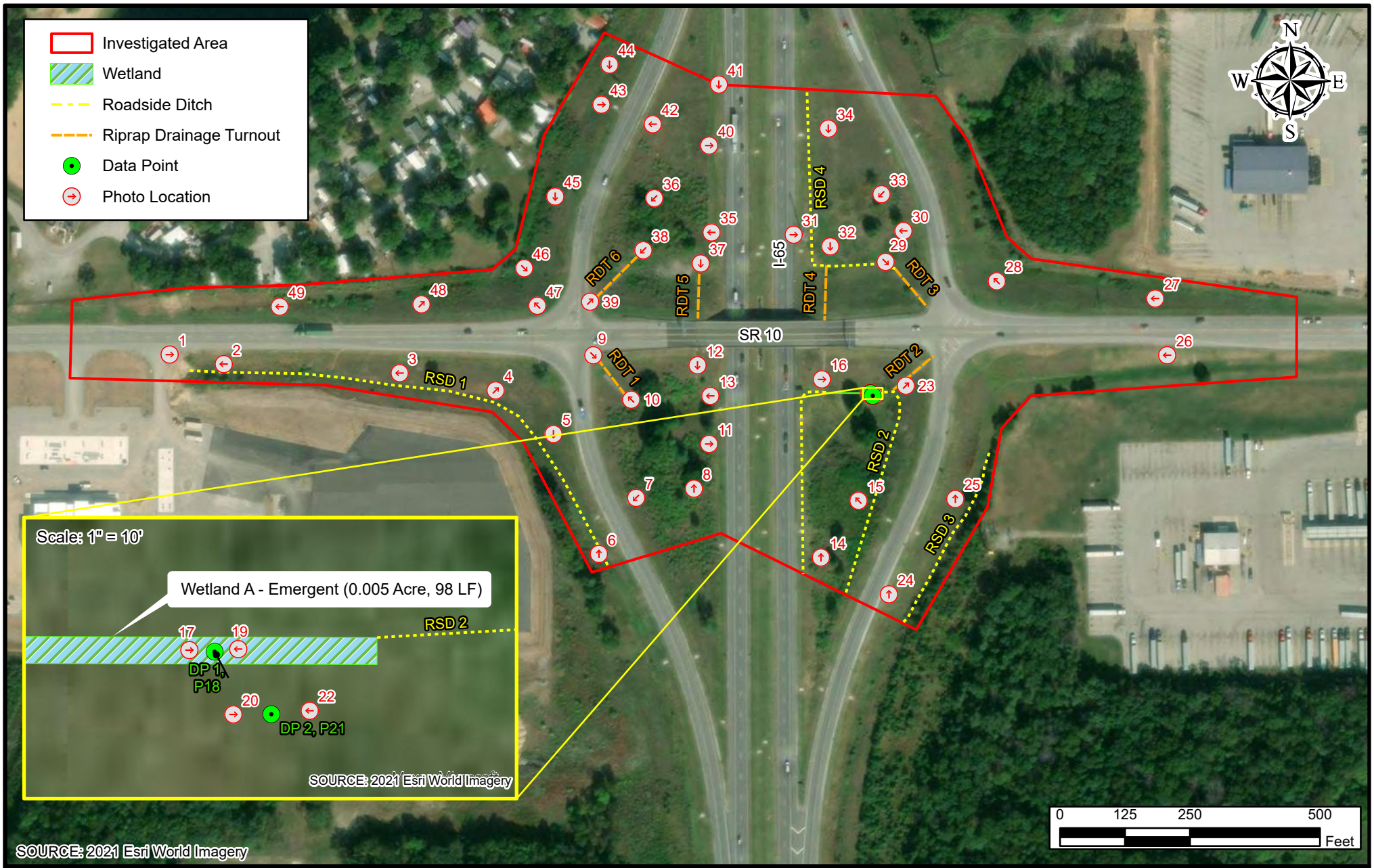

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Figure 7: Field Investigation and Photo Location Map

INDOT LaPorte District
315 E. Boyd Blvd.
LaPorte, IN 46350

SR 10 and I-65, Interchange Improvement
Des. No. 2000020

Location: DeMotte
Township: Keener
County: Jasper
State: Indiana

Date: 01/03/2024

Photo 1. Investigated Area - Looking east towards the I-65 and SR 10 southbound ramp junction.

Photo 2. Investigated Area - Looking west at an unnumbered culvert and roadside ditch (RSD) 1. Drainage is conveyed east along SR 10 and south along I-65 via this roadside ditch.

Photo 3. RSD 1 - Looking west at RSD 1. RSD 1 lacked a defined bed, bank, or continuous ordinary high water mark (OHWM).

Photo 4. Investigated Area - Looking northeast at the southwest quadrant. Vegetation is dominated by upland species.

Photo 5. RSD 1 - Looking south at the southwest limit of the investigated area towards RSD 1.

Photo 6. RSD 1 - Looking north at the southern portion of RSD 1; recent utility work has installed an erosion control blanket.

Photo 7. Investigated Area - Looking southwest at an unnumbered median drain pipe located in the southeast quadrant of the investigated area.

Photo 8. Investigated Area - Looking north at the southeast quadrant. Vegetation is dominated by upland species.

Photo 9. Investigated Area - Looking southeast towards a riprap lined drainage turnout (RDT 1).

Photo 10. Investigated Area - Looking northwest at a riprap lined drainage turnout depicted in Photo 6 (RDT 1).

Photo 11. Investigated Area - Looking east at an unnumbered median drain pipe located on the west side of the southbound travel lane of I-65.

Photo 12. Investigated Area - Looking south at the southeast quadrant. Vegetation is dominated by upland species.

Photo 13. Investigated Area - Looking west at the southeast quadrant. Vegetation is dominated by upland species.

Photo 14. RSD 2 - Looking north at the southern limit of RSD 2. RSD 2 lacked a defined bed, bank, or continuous OHWM.

Photo 15. Investigated Area - Looking northwest at the southeast quadrant and RSD 2.

Photo 16. Wetland A - Looking east at Wetland A.

Photo 17. Wetland A - Looking east at Data Point (DP) 1.

Photo 18. Wetland A - Looking at the soil profile of Wetland A, DP 1.

Photo 19. Wetland A - Looking west at DP 1, taken due to hydric vegetation and leaf staining.

Photo 20. Upland Wetland A - Looking east at DP 2 at upland area surrounding Wetland A.

Photo 21. Upland Wetland A - Looking at soil profile of DP 2 within the upland area surrounding Wetland A.

Photo 22. Upland Wetland A - Looking west at DP 2 at upland area surrounding Wetland A.

Photo 23. Investigated Area - Looking northeast at a riprap lined drainage turnout (RDT 2).

Photo 24. RSD 3 - Looking north at RSD 3.

Photo 25. RSD 3 - Looking north at RSD 3. RSD 3 lacked a defined bed, bank, and a continuous OHWM.

Photo 26. Investigated Area - Looking west at the northbound SR 10 and I-65 ramp junction.

Photo 27. Investigated Area - Looking west at the eastern terminus of the investigated area north of SR 10. No roadside ditches or other features were found within this portion of the investigated area.

Photo 28. Investigated Area - Looking northwest at the northeast quadrant of the northbound ramp junction.

Photo 29. Investigated Area - Looking southeast at a riprap lined drainage turnout (RDT 3).

Photo 30. Investigated Area - Looking west at the northeast quadrant of the northbound ramp junction.

Photo 31. RSD 4 - Looking east along RSD 4 towards a riprap drainage turnout. RSD 4 drains north along the northbound I-65 travel lane.

Photo 32. Investigated Area - Looking south at the SR 10 and I-65 bridge and a riprap lined drainage turnout (RDT 4).

Photo 33. Investigated Area - Looking southwest at the northeast quadrant of the northbound ramp junction. Vegetation is dominated by upland species.

Photo 34. Investigated Area - Looking south at the northbound lane of I-65 towards the SR 10 bridge over I-65.

Photo 35. Investigated Area - Looking east at the northwest quadrant. Vegetation is dominated by upland species.

Photo 36. Investigated Area - Looking southwest at the southwest quadrant and towards a riprap lined drainage turnout (RDT 6).

Photo 37. Investigated Area - Looking south towards a riprap lined drainage turnout (RDT 5).

Photo 38. Investigated Area - Looking southwest at a riprap lined drainage turnout located in the northeast quadrant of the southbound ramp junction (RDT 6).

Photo 39. Investigated Area - Looking northeast at a riprap lined drainage turnout located in the northeast quadrant of the southbound ramp junction (RDT 6).

Photo 40. Investigated Area - Looking west at an unnumbered median drain pipe along the southbound travel lane of I-65.

Photo 41. Investigated Area - Looking south at the northeast quadrant of the southbound ramp junction towards the SR 10 bridge over I-65.

Photo 42. Investigated Area - Looking west at an unnumbered median drain pipe along the southbound ramp junction standing east of the roadway.

Photo 43. Investigated Area - Looking east at an unnumbered median drain pipe along the southbound ramp junction standing west of the roadway.

Photo 44. Investigated Area - Looking south at the northwest quadrant of the southbound ramp junction quadrant. Vegetation is dominated by upland species.

