FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

GENERAL PROJECT INFORMATION

Road Number/County:	United States Highway (US) 35 (Pine Lake Avenue) and Johnson/Severs Road in LaPorte County
Designation Number(s):	2200046
Project Description/Termini:	Intersection improvement project at US 35 and Johnson/Severs Road. Work along US 35 begins approximately 694 feet south of the intersection and ends approximately 717 feet north of the intersection. Work along Johnson/Severs Road begins approximately 597 feet west of the intersection and ends approximately 675 feet east of the intersection for a total work length of 2,682 feet (0.51 mile).

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

Approval

INDOT DE Signature and Date

INDOT ESD Signature and Date

FHWA Signature and Date

Release for Public Involvement

SFM 07/29/2026
INDOT DE Initials and Date

INDOT ESD Initials and Date

Certification of Public Involvement

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date:

Name and Organization of CE/EA Preparer: Marissa Harless/USI Consultants, Inc.

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

Part I – Public Involvement

Every Federal action requires some level of public involvement, providing for early and continuous opportunities throughout the project development process. **The level of public involvement should be commensurate with the proposed action.**

	Yes	No
Does the project have a historic bridge processed under the Historic Bridges PA*?		X
If No, then:		
Opportunity for a Public Hearing Required?	X	

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

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

Notice of Entry letters were mailed to potentially affected property owners near the project area on April 5, 2023, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, Page 1.

Section 106

To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of "No Adverse Effect" was published in the *Herald Dispatch* on October 23 and October 30, 2025, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on November 29, 2025. No comments were received. The text of the public notice and the affidavit of publication appear in Appendix D, Page 83.

Project Does Meet

The project will meet the minimum requirements described in the current *Indiana Department of Transportation (INDOT) Project Development Public Involvement Procedures Manual* which requires the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. However, in lieu of offering an opportunity to request a public hearing, INDOT is opting to hold a public hearing upon the release of this document for public involvement. This document will be revised after the public involvement requirements have been met.

Public Controversy on Environmental Grounds

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

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

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

Sponsor of the Project: INDOT INDOT District: LaPorte

Local Name of the Facility: Pine Lake Avenue and Johnson/Severs Road

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

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

PURPOSE AND NEED:

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

Need: The need for this project is due to the high rate of accidents at the existing traffic signal intersection at US 35 and Johnson/Severs Road. A total of 42 crashes took place at the intersection during the study period of 2017 to 2020. Of these, 16 crashes (38.10%) were rear end crashes, 2 (4.76%) were head-on crashes, 11 (26.19%) were left turn, right turn, or angle crashes, and 5 (11.90%) were crashes where a vehicle ran off the road. Out of the 34 rear end, head-on, run-off, and turning or angle crashes, 13 (38.23%) resulted in injuries. Analysis of the crash data using INDOT's RoadHat program produced an Index of Crash Frequency (ICF) of 0.70 and an Index of Crash Cost (ICC) of 0.66. These indices compare crash frequency and crash cost at the intersection to similar intersections statewide based on traffic volumes, roadway classification, and control type. Index values represent the number of standard deviations above or below the statewide average for comparable facilities. An ICF and ICC of 0 indicates a roadway is performing as expected. An ICF of 0.70 at the US 35 and Johnson/Severs indicates the intersection is the 75th percentile compared to similar intersections throughout Indiana. The ICC evaluates the severity of crashes in terms of property damage, injuries, and fatalities. An ICC of 0.66 indicates the intersection is in the 74th percentile compared to similar intersections. Crash data and analysis can be found in the Engineer's Report completed by USI Consultants, Inc. on November 10, 2021 (Appendix I, Pages 2-10).

Purpose: The purpose of this project is to reduce frequency and severity of crashes at the US 35 and Johnson/Severs Road intersection, with a goal of reducing severe crashes by at least 40%.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: LaPorte Municipality: City of La Porte

Limits of Proposed Work: Project limits will extend approximately 694 feet south and 717 feet north along US 35, and 597 feet west and 675 feet east along Johnson/Severs Road

Total Work Length: 0.51 Mile(s) Total Work Area: 4.56 Acre(s)

	Yes[1]	No
Is an Interstate Access Document (IAD)[1] required?		X
If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?	Date:	

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

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

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with the intersection improvement project at the intersection of US 35 and Johnson/Severs Road.

Location:
This project is located in northcentral LaPorte County, along the northwestern edge of the City of La Porte, along US 35 at the intersection of Johnson/Severs Road. Specifically, the project is located at latitude 41.638987°, longitude -86.746773° in Section 22, Township 37 North, Range 3 West, in Center Township as depicted on the Springville and Michigan City East U.S. Geological Survey Quadrangles. The intersection is located approximately 0.62 mile northwest of North State Road (SR) 39. The project will extend approximately 597 feet west of the existing intersection along Johnson Road, approximately 675 feet east along Severs Road, approximately 717 feet north along US 35, and approximately 694 feet south along US 35. Refer to Appendix B, Pages 1-3, for project location maps.

Existing Conditions:
US 35 consists of the north and south legs of the intersection, while Johnson Road is the west leg and Severs Road is the east leg. US 35, Johnson Road, and Severs Road within the project area are all two-lane roadways. US 35 is classified as a Principal Arterial

roadway, Johnson Road is classified as a Minor Arterial, and Severs Road is classified as a Major Collector. The existing roadways within the project area each have two approximately 10-foot wide travel lanes, one in each direction, with variable shoulder widths and no pedestrian facilities. The posted speed limit along US 35 within the project area is 45 miles per hour (mph) north of the intersection and 35 mph south of the intersection. The posted speed limit along Johnson Road is 35 mph and Severs Road is posted as 40 mph. The existing intersection is controlled by a traffic signal and exhibits high frequency and severity of traffic accidents. Utilities adjacent to the project area include Northern Indiana Public Service Company (NIPSCO) gas and electric, City of La Porte water and wastewater, and various communication utilities, including Comcast, Frontier, and Surf Internet.

The project area is generally flat along US 35 and Johnson Road, whereas Severs Road is steep leading down to the intersection from the east. Pine Lake is located in the southwest quadrant of the intersection. Adjacent land use consists primarily of suburban residential in the southwest quadrant of the intersection along Pine Lake, commercial properties in the northwest and northeast quadrants of the intersection, Pine Lake Cemetery in the southeast quadrant of the intersection, and wooded lands within the northeast and southeast quadrants of the intersection.

Preferred Alternative:
The preferred alternative involves modification of the existing signalized intersection into a hybrid multilane roundabout. The roundabout will primarily consist of one 16-foot circulatory travel lane and a grassy center median, 84 feet in diameter, bordered by a 10-foot concrete truck apron and concrete curb and gutter. The roundabout will have a double-lane entry from northbound US 35 and a dedicated right turn lane for eastbound traffic on Johnson Road turning right onto southbound US 35. Lane widths approaching the roundabout will vary from approximately 12 to 18 feet.

The intersection improvement will include the adjustment of the roadway profile for US 35, Johnson Road, and Severs Road, as well as the application of new Hot Mixed Asphalt (HMA) on both roadways from all approaches. Concrete curb and gutter will be constructed along both sides of each roadway and throughout the roundabout. Crosswalks and curb ramps will be constructed for pedestrian access around the intersection, along with grading to accommodate future pedestrian facilities. Concrete splitter islands will also be constructed. Appropriate signage and pavement markings will be installed throughout the roundabout and along the approaches to notify drivers of the change in traffic patterns.