Photo 45. Looking south at the northwest quadrant of the investigated area. Vegetation is dominated by upland species.

Photo 46. Investigated Area - Looking southeast from the northwest quadrant of the investigated area.

Photo 47. Investigated Area - Looking northwest at upland vegetation within the northwest quadrant of the investigated area.

Photo 48. Investigated Area - Looking northeast along SR 10 at the investigated area.

Photo 49. Investigated Area - Looking west at the northwest quadrant of the investigated area. No roadside ditches or other features were investigated along this portion of the investigated area.

Appendix G: Air Quality

SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2024	2025	2026	2027	2028
Indiana Department of Transportation	43890 / 2100233	Init.	SR 14	HMA Overlay, Preventive Maintenance	LaPorte	9.182	STBG	$5,429,000.00	Road Construction	CN	$3,368,800.00	$842,200.00	$24,000.00	$10,000.00	$4,177,000.00		
									Road ROW	RW	$60,000.00	$15,000.00	$75,000.00				
									Road Consulting	PE	$129,600.00	$32,400.00			$162,000.00		
Performance Measure Impacted: Pavement Condition																	
Location: From 3.5 Miles East of I-65 (CSX Railroad Crossing in Parr) to US 49																	
Comments:Include DES 2100233																	
Indiana Department of Transportation	43917 / 1701288	Init.	I 65	Replace Superstructure	LaPorte	0	NHPP	$3,146,802.00	Bridge Construction	CN	$2,514,600.00	$279,400.00			$2,794,000.00		
Performance Measure Impacted: Bridge Condition																	
Location: I 65 Over Martindale Ditch, 0.59 mi S of SR 114, Over Martindale Ditch, 0.59 mi S of SR 114 and CR 1000W@.-I-65 NB/SB, 1.89mi N of SR 114																	
Comments:Include DES 1701288, 1701289, 1800860																	
Indiana Department of Transportation	43917 / 1701288	A 19	I 65	Replace Superstructure	LaPorte	0	NHPP	$11,000,512.00	Bridge Construction	CN	$7,668,900.00	$852,100.00			$8,521,000.00		
Performance Measure Impacted: Bridge Condition																	
Location: Over Martindale Ditch, 0.59 mi S of SR 114 Over Martindale Ditch, 0.59 mi S of SR 114 CR 1000W@.-I-65 NB/SB, 1.89mi N of SR 114 under Bunkum Rd, 1.0 mi S of SR114 Ramp 215D over Unknown Tributary (UNT), 0.13 mi S of SR 114																	
Comments:Add CN $8,521,000 in FY2026. DES 1701289, 1800860, 2100158, and 2100162																	
Indiana Department of Transportation	43918 / 2000020	Init.	I 65	Interchange Modification	LaPorte	.98	NHPP	$4,222,000.00	Mobility Construction	CN	$2,995,200.00	$332,800.00	$15,000.00		$3,313,000.00		
Performance Measure Impacted: Safety																	
Location: 0.5mi S of SR10 to 0.5mi N of SR10																	
Comments:Include DES 2000020																	
Indiana Department of Transportation	43918 / 2000020	A 19	I 65	Interchange Modification	LaPorte	.98	NHPP	$7,298,195.00	Mobility Construction	CN	$3,285,000.00	$365,000.00			($3,313,000.00)	$6,963,000.00	
Performance Measure Impacted: Safety																	
Location: 0.5mi S of SR10 to 0.5mi N of SR10																	
Comments:Move CN $3,313,000 from FY2026 to FY2027 increase to $6,963,000																	
Indiana Department of Transportation	43919 / 2100158	Init.	I 65	Bridge Deck Overlay	LaPorte	0	NHPP	$3,538,446.00	Bridge Construction	CN	$2,125,800.00	$236,200.00	$70,000.00	$5,000.00	$2,287,000.00		
									Bridge Consulting	PE	$94,500.00	$10,500.00			$105,000.00		
Performance Measure Impacted: Bridge Condition																	
Location: under Bunkum Rd, 1.0 mi S of SR114, over Unknown Tributary (UNT), 0.13 mi S of SR 114 under SW Quad Ramp (SR 114 to I-65 SB),and NB and SB over Iroquois River, 2.88 mi N of SR 16																	
Comments:Include DES 2100158, 2100162, 2100690, 2100691																	

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

Appendix H: Additional Information

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Please note - Previous documentation for the project includes an Abbreviated Engineers Report completed on January 28, 2021, an Engineers Report completed on May 20, 2021, and a Project Framework Document completed on October 23, 2023. As design progressed, these documents have been superseded by the AER and the Addendum No. 2 to the Abbreviated Engineer's Report, and therefore have not been included in this CE1.

Alternative Evaluation Report

Interchange Modification Request at I-65 & SR 10
Jasper County, Indiana

Contract R-43918
DES# 2000020

Prepared for:
Indiana Department of Transportation

August 9, 2024

AMERICAN STRUCTUREPOINT INC.

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Executive Summary

A traffic capacity analysis was previously conducted as part of an Engineer's Report, prepared by USI Consultants in May 2021 for the I-65 & SR 10 interchange. Since the completion of the Engineer's Report, a Compass Travel Center was constructed in the southwest quadrant of the I-65 & SR 10 interchange, approx. 850-ft west of the I-65 SB Ramp junction. This new development to the study area likely had an impact on traffic patterns; therefore, a capacity analysis will be conducted to re-evaluate the study area network and to verify the recommended lane configurations and traffic control types for the design year. As such, this report provides an addendum to the Engineer's Report by conducting traffic analysis based on traffic counts from 2023.

The need for this project is evidenced by projected Design Year (2046) LOS F operations for both ramp junctions at the I-65 & SR 10 interchange. The purpose of the proposed project is to improve the efficiency of the ramp junction intersection operations to LOS D or better, as well as to enhance the expected safety performance of the ramp junctions at the interchange. Potential improvements are also evaluated for the neighboring intersections along SR 10 to the east and west of the interchange. This study expands the study area to consist of the segment of SR 10 between CR 600 E to the west and CR 1100 W to the east of the interchange. The process includes evaluation of alternatives that would avoid or minimize impacts either by not implementing improvements (No-Build) or by completing improvements to existing infrastructure. Capacity analysis was performed for the five (5) alternatives listed in the table below.

Alternative	Description
1	No-Build (Existing Conditions)
2	Roundabouts at Interchange Ramp Junctions, with all other intersections unchanged
3	Signals at Interchange Ramp Junctions, with all other intersections unchanged
4	Roundabouts at Interchange Ramp Junctions, with RIRO at Love's/TA West Drive, and Signal at Love's/TA East Drive with appropriate turn lanes on SR 10
5	Roundabouts at Interchange Ramp Junctions, with RIRO at Love's/TA West Drive, and Roundabout at Love's/TA East Drive

Based upon on-going communication with INDOT during the project development process, Alternative 2 has been identified as the preferred alternative due to the anticipated traffic operational performance and expected safety performance. Other improvements identified within the study area will be implemented at a later stage as part of a separate project when funding becomes available.

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1.0 Introduction

The ramp junctions at the I-65 & SR 10 interchange in Jasper County, IN, currently operate as one-way stop control intersections. A traffic capacity analysis for the ramp junction intersections was previously conducted as part of an Engineer's Report prepared by USI Consultants for INDOT in May 2021. Since the completion of the Engineer's Report, a Compass Travel Center was constructed in the southwest quadrant of the I-65 & SR 10 interchange, approx. 850-ft west of the I-65 SB Ramp junction. This new development to the study area likely had an impact on traffic patterns, and INDOT has requested an updated capacity analysis based upon new traffic counts collected in 2023. American Structurepoint prepared this *Alternative Evaluation Report* (AER) to evaluate the I-65 & SR 10 interchange per the updated traffic data.

This AER evaluates several alternatives for the ramp junctions at the I-65 & SR 10 interchange, as well as the adjacent intersections along SR 10 to the east and west of the interchange. The study area for the AER, as shown in **Figure 1.1**, also consists of the segment of SR 10 between CR 600 E and CR 1100 W. This report documents the evaluation of the interchange alternatives and the impacts to the surrounding roadway network. This AER follows the methodology outlined in the *Project Framework Document*, approved by INDOT on October 27, 2023.