Work will also include installation of drainage infrastructure throughout the entire project length, and installation of a stormwater outlet draining into Pine Lake, resulting in approximately 15 linear feet (0.002 acre) of permanent impacts below the ordinary high water mark (OHWM). Approximately 13 new light poles will be installed. Existing utilities within the project area will be relocated outside of the project's construction limits by their managing entities as necessary, including NIPSCO Gas facilities, water facilities owned by the City of LaPorte, and a 4-inch sanitary force main and lift station owned by the City of La Porte. For additional details about the scope of work, refer to the project plan set in Appendix B, Pages 11-31.

The project will require the acquisition of approximately 2.73 acres of new permanent right-of-way (ROW) and approximately 0.75 acre of temporary ROW.

Project impacts, including ROW acquisition, terrestrial habitat disturbance, and utility impacts, have been avoided and minimized as much as possible throughout the design process. The roundabout size and alignment were designed to minimize impacts to the Pine Lake Cemetery property and avoid the developed portion of the property. Impacts will continue to be minimized and mitigated as much as possible as the project advances. Impacts will be limited to only what is necessary to meet the purpose and need of the project.

The preferred alternative meets the purpose and need of the project by improving the safety and operation of the US 35 and Johnson/Severs Road intersection. Roundabouts by their physical nature can reduce the frequency and severity of crashes due to the entry angles and reduced speed required to navigate a roundabout. According to the Engineer's Report, a roundabout intersection at this location is expected to reduce right-angle and head-on crashes, which are considered severe crash types (Appendix I, Pages 2-10).

Maintenance of Traffic:
The maintenance of traffic (MOT) for the project will involve full closure of the intersection and the establishment of detour routes. The US 35 detour route will utilize US 39/N SR 39 and US 20. The Johnson/Severs Road detour will utilize US 35, Waverly Road, and CR N 400 W. Access to all properties will be maintained throughout construction. For additional details, please refer to the *Maintenance of Traffic (MOT) During Construction* section of this CE document.

Logical Termini/Independent Utility:
The termini for the project encompass the area necessary to reconstruct the intersection to a roundabout and tie in the improvements into the existing roadways for a smooth transition. The project has independent utility as it does not depend on the construction of any other project to be considered complete.

OTHER ALTERNATIVES CONSIDERED:

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

Ten alternatives, including the preferred alternative, were evaluated in the Engineer's Report completed by USI Consultants, Inc., on November 10, 2021 (Appendix I, Pages 2-10).

Do Nothing/No Build
The Do Nothing/No Build alternative would allow the existing intersection to remain in place with no improvements and would result in no immediate cost or environmental impacts. Although this alternative is feasible, it would not be prudent because it would not address the traffic safety concerns at the intersection. This alternative would not meet the purpose and need of the project and therefore was dismissed from further consideration.

Signalized Intersection
The signalized intersection alternative would consist of auxiliary lane improvements at the intersection, including lengthening of existing auxiliary lanes and construction of new auxiliary lanes for the southbound left turn movement and the westbound right turn movement. This alternative would meet the purpose and need of the project by reducing severe crashes and would require less roadway construction, ROW acquisition, and tree clearing compared to other alternatives. However, further analysis identified that the preferred alternative performed more proficiently in terms of safety, as introducing a signal can increase the frequency of rear-end collisions. Therefore, the signalized intersection alternative was dismissed from further consideration.

Median U-turn (J-turn)
A median U-turn (J-turn) intersection would require installation of a median along US 35 with dedicated left turn lanes for through traffic. This alternative would likely meet the purpose and need of the project by reducing the potential for right angle crashes at the intersection. However, this alternative would require extensive reconstruction of the US 35 corridor and would require a greater expenditure of funds, more ROW acquisition, and a greater amount of tree clearing compared to other alternatives. Therefore, the median U-turn (J-turn) intersection was dismissed from further consideration.

Displaced Left-turn Intersection
The displaced left-turn intersection alternative would alter the intersection so that all left-turns would be made in a two-stage process. This alternative would likely meet the purpose and need of the project by reducing the potential for right angle crashes at the intersection. However, modifying the existing intersection into a displaced left-turn intersection would require installation of three traffic signals and an expanded project footprint, greater expenditure of funds, more ROW acquisition, and a greater amount of tree clearing compared to other alternatives. Therefore, the displaced left-turn intersection alternative was dismissed from further consideration.

Jughandle Intersection
The Jughandle intersection would remove the left turns from US 35 by constructing ramps to Johnson/Severs Road. This alternative would likely meet the purpose and need of the project by reducing the potential for right angle crashes. However, the conditions at the intersection do not resemble a typical Jughandle application, and construction of ramps would result in a large construction footprint, ROW impact, and overall cost. Therefore, the Jughandle intersection alternative was dismissed from further consideration.

Offset "T" Intersection
The offset "T" intersection alternative would create a staggered or offset configuration rather than one continuous intersection. Due to the high volumes of through movements for eastbound and westbound traffic, as well as a greater amount of ROW acquisition, tree clearing, and fund expenditure required for construction of an offset "T" intersection, this alternative was dismissed from further consideration.

Continuous Green "T" Intersection (CGT)
A CGT intersection is only applicable to an existing "T" intersection. As the offset "T" intersection alternative was dismissed from consideration, the CGT alternative was also dismissed.

Quadrant Roadway Intersection
The quadrant roadway intersection alternative would construct a new roadway in one designated quadrant in order to remove all of the left turns from the main intersection. This alternative would likely meet the purpose and need of the project by reducing the potential for right angle crashes at the intersection. However, this alternative would require an expanded project footprint, greater expenditure of funds, more ROW acquisition, and a greater amount of tree clearing compared to other alternatives. Therefore, this alternative was dismissed from further consideration.

Grade Separation
The grade separation alternative would require construction of a bridge to carry one of the roadways over the other. This alternative would likely not meet the purpose and need of the project because it would not improve operation of the intersection as turning movements make up over 40% of the traffic volume through the intersection. Therefore, this alternative was dismissed from further consideration.

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

It would not correct existing capacity deficiencies;	X
It would not correct existing safety hazards;	X
It would not correct the existing roadway geometric deficiencies;	
It would not correct existing deteriorated conditions and maintenance problems; or	
It would result in serious impacts to the motoring public and general welfare of the economy.	
Other (Describe):	

ROADWAY CHARACTER:

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

Name of Roadway: US 35 (North of intersection)
Functional Classification: Principal Arterial
Current ADT: 10,945 VPD (2027) Design Year ADT: 12,491 VPD (2047)
Design Hour Volume (DHV): 1,138 VPH (2047) Truck Percentage (%): 5.66
Designed Speed (mph): 45 Legal Speed (mph): 45

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	HMA		HMA	
Pavement Width:	40-50	ft.	40-50	ft.
Shoulder Width:	3-10	ft.	N/A	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting:	X	Urban	X	Suburban		Rural
Topography:	X	Level		Rolling		Hilly

Name of Roadway: US 35 (South of intersection)
Functional Classification: Principal Arterial
Current ADT: 17,242 VPD (2027) Design Year ADT: 19,185 VPD (2047)
Design Hour Volume (DHV): 1,698 VPH (2047) Truck Percentage (%): 3.8
Designed Speed (mph): 35 Legal Speed (mph): 35

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	HMA		HMA	
Pavement Width:	35-65	ft.	35-65	ft.
Shoulder Width:	3-10	ft.	N/A	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting:	X	Urban	X	Suburban		Rural
Topography:	X	Level		Rolling		Hilly

Name of Roadway: Johnson Road
Functional Classification: Minor Arterial
Current ADT: 11,342 VPD (2027) Design Year ADT: 11,919 VPD (2047)
Design Hour Volume (DHV): 1,067 VPH (2047) Truck Percentage (%): 1.77
Designed Speed (mph): 35 Legal Speed (mph): 35