1.1 Purpose and Need

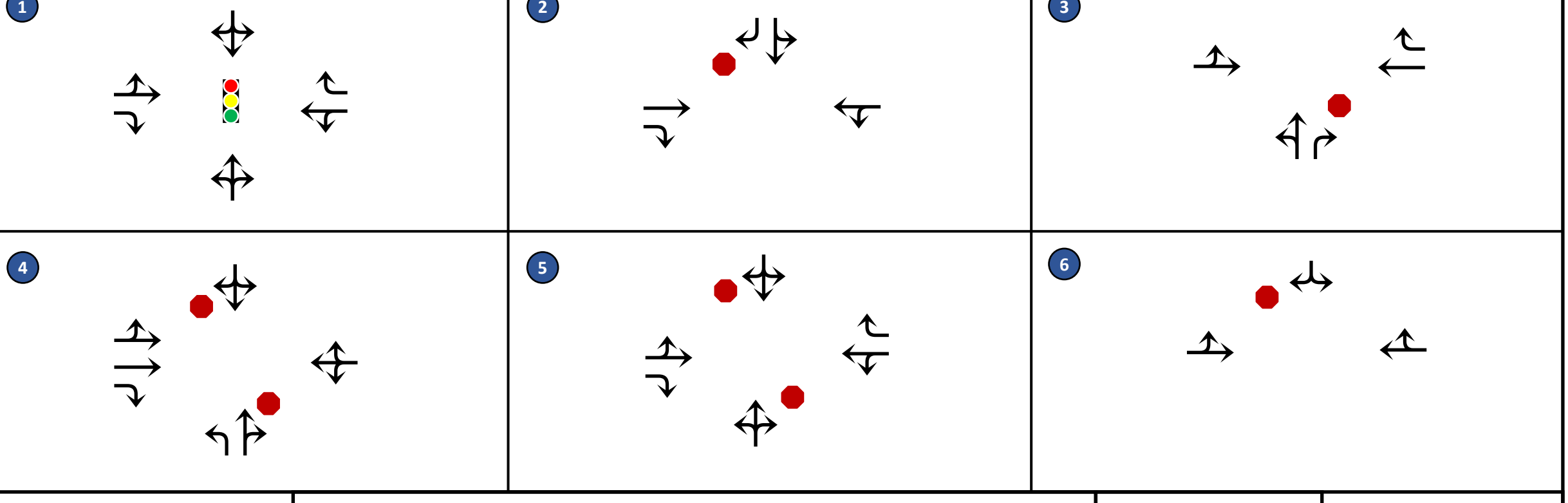
The need for this project is evidenced by projected Design Year (2046) LOS F operations for both ramp junctions at the I-65 & SR 10 interchange. The purpose of the proposed project is to improve the efficiency of the ramp junction intersection operations to LOS D or better, as well as to enhance the expected safety performance of the ramp junctions at the interchange.

1.2 Existing Conditions

The existing I-65 & SR 10 interchange is a conventional diamond interchange consisting of single-lane entry and exit ramps for both directions along I-65. The interchange ramp junctions at SR 10 are one-way stop-controlled with right-turn slip lanes entering/exiting the I-65 ramps operating as yield-control. Mainline I-65 within the study area limits carries up to approximately 46,300 vehicles per day. The existing typical section along I-65 consists of 4-lanes (2-lanes in each direction) with a grass buffer in the divided median.

SR 10 is classified as a Rural Minor Arterial and carries up to approximately 12,100 vehicles per day. SR 10 is a 2-lane (1-lane in each direction) east-west roadway with an undivided median and dedicated right-turn lanes provided at major intersections.

CR 1100 W and CR 600 E form the east and west boundaries, respectively of the study area. Both roadways are 2-lane roads with an undivided median. CR 1100 W is classified as a local road, and CR 600 E is classified as a Minor Arterial (north leg)/Minor Collector (south leg) within the study area. The intersection of SR 10 & CR 1100 W currently operates as a one-way stop control intersection with CR 1100 W traffic stopping for SR 10 traffic. The intersection of SR 10 & CR 600 E operates as a signalized intersection with dedicated right-turn lanes on the eastbound and westbound approaches.



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Legend

1 Intersection Number

Stop Control

Traffic Signal Control

I-65 & SR 10 Interchange Modification

Figure 1.1 Study Area

Des. No.: 2000020

Defining the built environment.

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2.0 Alternative Selection Process

This project is being undertaken to identify operational and safety improvements for the ramp junctions at the I-65 & SR 10 interchange with an emphasis on avoiding the need to widen the bridge on SR 10 over I-65. Potential intersection improvements to adjacent intersections along SR 10 are included in the evaluation process. The alternatives evaluated in this AER are listed in **Table 2.1**.

Table 2.1 – Alternatives

Alternative	Description
1	No-Build (Existing Conditions)
2	Roundabouts at Interchange Ramp Junctions, with all other intersections unchanged
3	Signals at Interchange Ramp Junctions, with all other intersections unchanged
4	Roundabouts at Interchange Ramp Junctions, with RIRO at Love's/TA West Drive, and Signal at Love's/TA East Drive with appropriate turn lanes on SR 10
5	Roundabouts at Interchange Ramp Junctions, with RIRO at Love's/TA West Drive, and Roundabout at Love's/TA East Drive

Alternative 1: No-Build (Existing Conditions)

Alternative 1 evaluates the existing conditions for the study area with no work to be performed. All study intersections are evaluated under their existing traffic control and lane configuration.

Alternative 2: Build (Roundabouts at Interchange Ramp Junctions, with All Other Intersections Unchanged)

Alternative 2 upgrades the existing one-way stop control ramp junctions to be replaced with roundabouts while maintaining the diamond interchange configuration. All other study intersections remain unchanged from their existing intersection configuration and traffic control.

Alternative 3: Build (Signals at Interchange Ramp Junctions, with All Other Intersections Unchanged)

Alternative 3 upgrades the existing one-way stop control ramp junctions to be replaced with traffic signals while maintaining the diamond interchange configuration. All other study intersections remain unchanged from their existing intersection configuration and traffic control.

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Alternative 4: Build (Roundabouts at Interchange Ramp Junctions, with RIRO at Love's/TA West Drive and Signal at Love's/TA East Drive)

Alternative 4 upgrades the existing one-way stop control ramp junctions to be replaced with roundabouts while maintaining the diamond interchange configuration. In addition to the roundabouts at the interchange ramp junctions, this alternative includes a modification to right-in/right-out access at the Love's/TA Truck Stop (West Drive) and the installation of a traffic signal at the Love's/TA Truck Stop (East Drive). The SR 10 & CR 1100 W and SR 10 & CR 600 E intersections remain unchanged from their existing intersection configuration and traffic control.

Alternative 5: Build (Roundabouts at Interchange Ramp Junctions, with RIRO at Love's/TA West Drive and Roundabout at Love's/TA East Drive)

Alternative 5 is similar to Alternative 4, with the only change consisting of the installation of a roundabout at the Love's/TA Truck Stop (East Drive) in lieu of a traffic signal. All other intersection conditions remain the same as Alternative 4.

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3.0 Traffic Forecast

3.1 Data Collection

Turning movement counts for the existing study area intersections were provided by the INDOT LaPorte District. These counts were collected on a typical weekday (Tuesday-Thursday) in June 2023. A previous set of turning movement counts from July 2020 were also used in the evaluation for the interchange ramp junctions only, as this data reflected slightly higher total traffic volumes in the AM peak hour as compared to the 2023 counts.

3.2 Background Growth

Background traffic growth rates for the study area roadways were provided by the INDOT Modeling and Technical Planning Division. The growth rates provided by INDOT reflect an annual compound growth rate of 0.70% on I-65 and 1.0% on SR 10 through the study area. An annual compound growth rate of 1.0% was also assumed for all other roadways along SR 10 within the study area. Per discussions with the INDOT LaPorte District, there are no planned developments in the study area known at this time. The compound growth rates as provided by INDOT were assumed to encompass the growth in traffic from any future developments within and in the vicinity of the study area.

3.3 Traffic Forecast

The expected opening year is 2026 with a 20-year design year of 2046. The annual compound growth rates were applied to the 2023 existing traffic volumes to forecast the Opening Year (2026) and Design Year (2046) traffic volumes. The Opening Year (2026) and Design Year (2046) traffic volumes are shown in the exhibits provided in **Appendix A.**

Traffic forecasts for the two (2) ramp junction intersections were also developed utilizing the July 2020 turning movement counts. Background growth rate assumptions as described above were utilized to forecast the volumes to Opening Year (2026) and Design Year (2046). The traffic volumes for this data set are provided in **Appendix A**.

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4.0 Traffic Operations Analysis

The five (5) alternatives, as listed in **Table 2.1**, are being analyzed to determine the operational efficiency of each alternative and the associated traffic impacts on the surrounding roadway network. Each of the alternatives is being evaluated based upon Opening Year (2026) and Design Year (2046) traffic volumes. Alternative 1 also evaluates traffic conditions for the Existing Year (2023). The traffic analysis scenarios are listed in **Table 4.1**.

Table 4.1 – Traffic Analysis Scenarios

Alt. No.	Analysis Year		
	2023	2026	2046
1	X	X	X
2		X	X
3		X	X
4		X	X
5		X	X

4.1 Intersection Analysis

A capacity analysis has been performed for all study intersections under each scenario. The capacity analysis of signalized and stop-controlled intersections is evaluated by using Synchro (Version 11.0) utilizing the methodology outlined in the *Highway Capacity Manual* (HCM). Capacity analysis of roundabout intersections is evaluated by using SIDRA (Version 9.0) utilizing the SIDRA Standard capacity model. The capacity analysis outputs and a summary of the measures of effectiveness are provided in **Appendix B**.

The standard parameter used to evaluate traffic operating conditions is referred to as the level-of-service (LOS). There are six LOS (A through F) which relate to driving conditions from best to worst, respectively. LOS for signalized and unsignalized (stop-control and roundabout) intersections is defined in terms of control delay per vehicle, which is a direct correlation to driver discomfort, frustration, fuel consumption, and lost travel time. The LOS criteria as defined in the HCM is provided in **Table 4.2**.