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	HMA		HMA	
Pavement Width:	28-40	ft.	28-40	ft.
Shoulder Width:	0-7	ft.	N/A	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting:	X	Urban	X	Suburban		Rural
Topography:	X	Level		Rolling		Hilly

Name of Roadway: Severs Road
Functional Classification: Major Collector
Current ADT: 4,447 VPD (2027) Design Year ADT: 4,578 VPD (2047)
Design Hour Volume (DHV): 449 VPH (2047) Truck Percentage (%): 4.15
Designed Speed (mph): 40 Legal Speed (mph): 40

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	HMA		HMA	
Pavement Width:	28-35	ft.	28-35	ft.
Shoulder Width:	0-6	ft.	N/A	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting:	X	Urban	X	Suburban		Rural
Topography:	X	Level		Rolling		Hilly

BRIDGES AND/OR SMALL STRUCTURE(S):

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

Structure/NBI Number(s): N/A

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

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

No bridges or large culverts are located within the project area.

Several existing corrugated metal pipe (CMP) small structures, all less than 30" in diameter, were identified within the project area. One 18-inch CMP located on the northern side of Johnson Road conveys drainage along the roadside and will be replaced as part of the project. One 18-inch CMP outlet is located along the east side of US 35 and conveys drainage beneath US 35. This pipe will be removed and replaced with a 24-inch pipe that will outlet into Pine Lake. Riprap will be placed at the outlet within the lake.

Approximately 42 small structures, including the outlet into Pine Lake, will be installed as part of the drainage infrastructure improvements. Refer to Appendix B, Page 31, for a data table detailing the proposed structures.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

	Yes	No
Is a temporary bridge proposed?		X
Is a temporary roadway proposed?		X
Will the project involve the use of a detour or require a ramp closure? (describe below)	X	
If yes, then:		
Provisions will be made for access by local traffic and so posted.	X	
Provisions will be made for through-traffic dependent businesses.	X	
Provisions will be made to accommodate any local special events or festivals.	X	
Will the proposed MOT substantially change the environmental consequences of the action?		X
Is there substantial controversy associated with the proposed method for MOT?		X
Will the project require a sidewalk, curb ramp, and/or bicycle lane closure? (describe below)		X
Provisions will be made for access by pedestrians and/or bicyclists and so posted (describe below).		

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

The initial MOT plan for the project consisted of phased construction and partial closure of the intersection to avoid detours and allow traffic to utilize US 35 throughout construction. As design progressed, INDOT recommended a revised plan to reduce construction time and ensure a higher quality of construction. An early coordination letter response from a LaPorte County Commissioner was received on May 22, 2024, and concerns were voiced about potential local detour routes damaging the county roads (Appendix C, Pages 6-7). The most heavily traveled movements at the US 35 and Johnson/Severs intersection have been prioritized to remain open as long as possible. The duration of closure at the intersection will be minimized as much as possible to maintain traffic along US 35 as long as is practicable during construction. The official detour routes have been designed to minimize additional mileage and time traveled and to maintain access to local businesses as much as possible.

The MOT for the project will involve two phases. Phase 1 will consist of a new lane configuration to allow eastbound to southbound movement and northbound to westbound movement. During Phase 1, the existing traffic signal will be removed and Severs Road will be constructed. Phase 2 will consist of a full closure of the intersection and establishment of detour routes while the remaining work is completed. The US 35 detour route will involve US 39/N SR 39 and US 20, resulting in up to 12 miles (18 minutes) of additional travel. The Johnson/Severs Road detour route will involve US 39/N SR 39, Waverly Road, and CR N 400 W, resulting in up to 5 miles (9 minutes) of additional travel. Access to all properties will be maintained during both phases.

As no pedestrian facilities currently exist within the project area, the project will not require any sidewalk, curb ramp, or bicycle lane closures. The MOT is anticipated to be in place throughout the duration of construction (approximately 12 months). Details regarding the MOT can be found in Appendix B, Pages 19-21.

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

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: $ 575,610 (2026) Right-of-Way: $ 600,000 (2027) Construction: $ 6,208,000 (2029)

Anticipated Start Date of Construction: Spring 2029

RIGHT-OF-WAY:

	Amount (acres)	
Land Use Impacts	Permanent	Temporary
Residential	0.26	0.14
Commercial	1.35	0.57
Agricultural	N/A	N/A
Forest	N/A	N/A
Wetlands	N/A	N/A
Other: Pine Lake Cemetery	1.12	0.04
TOTAL	2.73	0.75

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

The existing ROW along US 35 within the project limits appears to vary from edge of pavement up to approximately 30 feet from the edge of pavement. The existing ROW along Johnson Road within the project limits appears to be edge of pavement. The existing ROW along Severs Road within the project limits appears to vary from edge of pavement up to approximately 8 feet from the edge of pavement. Refer to the aerial map of the project area and the plans for figures of the existing and proposed ROW (Appendix B, Pages 3 & 22-26).

The project requires approximately 2.73 acres of permanent ROW to accommodate the roundabout, including approximately 0.26 acre from residential properties, 1.35 acres from commercial properties, and 1.12 acres from the Pine Lake Cemetery property. The new permanent ROW along US 35 will vary from approximately 15-60 feet from the edge of pavement. The new ROW along Johnson Road will vary from approximately 8-25 feet from the edge of pavement. The new ROW along Severs Road will vary from approximately 20-40 feet from the edge of pavement.

The project also requires approximately 0.75 acre of temporary ROW. Approximately 0.14 acre of temporary ROW will be required from residential properties in the southwest quadrant of the intersection for grading and drive construction. Approximately 0.57 acre of temporary ROW will be required from various commercial properties surrounding the intersection for grading and drive construction. Approximately 0.04 acre of temporary ROW will be required from the Pine Lake Cemetery property for grading and access to existing utility boxes in the southeast quadrant of the intersection.

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

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

SECTION A – EARLY COORDINATION:

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

Early coordination letters were sent on May 22, 2024 (Appendix C, Pages 1-3).

Agency	Date Sent	Date Response Received	Appendix
Indiana Geological & Water Survey (IGWS) (Online submittal, automated response)	May 22, 2024	May 22, 2024	C4-C5
LaPorte County Commissioner	May 22, 2024	May 22, 2024	C6-C7
Indiana Department of Environmental Management (IDEM) Institutional Controls	May 22, 2024	May 28, 2024	C8-C9
INDOT LaPorte District Environmental Services	May 22, 2024	June 3, 2024	C10
Natural Resources Conservation Service (NRCS)	May 22, 2024	June 5, 2024	C11
Indiana Department of Natural Resources, Division of Fish & Wildlife (IDNR-DFW)	May 22, 2024	June 21, 2024	C12-C13
Federal Highway Administration (FHWA)	May 22, 2024	N/A	N/A
U.S. Department of Housing and Urban Development (HUD)	May 22, 2024	N/A	N/A
INDOT LaPorte District, Project Manager	May 22, 2024	N/A	N/A
INDOT Environmental Services, Central Office	May 22, 2024	N/A	N/A
INDOT Utilities and Railroads	May 22, 2024	N/A	N/A
U.S. Army Corps of Engineers (USACE)	May 22, 2024	N/A	N/A
Northwestern Indiana Regional Planning Commission (NIRPC)	May 22, 2024	N/A	N/A
LaPorte County Highway Department	May 22, 2024	N/A	N/A
LaPorte County Council	May 22, 2024	N/A	N/A
LaPorte County Center Township Trustee	May 22, 2024	N/A	N/A
LaPorte County Survey	May 22, 2024	N/A	N/A
LaPorte County Emergency Management Agency	May 22, 2024	N/A	N/A
LaPorte County Sheriff	May 22, 2024	N/A	N/A
LaPorte County Floodplain Administrator	May 22, 2024	N/A	N/A
LaPorte County Planner	May 22, 2024	N/A	N/A
LaPorte County MS4 Coordinator	May 22, 2024	N/A	N/A
City of La Porte MS4 Coordinator	May 22, 2024	N/A	N/A
La Porte Community School Corporation	May 22, 2024	N/A	N/A
City of La Porte Parks and Recreation Department	May 22, 2024	N/A	N/A
City of La Porte City Council	May 22, 2024	N/A	N/A
City of La Porte Police Department	May 22, 2024	N/A	N/A
City of La Porte Mayor	May 22, 2024	N/A	N/A
City of La Porte Fire Department	May 22, 2024	N/A	N/A
City of La Porte City Engineer	May 22, 2024	N/A	N/A
Pine Lake Cemetery	May 22, 2024	N/A	N/A