Table 4.2 – Intersection LOS Thresholds

LOS	Signalized/Roundabout Intersection Control Delay per Vehicle (seconds)	Unsignalized Intersection Control Delay per Vehicle (seconds)
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80 or v/c > 1.0	> 50 or v/c > 1.0

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The traffic analysis for each alternative is evaluated based upon meeting the criteria for acceptable traffic operations. The intersection analysis measures of effectiveness consist of:

- LOS
- Control Delay
- V/C Ratio
- 95th Percentile Queue Length

Operating conditions of intersections are considered acceptable if found to operate at LOS D or better, a v/c ratio no greater than 0.80, and queue lengths that are contained within turn lane storage lengths while also not impacting adjacent intersections.

The following sections summarize the capacity analysis results and describe the anticipated traffic operations for each intersection included in this AER. The traffic analysis is being evaluated for the Existing Year (2023), Opening Year (2026), and Design Year (2046) traffic volume scenarios. The descriptions under each intersection focus on the anticipated impacts to the intersection for the evaluated alternatives.

4.1.1 Intersection 1: SR 10 & CR 600 E

The SR 10 & CR 600 E intersection currently operates as a traffic signal and is analyzed as such under all five (5) alternatives. For Alternative 1 (No-Build) with the Existing Year (2023) traffic volumes, the capacity analysis shows that the intersection operates at LOS A during the AM and PM peak hours. The intersection is anticipated to operate at LOS A and LOS B during the Opening Year (2026) and Design Year (2046), respectively. No improvements are deemed necessary at the intersection to accommodate the future traffic volumes. The capacity analysis results for Intersection 1 are summarized in **Table 4.3**.

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Table 4.3 – Capacity Analysis Results: Intersection 1 (SR 10 & CR 600 E)

Alternative / Analysis Year		Intersection Control Type	Approach	AM Peak Hour			PM Peak Hour		
				Delay (s) / LOS	V/C	95th Percentile Queue (ft)	Delay (s) / LOS	V/C	95th Percentile Queue (ft)
Alt 1	2023	Signal	***Overall***	***9.2 / A***			***8.6 / A***		
			EB	5.4 / A	0.36	125	5.7 /A	0.40	150
			WB	4.7 / A	0.29	100	5.2 /A	0.41	150
			NB	19.8 / B	0.06	25	20.4 / C	0.16	50
			SB	25.7 / C	0.59	100	25.1 / C	0.57	100
	2026	Signal	***Overall***	***9.1 / A***			***8.8 / A***		
			EB	5.7 / A	0.38	125	5.8 / A	0.42	150
			WB	4.9 / A	0.30	100	5.3 / A	0.42	150
			NB	18.9 / B	0.06	25	20.9 / C	0.17	50
			SB	24.4 / C	0.59	100	26.8 / C	0.61	100
	2046	Signal	***Overall***	***10.5 / B***			***10.5 / B***		
			EB	6.7 / A	0.47	175	7.3 / A	0.54	200
			WB	5.5 / A	0.37	125	6.4 / A	0.53	200
			NB	18.9 / B	0.08	50	20.6 / C	0.19	50
			SB	29.4 / C	0.70	125	32.2 / C	0.72	125
Alt 2	2026	Signal	Same As Alt 1 2026						
	2046	Signal	Same As Alt 1 2046						
Alt 3	2026	Signal	Same As Alt 1 2026						
	2046	Signal	Same As Alt 1 2046						
Alt 4	2026	Signal	Same As Alt 1 2026						
	2046	Signal	Same As Alt 1 2046						
Alt 5	2026	Signal	Same As Alt 1 2026						
	2046	Signal	Same As Alt 1 2046						

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4.1.2 Intersection 2 & 3: SR 10 & I-65 Ramp Junctions

The pair of intersections at the I-65 ramp junctions currently operate as one-way stop control intersections. For Alternative 1 (No-Build) with the Existing Year (2023) traffic volumes, the capacity analysis shows that the I-65 SB Ramp junction operates at LOS D and the I-65 NB Ramp junction operates at LOS C during the peak hours, respectively. With the increase in traffic volumes by the Design Year (2046), the I-65 SB Ramp junction and the I-65 NB Ramp junction are both anticipated to operate at LOS F during the PM peak hour.

Alternatives 2, 4, and 5 evaluate the ramp junctions as single-lane roundabouts in a diamond interchange configuration. Both roundabouts are anticipated to operate at overall LOS A under the Opening Year (2026) and Design Year (2046) projected traffic volume conditions, with all approaches operating at LOS B or better during the peak hours.

Alternative 3 evaluates the ramp junctions as traffic signals. With the signalized operations, left-turn lanes are required at both ramp junctions along the SR 10 bridge over I-65. Dedicated right-turn lanes are also required for the respective movements entering the ramps to I-65. With these improvements, the signalized intersections are anticipated to operate at overall LOS B or better during the Opening Year (2026) and Design Year (2046) projected traffic volume conditions, with all approaches operating at LOS D or better during the peak hours.

The capacity analysis results for the I-65 SB Ramp junction are summarized in **Table 4.4**, and the capacity analysis results for the I-65 NB Ramp junction are summarized in **Table 4.5**.

Capacity analysis for the ramp junctions was also performed utilizing the Opening Year (2026) and Design Year (2046) traffic volume forecasts based on the July 2020 turning movement volumes. The intersections were analyzed as single-lane roundabouts with this alternate set of traffic counts to verify that the proposed configuration would still be considered sufficient. The capacity analysis based upon July 2022 base data shows that the roundabouts are anticipated to perform at LOS A during the Opening Year (2026) and Design Year (2046) projected volume conditions. The eastbound approach at the I-65 SB Ramp junction roundabout is anticipated to have a 95th percentile queue length of 225 feet, while the westbound approach at the I-65 NB Ramp junction roundabout is anticipated to have a 95th percentile queue length of 175 feet during the Design Year (2046) PM peak hour. A summary table with the capacity analysis results and the SIDRA outputs are included in **Appendix B**.

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Table 4.4 – Capacity Analysis Results: Intersection 2 (SR 10 & I-65 SB Ramp Junction)

Alternative / Analysis Year		Intersection Control Type	Approach	AM Peak Hour			PM Peak Hour		
				Delay (s) / LOS	V/C	95th Percentile Queue (ft)	Delay (s) / LOS	V/C	95th Percentile Queue (ft)
Alt 1	2023	OWSC	WB*	9.4 / A	0.09	25	9.2 /A	0.06	25
			SB	26.1 / D	0.54	75	31.6 / D	0.77	150
	2026	OWSC	WB*	9.5 / A	0.10	25	9.3 / A	0.07	25
			SB	28.5 / D	0.58	100	35.8 / E	0.82	175
	2046	OWSC	WB*	10.0 / A	0.13	25	9.7 / A	0.09	25
			SB	73.0 / F	0.96	175	122.8 / F	1.40	350
Alt 2	2026	Roundabout	***Overall***	***7.5 / A***			***8.8 / A***		
			EB	7.1 / A	0.52	125	8.7 / A	0.63	175
			WB	5.4 / A	0.35	25	4.8 / A	0.35	25
			SB	12.0 / B	0.34	75	12.2 / B	0.58	150
	2046	Roundabout	***Overall***	***7.9 / A***			***9.5 / A***		
			EB	7.9 / A	0.59	150	10.0 / A	0.71	250
			WB	5.4 / A	0.39	25	4.8 / A	0.39	25
			SB	12.4 / B	0.37	75	13.4 / B	0.62	175
Alt 3	2026	Signal	***Overall***	***13.6 / B***			***15.8 / B***		
			EB	14.5 / B	0.61	225	13.5 / B	0.52	275
			WB	2.4 / A	0.30	25	2.8 / A	0.35	50
			SB	30.2 / C	0.70	100	31.3 / C	0.68	150
	2046	Signal	***Overall***	***15.3 / B***			***18.2 / B***		
			EB	15.2 / B	0.64	325	16.4 / B	0.63	375
			WB	5.3 / A	0.35	75	3.3 / A	0.42	75
			SB	34.2 / C	0.67	125	36.8 / D	0.76	200
Alt 4	2026	Roundabout	Same As Alt 2 2026						
	2046	Roundabout	Same As Alt 2 2046						
Alt 5	2026	Roundabout	Same As Alt 2 2026						
	2046	Roundabout	Same As Alt 2 2046						

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Table 4.5 – Capacity Analysis Results: Intersection 3 (SR 10 & I-65 NB Ramp Junction)

Alternative / Analysis Year		Intersection Control Type	Approach	AM Peak Hour			PM Peak Hour		
				Delay (s) / LOS	V/C	95th Percentile Queue (ft)	Delay (s) / LOS	V/C	95th Percentile Queue (ft)
Alt 1	2023	OWSC	EB*	8.7 / A	0.19	25	8.7 / A	0.12	25
			NB	19.8 / C	0.33	50	24.0 / C	0.43	50
	2026	OWSC	EB*	8.7 / A	0.21	25	8.7 / A	0.12	25
			NB	21.1 / C	0.36	50	25.8 / D	0.47	75
	2046	OWSC	EB*	9.3 / A	0.26	50	9.2 / A	0.16	25
			NB	40.1 / E	0.66	100	61.1 / F	0.91	125
Alt 2	2026	Roundabout	***Overall***	***8.8 / A***			***7.4 / A***		
			EB	7.3 / A	0.36	25	5.3 / A	0.54	25
			WB	9.5 / A	0.66	200	6.3 / A	0.52	100
			NB	11.3 / B	0.22	50	15.6 / B	0.45	100
	2046	Roundabout	***Overall***	***9.8 / A***			***8.0 / A***		
			EB	7.2 / A	0.40	25	5.3 / A	0.58	25
			WB	11.5 / B	0.75	275	7.0 / A	0.59	150
			NB	11.6 / B	0.23	50	17.8 / B	0.50	125
Alt 3	2026	Signal	***Overall***	***9.7 / A***			***10.5 / B***		
			EB	2.0 / A	0.39	50	2.9 / A	0.45	25
			WB	13.3 / B	0.44	150	10.9 / B	0.40	200
			NB	23.5 / C	0.30	50	31.4 / C	0.39	75
	2046	Signal	***Overall***	***9.7 / A***			***10.9 / B***		
			EB	1.1 / A	0.44	25	2.7 / A	0.53	100
			WB	11.6 / B	0.42	225	10.9 / B	0.47	250
			NB	33.4 / C	0.42	75	36.0 / D	0.46	100
Alt 4	2026	Roundabout	Same As Alt 2 2026						
	2046	Roundabout	Same As Alt 2 2046						
Alt 5	2026	Roundabout	Same As Alt 2 2026						
	2046	Roundabout	Same As Alt 2 2046						

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4.1.3 Intersection 4: SR 10 & Love's/TA Truck Stop (West Drive)

The Love's/TA Truck Stops both operate with two (2) full-access driveways located directly across from each other and separated by approx. 400 feet east-to-west along SR 10. Both driveway access points currently operate as two-way stop control (TWSC) intersections. The intersection at the West Drive includes a dedicated eastbound right-turn lane turning into the Love's Truck Stop. An added westbound receiving lane is also present for traffic exiting the TA Truck Stop from the north. This added lane drops into a westbound right-turn lane at the SR 10 & I-65 NB Ramp junction.

Alternative 1, 2, and 3 evaluate the existing TWSC operations at the intersection. The capacity analysis results for the Existing Year (2023) traffic volume conditions show that the intersection operates at LOS D or better in the peak hours. All approaches are anticipated to continue to operate at LOS D or better with the Opening Year (2026) traffic volume conditions in the peak hours. With an increase in traffic by the Design Year (2046), the northbound approach is anticipated to operate at LOS E during the AM peak hour and LOS F during the PM peak hour, respectively.

Alternative 4 and 5 evaluate the West Drive as right-in/right-out (RIRO) access only. With the reduced number of conflicts points and elimination of left turns, all RIRO movements are anticipated to operate at LOS B during the Opening Year (2026) and Design Year (2046) peak hours. The capacity analysis results for the Love's/TA Truck Stop (West Drive) intersection are summarized in **Table 4.6**.

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Table 4.6 – Capacity Analysis Results: Intersection 4 (SR 10 & Love's/TA, West Drive)

Alternative / Analysis Year		Intersection Control Type	Approach	AM Peak Hour			PM Peak Hour		
				Delay (s) / LOS	V/C	95th Percentile Queue (ft)	Delay (s) / LOS	V/C	95th Percentile Queue (ft)
Alt 1	2023	TWSC	EB*	8.4 / A	0.02	25	8.3 / A	0.04	25
			WB*	8.4 / A	0.01	25	8.7 / A	0.01	25
			NB	22.6 / C	0.26	25	32.0 / D	0.39	50
			SB	12.8 / B	0.05	25	13.1 / B	0.08	25
	2026	TWSC	EB*	8.5 / A	0.02	25	8.4 / A	0.04	25
			WB*	8.4 / A	0.01	25	8.8 / A	0.01	25
			NB	24.1 / C	0.28	50	34.7 / D	0.42	50
			SB	13.0 / B	0.05	25	13.3 / B	0.09	25
	2046	TWSC	EB*	8.8 / A	0.03	25	8.8 / A	0.05	25
			WB*	8.6 / A	0.01	25	9.3 / A	0.01	25
			NB	40.5 / E	0.48	75	99.6 / F	0.84	125
			SB	14.8 / B	0.08	25	16.1 / C	0.13	25
Alt 2	2026	TWSC	Same As Alt 1 2026						
	2046	TWSC	Same As Alt 1 2046						
Alt 3	2026	TWSC	Same As Alt 1 2026						
	2046	TWSC	Same As Alt 1 2046						
Alt 4	2026	RIRO	NB	10.0 / B	0.01	25	12.2 / B	0.04	25
			SB	12.5 / B	0.04	25	11.9 / B	0.06	25
	2046	RIRO	NB	10.5 / B	0.01	25	13.6 / B	0.05	25
			SB	14.0 / B	0.06	25	13.4 / B	0.09	25
Alt 5	2026	RIRO	NB	10.3 / B	0.05	25	12.8 / B	0.11	25
			SB	12.5 / B	0.04	25	12.0 / B	0.06	25
	2046	RIRO	NB	10.9 / B	0.07	25	14.6 / B	0.15	25
			SB	14.0 / B	0.06	25	13.6 / B	0.08	25

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4.1.4 Intersection 5: SR 10 & Love's/TA Truck Stop (East Drive)

The intersection at the East Drive at the Love's/TA Truck Stop currently operates as a full-access TWSC intersection and serves as the truck entrance for each of the truck stops.

Alternative 1, 2, and 3 evaluate the existing TWSC operations at the intersection. The capacity analysis results for the Existing Year (2023) traffic volume conditions show that the northbound approach operates at LOS E during the PM peak hour. The capacity analysis results for the future years indicate that the northbound approach is anticipated to operate at LOS E during the PM peak hour in the Opening Year (2026), and LOS F during the PM peak hour in the Design Year (2046). The southbound approach is anticipated to operate at LOS C or better during both peak hours for all scenarios.

Alternative 4 evaluates the intersection with traffic signal control. With the installation of a traffic signal, the intersection would be modified to include dedicated eastbound and westbound left-turn lanes. The northbound approach would also require two (2) outbound lanes: a left-turn lane and a thru/right-turn lane. The capacity analysis results for the Opening Year (2026) and Design Year (2046) indicate that all approaches at the intersection are anticipated to operate at LOS C or better during the peak hours. The 95th percentile queue for the eastbound approach during the Design Year (2046) PM peak hour is anticipated to be approx. 325 feet. With the West Drive located approx. 400 feet from the East Drive, queuing between the intersections may be a potential concern.

Alternative 5 evaluates the intersection as a single-lane roundabout. With the installation of a roundabout, no dedicated turn lanes would be required from a capacity standpoint. Based upon the capacity analysis results, the single-lane roundabout is anticipated to operate at LOS A during the AM and PM peak hours of the Opening Year (2026) and Design Year (2046). With the West Drive being a right-in/right-out access under this alternative, the following traffic re-routing was assumed:

- 50% of the northbound left and thru vehicles at the RIRO were assumed to turn right onto SR 10, then make a U-turn at the roundabout. The remainder of the left and thru traffic at the West Drive was assumed to navigate internally through the Truck Stop site to directly access the roundabout at the East Drive.
- 100% of the southbound left and thru vehicles at the RIRO were assumed to to navigate internally through the Truck Stop site to directly access the roundabout at the East Drive.
- 50% of the eastbound left-turns occurring at the West Drive were assumed to shift to the East Drive, while the remaining 50% were assumed to make a U-turn at the roundabout and make a westbound right-turn at the West Drive.
- 100% of the westbound left-turns at the West drive were assumed to shift to the East Drive.

The capacity analysis results for the SR 10 & Love's/TA Truck Stop (East Drive) intersection are summarized in **Table 4.7**.