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

SECTION B – ECOLOGICAL RESOURCES:

	Presence	Impacts	
		Yes	No
Streams, Rivers, Watercourses & Other Jurisdictional Features	☐	☐	☐
Federal Wild and Scenic Rivers	☐	☐	☐
State Natural, Scenic or Recreational Rivers	☐	☐	☐
Nationwide Rivers Inventory (NRI) listed	☐	☐	☐
Outstanding Rivers List for Indiana	☐	☐	☐
Navigable Waterways	☐	☐	☐

Total stream(s) in project area: N/A Linear feet Total impacted stream(s): N/A Linear feet

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

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

Based on the desktop review, the aerial map of the project area (Appendix B, Page 3), and the Red Flag Investigation (RFI) report (Appendix E, Pages 1-12), there are no streams, rivers, watercourses, or other jurisdictional features within the 0.5-mile search radius. There are no streams, rivers, watercourses, or other jurisdictional features within the project area. That number was confirmed by the site visit on September 16, 2024, by Butler, Fairman, & Seufert, Inc. Therefore, no impacts are expected.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology, Waterway Permitting, & Stormwater Office (EWPSO) on January 21, 2026. Please refer to Appendix F, Pages 1-39, for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no jurisdictional streams are located within the project area. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

Open Water Feature(s)	**Presence**	**Impacts**	
		Yes	**No**
Reservoirs			
Lakes	X	X	
Farm Ponds			
Retention/Detention Basin			
Storm Water Management Facilities			
Other:			

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

Based on the desktop review, the aerial map of the project area (Appendix B, Page 3), and the RFI report (Appendix E, Pages 1-12), there are eight open water features with the 0.5-mile search radius. There are two open water features adjacent to the project area, which was updated to one following the site visit on September 16, 2024, by Butler, Fairman, & Seufert, Inc.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT EWPSO on January 21, 2026. Please refer to Appendix F, Pages 1-39, for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that one open water feature, Pine Lake, is located in the southwest quadrant of the US 35 and Johnson/Severs Road intersection. Pine Lake is likely a Water of the U.S. due to surface connection to Kankakee River, a traditional navigable waterway (TNW). The USACE makes all final determinations regarding jurisdiction.

Pine Lake is of average quality due to presence of aquatic wildlife populations, relatively low turbidity, frequent motorboat activity, and extensive residential development surrounding the lake. The OHWM elevation within the project area is approximately 800 feet above mean sea level (Appendix F, Pages 1-39).

The drainage infrastructure to be installed as part of the project will include an outlet into Pine Lake. Revetement riprap will be placed in Pine Lake at the pipe outlet. Up to approximately 15 linear feet (0.002 acre) of permanent impacts below the OHWM Pine Lake are expected due to installation of the outlet and placement of riprap. No temporary impacts are anticipated. A USACE Section 404 Nationwide Permit (NWP), IDEM Section 401 Regional General Permit (RGP), and an Indiana DNR Lake Preservation Act Permit will likely be required due to anticipated impacts below the OHWM of Pine Lake. Avoidance of Pine Lake was considered but was determined to be infeasible due to the scope of the project. The drainage infrastructure improvements have been designed to effectively move stormwater through the project area while minimizing ROW acquisition and ground disturbance as much as possible. Impacts to Pine Lake as a result of the pipe outlet and riprap placement are unavoidable but have been minimized as much as possible. No mitigation is anticipated to be required.