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Table 4.7 – Capacity Analysis Results: Intersection 5 (SR 10 & Love's/TA, East Drive)

Alternative / Analysis Year		Intersection Control Type	Approach	AM Peak Hour			PM Peak Hour		
				Delay (s) / LOS	V/C	95th Percentile Queue (ft)	Delay (s) / LOS	V/C	95th Percentile Queue (ft)
Alt 1	2023	TWSC	EB*	9.3 / A	0.04	25	9.4 / A	0.04	25
			WB*	7.9 / A	0.01	25	8.8 / A	0.02	25
			NB	24.6 / C	0.36	50	39.8 / E	0.53	75
			SB	12.8 / B	0.09	25	15.2 / C	0.12	25
	2026	TWSC	EB*	9.3 / A	0.04	25	9.4 / A	0.04	25
			WB*	7.9 / A	0.01	25	8.9 / A	0.02	25
			NB	25.9 / D	0.38	50	44.4 / E	0.57	100
			SB	12.9 / B	0.09	25	15.5 / C	0.12	25
	2046	TWSC	EB*	9.5 / A	0.05	25	9.6 / A	0.05	25
			WB*	8.1 / A	0.01	25	9.2 / A	0.02	25
			NB	43.3 / E	0.59	100	137.0 / F	1.00	200
			SB	14.3 / B	0.12	25	20.1 / C	0.20	25
Alt 2	2026	TWSC	Same As Alt 1 2026						
	2046	TWSC	Same As Alt 1 2046						
Alt 3	2026	TWSC	Same As Alt 1 2026						
	2046	TWSC	Same As Alt 1 2046						
Alt 4	2026	Signal	***Overall***	***8.6 / A***			***10.1 / B***		
			EB	6.1 / A	0.35	100	7.7 / A	0.60	225
			WB	6.4 / A	0.40	150	5.8 / A	0.34	125
			NB	17.2 / B	0.63	75	25.1 / C	0.73	125
			SB	10.8 / B	0.08	25	13.2 / B	0.11	50
	2046	Signal	***Overall***	***10.5 / B***			***13.2 / B***		
			EB	6.9 / A	0.40	150	12.6 / B	0.75	325
			WB	7.4 / A	0.49	200	8.0 / A	0.45	175
			NB	23.6 / C	0.74	125	25.6 / C	0.75	175
			SB	11.3 / B	0.09	25	13.4 / B	0.11	50
Alt 5	2026	Roundabout	***Overall***	***7.5 / A***			***7.6 / A***		
			EB	6.0 / A	0.34	75	5.8 / A	0.59	175
			WB	6.0 / A	0.38	75	6.3 / A	0.38	75
			NB	13.2 / B	0.22	50	16.4 / B	0.31	75
			SB	13.3 / B	0.13	25	12.8 / B	0.12	25
	2046	Roundabout	***Overall***	***7.5 / A***			***7.8 / A***		
			EB	6.0 / A	0.37	75	5.9 / A	0.65	200
			WB	6.1 / A	0.43	100	6.5 / A	0.44	100
			NB	13.2 / B	0.25	50	17.5 / B	0.38	100
			SB	12.6 / B	0.14	50	12.7 / B	0.14	25

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4.1.5 Intersection 6: SR 10 & CR 1100 W

The intersection of SR 10 & CR 1100 W is evaluated as a three-legged intersection with the southbound approach (CR 1100 W) under stop control and free flowing traffic along SR 10. The private driveway at the south leg of the intersection is considered negligible to the traffic operations at this location. For Alternative 1 (No-Build) with the Existing Year (2023) traffic volumes, the capacity analysis shows that the intersection operates at LOS B or better during the AM and PM peak hours. The intersection is anticipated to continue to operate at LOS B or better during the Opening Year (2026) and Design Year (2046), respectively. No improvements are deemed necessary at the intersection to accommodate the future traffic volumes. The capacity analysis results for Intersection 6 are summarized in **Table 4.8**.

Table 4.8 – Capacity Analysis Results: Intersection 6 (SR 10 & CR 1100 W)

Alternative / Analysis Year		Intersection Control Type	Approach	AM Peak Hour			PM Peak Hour		
				Delay (s) / LOS	V/C	95th Percentile Queue (ft)	Delay (s) / LOS	V/C	95th Percentile Queue (ft)
Alt 1	2023	OWSC	EB*	7.9 / A	0.01	25	8.0 / A	0.03	25
			SB	10.7 / B	0.05	25	11.3 / B	0.04	25
	2026	OWSC	EB*	7.9 / A	0.01	25	8.0 / A	0.03	25
			SB	10.7 / B	0.05	25	11.4 / B	0.04	25
	2046	OWSC	EB*	8.2 / A	0.01	25	8.3 / A	0.03	25
			SB	11.6 / B	0.07	25	12.8 / B	0.06	25
Alt 2	2026	OWSC	Same As Alt 1 2026						
	2046	OWSC	Same As Alt 1 2046						
Alt 3	2026	OWSC	Same As Alt 1 2026						
	2046	OWSC	Same As Alt 1 2046						
Alt 4	2026	OWSC	Same As Alt 1 2026						
	2046	OWSC	Same As Alt 1 2046						
Alt 5	2026	OWSC	Same As Alt 1 2026						
	2046	OWSC	Same As Alt 1 2046						

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4.2 Network Analysis

A network level analysis was performed in Synchro SimTraffic for the SR 10 corridor from CR 600 E to CR 1100 W under the projected traffic volume conditions for the five (5) alternatives. Balanced volumes were utilized for the study intersections. Additionally, roundabout intersections for the respective alternatives were included in the SimTraffic model, which is known to have limitations comparatively to other more-robust microsimulation analysis tools. **Table 4.9** shows the cumulative travel time (in seconds) and the average travel speed (mph) for the eastbound and westbound traffic along SR 10 under the projected traffic volume conditions for the evaluated alternatives. SimTraffic reports are included in **Appendix B**.

Based upon the results of the network analysis, Alternative 3 (signals at the interchange ramp junctions with all other intersections remaining unchanged) is anticipated to experience the lowest cumulative travel time. However, Alternative 2 (roundabouts at the interchange ramp junctions with all other intersections remaining unchanged) is anticipated to reflect a lower average travel speed compared to Alternative 3. The reduced speeds would further enhance safety and is expected to reduce the severity of crashes.

Table 4.9 – Network Level Analysis for SR 10

Alternative		AM Peak Hour				PM Peak Hour			
		Eastbound		Westbound		Eastbound		Westbound	
		Cumulative Travel Time (s)	Average Travel Speed (mph)	Cumulative Travel Time (s)	Average Travel Speed (mph)	Cumulative Travel Time (s)	Average Travel Speed (mph)	Cumulative Travel Time (s)	Average Travel Speed (mph)
Alt 1	2023	112.9	37	102.8	41	120.4	35	114.5	37
	2026	114.2	37	103.2	41	121.1	34	113.8	37
	2046	121.2	34	109.0	39	131.8	32	121.7	35
Alt 2	2026	126.7	33	123.6	34	137.5	30	131.3	32
	2046	141.5	30	146.4	29	158.0	26	145.9	29
Alt 3	2026	115.2	36	110.6	38	122.4	34	119.1	35
	2046	117.6	36	120.7	35	134.0	31	129.3	33
Alt 4	2026	132.2	32	134.6	31	149.2	28	138.2	30
	2046	145.4	29	157.6	27	169.3	25	153.2	27
Alt 5	2026	139.0	30	136.3	31	151.1	28	144.6	29
	2046	148.6	28	167.7	25	172.6	24	162.5	26

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5.0 Traffic Safety Analysis

5.1 Crash History

Crash data from 2021 to 2023 was analyzed to determine underlying crash trends at the I-65 & SR 10 ramp junctions and along the SR 10 study corridor. During this time period, there were a total of 103 crashes in the study area along SR 10 between CR 600 E and CR 1100 W. Of these crashes, 28 of them resulted in injuries, and one (1) resulted in a fatality.

The crash frequency and crash severity for the study area collectively are shown by year in **Table 5.1**.

Table 5.1 – SR 10 Crashes by Year

Year	Crash Frequency			
	PDO	Injury	Fatality	Total
2021	23	5	0	**28**
2022	31	15	0	**46**
2023	20	8	1	**29**
Total	**74**	**28**	**1**	**103**

The SR 10 corridor experienced the highest number of crashes in 2022 with 46 total crashes. Of those crashes, 15 were injuries. 2021 and 2023 saw considerably less crashes, with 28 and 29 respectively. There was a single fatal crash in 2023, located at the Love's/TA Truck Stop east drive; however, according to the crash narrative, this fatality was a result of driver impairment and was not considered to be a result of roadway conditions or other factors.

The crash frequency and crash severity for each of the study intersections are shown in **Table 5.2**.

Table 5.2 – SR 10 Crashes by Intersection

Intersection	Crash Frequency			
	PDO	Injury	Fatality	Total
SR 10 & CR 600 E	8	4	0	**12**
SR 10 & I-65 SB Ramp	20	2	0	**22**
SR 10 & I-65 NB Ramp	23	7	0	**30**
SR 10 & Love's/TA Truck Stop Drive (West)	6	4	0	**10**
SR 10 & Love's/TA Truck Stop Drive (East)	8	6	1	**15**
SR 10 & CR 1100 W	1	0	0	**1**
Other	8	5	0	**13**
Total	**74**	**28**	**1**	**103**

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The highest frequency of crashes amongst the study intersections occurred at the I-65 ramp junctions, and the least number of crashes occurred at the CR 1100 W intersection with only one (1) reported crash. Of the 123 total crashes, 13 "Other" crashes occurred at the driveways between CR 600 E and the I-65 SB Ramp junction. The narratives for these crashes suggested a high prevalence of angle crashes caused by drivers entering SR 10 from private driveways.

Crash frequency along SR 10 based upon roadway lighting conditions and roadway surface conditions is shown in **Table 5.3** and **Table 5.4**, respectively.

Table 5.3 – SR 10 Crashes by Lighting Conditions

Year	Crash Frequency			
	PDO	Injury	Fatality	Total
Daylight	59	18	0	**77**
Dark (Lighted)	8	4	0	**12**
Dark (Not Lighted)	5	5	1	**11**
Dawn/Dusk	2	1	0	**3**
Total	**74**	**28**	**1**	**103**

Most crashes along the corridor took place in daylight conditions, with only 34% of crashes occurring in dark or dawn/dusk conditions. Dark crashes both lighted and unlighted had a higher proportion of injuries than those in daylight. While the total frequency of crashes does not appear to indicate a trend of crashes being attributed to dark, poorly lit conditions, the higher proportion of injury crashes in such conditions suggests that roadway corridor lighting should be considered as a potential safety countermeasure.

Table 5.4 – SR 10 Crashes by Surface Conditions

Year	Crash Frequency			
	PDO	Injury	Fatality	Total
Dry	61	22	1	**84**
Wet	12	5	0	**17**
Snow/Slush	1	1	0	**2**
Total	**74**	**28**	**1**	**103**

Of the 103 total crashes, 84 crashes occurred during dry surface conditions, and 19 crashes occurred in wet or snow/slush conditions. No clear pattern or trend was observed with crashes caused by surface conditions.

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Crash frequency is shown by collision type for both of the SR 10 & I-65 ramp junctions in **Table 5.5** and **Table 5.6**.

Table 5.5 – SR 10 & I-65 SB Ramp Crashes by Crash Type

Year	Crash Frequency			
	PDO	Injury	Fatality	Total
Rear End	10	1	0	**11**
Right Angle/Left Turn	3	1	0	**4**
Same Direction Sideswipe	4	0	0	**4**
Backing	2	0	0	**2**
Opposite Direction Sideswipe	0	0	0	**0**
Other	1	0	0	**1**
Total	**20**	**2**	**0**	**22**

Table 5.6 – SR 10 & I-65 NB Ramp Crashes by Crash Type

Year	Crash Frequency			
	PDO	Injury	Fatality	Total
Rear End	17	3	0	**20**
Right Angle/Left Turn	3	2	0	**5**
Same Direction Sideswipe	1	0	0	**1**
Backing	1	0	0	**1**
Opposite Direction Sideswipe	1	1	0	**2**
Other	0	1	0	**1**
Total	**23**	**7**	**0**	**30**

At the two (2) ramp junctions, rear ends and right angle/left turn crashes were the most common crash types and led to the most injuries. These crash types are common at ramp junctions with recurring congestion and queuing issues. Roundabout installation reduces driver speeds, reduces the number of conflict points at an intersection, and mitigates congestion and queuing, which addresses the most prevalent crash types at these locations.

Crashes at stop-controlled private driveways such as those at the Love's/TA Truck Stop intersections could be alleviated with countermeasures such as improved lighting and signage, adding stop bars at minor approaches, or adjusting access management to prevent cross-roadway movements via center medians or enforced right-in/right-out only driveways. Summaries of the crash analysis for both ramp junctions and for the remainder of the SR 10 corridor are provided in **Figure 5.1**, **Figure 5.2**, and **Figure 5.3**.

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RoadHAT analysis at a select number of the study intersections was provided by the INDOT La Porte District. A summary of the RoadHAT analysis is shown in **Table 5.7**.

Table 5.7 – RoadHAT Analysis Summary

Year	Expected Value			
	Total Crashes Per Year	Fatal/Incap. Crashes Per Year	ICF	ICC
SR 10 & I-65 SB Ramp	3.68	0.361	0.96	0.21
SR 10 & I-65 NB Ramp	3.47	0.338	1.08	-0.23
SR 10 & Love's/TA Truck Stop Drive (West)	2.03	0.201	0.81	0.88
SR 10 & Love's/TA Truck Stop Drive (East)	2.03	0.201	0.81	0.88

All analyzed intersections had an index of crash frequency (ICF) close to 1.00, suggesting that they experienced a higher frequency of crashes than expected by approximately one (1) standard deviation. Both truck stop intersections had an index of crash cost (ICC) of 0.88, whereas both ramp junctions had lower ICCs. A positive ICC indicates that the severity of crashes at the intersection is higher than the expected value, and a negative ICC indicates that the severity is lower than the expected value. The full RoadHAT analysis outputs are provided in **Appendix C**.

5.2 Interchange Expected Safety Performance

The expected safety performance of the interchange alternatives was evaluated based upon a comparison of the number of conflict points and respective traffic volumes for all possible movements conflicting at the ramp junctions during the AM and PM peak hours (combined) in the Design Year (2046). The interchange expected safety performance comparison is shown in **Table 5.8**.

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Table 5.8 – Interchange Expected Safety Performance Comparison

Traffic Control	Conflict Type	I-65 SB Ramp Junction		I-65 NB Ramp Junction	
		# of Conflict Points	Combined Conflicting Volume (veh)	# of Conflict Points	Combined Conflicting Volume (veh)
Alt 1 One-Way Stop Control	Crossing	5	4,716	5	4,718
	Merging	4	3,114	4	3,573
	Diverging	4	3,281	3	1,974
	Total	**13**	**11,111**	**12**	**10,265**
Alt 2 Roundabout	Crossing	0	0	0	0
	Merging	2	3,438	2	3,699
	Diverging	2	3,438	2	3,699
	Total	**4**	**6,876**	**4**	**7,398**
Alt 3 Signal	Crossing	5	4,716	5	4,718
	Merging	4	3,114	4	3,573
	Diverging	4	3,281	3	1,974
	Total	**13**	**11,111**	**12**	**10,265**

In the No-Build condition with one-way stop control, the ramp junction intersections have a combined total of 25 conflict points. Alternative 3 (the installation of traffic signals) has the same number of total conflict points. Alternative 2 (the installation of single-lane roundabouts) has a combined total of eight (8) conflict points, which reflects a 68% reduction in comparison to Alternative 1 (No-Build) and Alternative 3. Additionally, Alternative 2 is anticipated to reduce the total combined conflicting volume during the AM and PM peak hours by approx. 33% in comparison to Alternative 1 and Alternative 3. This comparison is indicative of a better overall expected safety performance for Alternative 2.

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6.0 Findings & Recommendation

This AER evaluated five (5) alternatives for the I-65 & SR 10 interchange modification based upon the anticipated future traffic operations and expected safety performance. The two (2) I-65 ramp junctions at the conventional diamond interchange were analyzed under the existing stop control condition, as well as alternatives that maintained the diamond interchange configuration with a modification to the intersection control type consisting of roundabouts and/or traffic signals.

Based upon the results of the capacity analysis documented in this report, the existing stop control conditions at both ramp junctions are anticipated to operate at LOS F in the peak hours during the Design Year (2046), rendering the need for intersection improvements. The roundabout and traffic signal alternatives are both anticipated to sufficiently accommodate the Design Year (2046) traffic volumes; however, the signal alternative would require the addition of back-to-back left-turn lanes along SR 10 at both intersections, requiring widening of the bridge over I-65 which is considered as an undesirable added cost for the interchange modification. Additionally, the roundabout alternative generally performs better operationally as compared to the signal alternative, as well as providing a better expected safety performance based upon the conflict point comparison.

Alternative 2 (roundabouts at the interchange ramp junctions, with all other intersections unchanged) is considered the preferred alternative for the I-65 & SR 10 interchange modification. The design limits in the current project scope for the I-65 & SR 10 interchange modification consist of the interchange only and exclude the truck stop driveways east of the interchange. Based upon direction provided by INDOT, any identified improvements to the truck stop driveways will be pursued under another contract in a future funding year.

Single-lane roundabouts are the recommended configuration at each ramp junction. No added turn lanes were considered to be required. The conceptual layout for the proposed roundabout interchange is presented in **Figure 6.1**.

ADDENDUM No. 2
TO (ABBREVIATED) ENGINEER'S REPORT

Project Number:	2000020
Route / Feature Crossed:	I-65
Project Location:	0.5 mi south of SR 10 to 0.5 mi north of SR 10
Date:	9/6/2024

ADDENDUM JUSTIFICATION:
Document alternative analysis and determination of recommended alternative from the completed Interstate Access Request process.

REVISION TO ORIGINAL SCOPE DOCUMENT:
The (Abbreviated) Engineer's Report is being revised as follows:

Does the revision change the project's Purpose & Need statement? ☒ Yes ☐ No

The need for the project is evident by the projected design year (2046) level of service (LOS) of F ("unacceptable") at both the southbound and northbound I-65 ramp junctions at the SR 10 interchange, as well as the number of vehicle crashes at both ramp junctions at the interchange. The off-ramps are currently controlled by one-way stop (for through and lefts) and yield (for rights). The ramp junction intersections have a combined total of 25 conflict points. Traffic on both the SB and NB ramps experience delays and queuing nearly reaching back to the mainline interstate during the peak hours. This contributes to rear-end crashes on the ramps. The lack of left-turn lanes on the bridge and ramp junctions also contributes to rear-end crashes. In addition, right-angle crashes result from traffic along SR 10 attempting to turn left onto the ramps. As left-turns are made from the through-lane, drivers accept small gaps in opposing traffic resulting in right-angle crashes.

The purpose of the proposed project is to improve the efficiency of the ramp junction intersection operations to Level of Service (LOS) D or better for the projected design year (2045), as well as to enhance the expected safety performance (reduce the number of conflict points) of the ramp junctions at the interchange.

Does the revision change the project's recommended alternative? ☒ Yes ☐ No

PRELIMINARY ALTERNATIVES

This project is being undertaken to identify operational and safety improvements for the ramp junctions at the I-65 & SR 10 interchange with an emphasis on avoiding the need to widen the bridge on SR 10 over I-65. Potential intersection improvements to adjacent intersections along SR 10 are included in the evaluation process. The alternatives evaluated are listed in **Table 1**.

Table 1 – Alternatives

Alternative	Description
1	No-Build (Existing Conditions)
2	Roundabouts at Interchange Ramp Junctions, with all other intersections unchanged
3	Signals at Interchange Ramp Junctions, with all other intersections unchanged
4	Roundabouts at Interchange Ramp Junctions, with RIRO at Love's/TA West Drive, and Signal at Love's/TA East Drive with appropriate turn lanes on SR 10
5	Roundabouts at Interchange Ramp Junctions, with RIRO at Love's/TA West Drive, and Roundabout at Love's/TA East Drive

Alternative 1: No-Build (Existing Conditions)

Alternative 1 evaluates the existing conditions for the study area with no work to be performed. All study intersections are evaluated under their existing traffic control and lane configuration.

Alternative 2: Build (Roundabouts at Interchange Ramp Junctions, with All Other Intersections Unchanged)

Alternative 2 upgrades the existing one-way stop control ramp junctions to be replaced with roundabouts while maintaining the diamond interchange configuration. All other study intersections remain unchanged from their existing intersection configuration and traffic control.

Alternative 3: Build (Signals at Interchange Ramp Junctions, with All Other Intersections Unchanged)

Alternative 3 upgrades the existing one-way stop control ramp junctions to be replaced with traffic signals while maintaining the diamond interchange configuration. All other study intersections remain unchanged from their existing intersection configuration and traffic control.

Alternative 4: Build (Roundabouts at Interchange Ramp Junctions, with RIRO at Love's/TA West Drive and Signal at Love's/TA East Drive)

Alternative 4 upgrades the existing one-way stop control ramp junctions to be replaced with roundabouts while maintaining the diamond interchange configuration. In addition to the roundabouts at the interchange ramp junctions, this alternative includes a modification to right-in/right-out access at the Love's/TA Truck Stop (West Drive) and the installation of a traffic signal at the Love's/TA Truck Stop (East Drive). The SR 10 & CR 1100 W and SR 10 & CR 600 E intersections remain unchanged from their existing intersection configuration and traffic control.

Alternative 5: Build (Roundabouts at Interchange Ramp Junctions, with RIRO at Love's/TA West Drive and Roundabout at Love's/TA East Drive)

Alternative 5 is similar to Alternative 4, with the only change consisting of the installation of a roundabout at the Love's/TA Truck Stop (East Drive) in lieu of a traffic signal. All other intersection conditions remain the same as Alternative 4.

ALTERNATIVE EVALUATION

Evaluation Criteria

- Achieve intersection operations of LOS D or better and v/c ratio ≤ 0.80
- Improve expected safety performance by reducing number of conflict points at each intersection
- Avoid impacts (i.e., widening) to the SR 10 bridge footprint

The environmental impacts are expected to be similar across all alternatives. Coordination will be necessary with the adjacent recreational facility (Lake Holiday Resort), as well as addressing hazardous materials concerns associated with multiple NPDES facilities.

Alternative 1: No-Build (Existing Conditions)

- LOS F, v/c = 1.40
- Number of Conflict Points: I-65 SB Ramp Junction – 13, I-65 NB Ramp Junction – 12
    - Expected safety performance does not change
- No impacts to SR 10 bridge footprint
- No impacts to R/W
- No environmental impacts

Alternative 2: Build (Roundabouts at Interchange Ramp Junctions, with All Other Intersections Unchanged)

- LOS A, v/c = 0.75
- Number of Conflict Points: I-65 SB Ramp Junction – 4, I-65 NB Ramp Junction – 4
    - Expected safety performance improves
- No impacts to SR 10 bridge footprint
- No impacts to R/W

Alternative 3: Build (Signals at Interchange Ramp Junctions, with All Other Intersections Unchanged)

- LOS B, v/c = 0.76
- Number of Conflict Points: I-65 SB Ramp Junction – 13, I-65 NB Ramp Junction – 12
    - Expected safety performance does not change
- Impacts to SR 10 bridge footprint. Widening is needed to accommodate east/west left turn lanes.
- No impacts to R/W is anticipated

Alternative 4: Build (Roundabouts at Interchange Ramp Junctions, with RIRO at Love's/TA West Drive and Signal at Love's/TA East Drive)

- Scope of work extends outside the current project limits
- At I-65 & SR 10 - LOS A, v/c = 0.75
- Number of Conflict Points: I-65 SB Ramp Junction – 4, I-65 NB Ramp Junction – 4
    - Expected safety performance improves

- No impacts to SR 10 bridge footprint
- R/W needed beyond the existing project limits

Alternative 5: Build (Roundabouts at Interchange Ramp Junctions, with RIRO at Love's/TA West Drive and Roundabout at Love's/TA East Drive)

- Scope of work extends outside the current project limits
- At I-65 & SR 10 - LOS A, v/c = 0.75
- Number of Conflict Points: I-65 SB Ramp Junction – 4, I-65 NB Ramp Junction – 4
    - Expected safety performance improves
- No impacts to SR 10 bridge footprint
- R/W needed beyond the existing project limits

RECOMMENDED ALTERNATIVE

This AER evaluated five (5) alternatives for the I-65 & SR 10 interchange modification based upon the anticipated future traffic operations and expected safety performance. The two (2) I-65 ramp junctions at the conventional diamond interchange were analyzed under the existing stop control condition, as well as alternatives that maintained the diamond interchange configuration with a modification to the intersection control type consisting of roundabouts and/or traffic signals.

Based upon the results of the capacity analysis documented in the AER, the existing stop control conditions at both ramp junctions are anticipated to operate at LOS F in the peak hours during the Design Year (2046), rendering the need for intersection improvements. The roundabout and traffic signal alternatives are both anticipated to sufficiently accommodate the Design Year (2046) traffic volumes; however, the signal alternative would require the addition of back-to-back left-turn lanes along SR 10 at both intersections, requiring widening of the bridge over I-65 which is considered as an undesirable added cost for the interchange modification. Additionally, the roundabout alternative generally performs better operationally as compared to the signal alternative, as well as providing a better expected safety performance based upon the conflict point comparison.

Alternative 2 (roundabouts at the interchange ramp junctions, with all other intersections unchanged) is considered the preferred alternative for the I-65 & SR 10 interchange modification. The design limits in the current project scope for the I-65 & SR 10 interchange modification consist of the interchange only and exclude the truck stop driveways east of the interchange. Based upon direction provided by INDOT, any identified improvements to the truck stop driveways will be pursued under another contract in a future funding year.

Single-lane roundabouts are the recommended configuration at each ramp junction. No added turn lanes were considered to be required.

Recommended MOT Concept Based on The Recommended Alternative

There will be a full closure of SR 10 during the majority of the interchange modification construction. During this period, the I-65 ramps will remain open but will be limited to the following movements: I-65 NB to SR 10 EB, SR 10 WB to I-65 NB, I-65 SB to SR 10 WB, and SR 10 EB to I-65 SB. Additionally, short-term full closures of the I-65 ramps will be necessary to complete the ramp connections.

Does the revision change the project's cost estimate? ☒ Yes ☐ No

Estimated Total Project Costs	*Revised Amount*	*Original Amount*
Right of Way Purchase (RW)	$0	$0
Preliminary Engineering (PE)	$919,000	$500,000
Railroad (RR)	$0	$0
Utilities CN (UT)	$15,000	$15,000
Construction (CN)	$4,520,000	$2,900,000
Construction Engineering (CE)	$0	$0
Relinquishment Payment (RQ)	$0	$0
Total Roadway Costs:	$5,454,000	$3,415,000
Total Cost for Add'l Asset Improvements		

**The revision does not impact the cost estimate however based upon current industry unit prices the construction cost for the preferred alternative is expected to be $4,520,000.*

Does the revision change the project's environmental impacts? ☒ Yes ☐ No

	Description	*Notes*
☐	Additional coordination with resource agencies	
☐	Red Flag/HAZMAT revisions	
☐	Section 106/4F/6F/Archaeology	
☐	Waters Report Update	
☐	Change to public involvement requirements	
CE-1	CE type revision	The anticipated environmental document is likely a CE-1, based on no right-of-way required for the project or waterway impacts and no 4(f) or 6(f) resources present.

Does the revision require additional Right-of-Way? ☐ Yes ☒ No

Does the revision change the project's schedule (design or construction)? ☐ Yes ☒ No

Does the revision require additional coordination with utility companies? ☐ Yes ☒ No

ADDENDUM CONCURRENCE

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Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated March 2022)

ProjectNumber	SubProjectCode	County	Property
1800268	1800268	Jasper	Brook Side Park (LaRue Pool)
1800355	1800355	Jasper	Spencer Park
1800385	1800385	Jasper	Spencer Park
1800438	1800438	Jasper	Remington Town Park
1800603	1800603	Jasper	Remington Community Park

*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with IDNR, Division of Outdoor Recreation, should occur.