IDNR-DFW responded on June 21, 2024, with recommendations to avoid and minimize impacts to aquatic environments, including

measures for erosion and sediment control (Appendix C, Pages 12-13). Applicable recommendations are included in the *Environmental Commitments* section of this document.

	Presence	Impacts Yes	Impacts No
Wetlands			

Total wetland area: N/A Acre(s) Total wetland area impacted: N/A Acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
N/A	N/A	N/A	N/A	N/A

Wetlands (*Mark all that apply*)	Documentation	ESD Approval Dates
Wetland Determination	X	January 21, 2026*
Wetland Delineation		
USACE Isolated Waters Determination		

*The *Waters of the U.S. Determination / Wetland Delineation Report* was initially approved by INDOT EWPSO on October 16, 2024. It was revised and re-approved on October 20, 2025, as the project limits were expanded to include Pine Lake. The report was again revised and re-approved on January 21, 2026, after the southern portion of the project limits were extended slightly.

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

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

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

Based on the desktop review, the aerial map of the project area (Appendix B, Page 3), and the RFI report (Appendix E, Pages 1-12), there are fifteen wetlands within the 0.5-mile search radius. There are three wetlands within or adjacent to the project area. That number was updated to zero wetlands within the project area based on the site visit on September 16, 2024, by Butler, Fairman, & Seufert, Inc.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology, Waterway Permitting, & Stormwater Office (EWPSO) on January 21, 2026. Please refer to Appendix F, Pages 1-39, for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no wetlands are located within the project area. The USACE makes all final determinations regarding jurisdiction.

	Presence	Impacts Yes	Impacts No
Terrestrial Habitat	X	X	

Total terrestrial habitat in project area: 2.50 Acre(s) Total tree clearing: 0.95 Acre(s)

Describe types of terrestrial habitat (i.e. forested, grassland, farmland, lawn, etc) adjacent or within the project area. Include whether

or not impacts will occur to habitat identified. Include total terrestrial habitat impacted and total tree clearing that will occur. Discuss measure to avoid, minimize, and mitigate if impacts will occur.

Based on a desktop review, a site visit on September 16, 2024, and the aerial map of the project area (Appendix B, Page 3), there are maintained lawns/turf, roadside vegetation, and forested land in the area to be disturbed by the project. Total terrestrial habitat to be disturbed by the project is approximately 2.50 acres. The project will require approximately 0.95 acre of tree removal/trimming, including upland forest and individual trees along the roadside. Dominant tree species to be removed/trimmed include sugar maple (*Acer saccharum*), eastern cottonwood (*Populus deltoides*), and black walnut (*Juglans nigra*).

Impacts to terrestrial habitat are unavoidable due to the need for roundabout construction, grading, and installation of drainage infrastructure. The proposed alignment is based on design constraints and minimization of impacts to environmental resources. Disturbance of terrestrial habitat will be avoided to the greatest extent possible.

The IDNR-DFW responded to the early coordination letter on June 21, 2024, with recommendations to manage runoff, implement erosion control measures, minimize habitat impacts, and revegetate all bare and disturbed areas (Appendix C, Pages 12-13). All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

Protected Species

Federally Listed Bats	**Yes**	**No**
Information for Planning and Consultation (IPaC) determination key completed	X	
Section 7 informal consultation completed		X
Section 7 formal consultation Biological Assessment (BA) required		X

Determination Received for Listed Bats from USFWS: NE [ ] NLAA [X] LAA [ ]

Other Federally Listed Species Not Included in IPaC Determination Key	**Yes**	**No**
Additional federal species found in project area (based on IPaC species list)	X	
State species (not bird) found in project area (based upon consultation with IDNR)		X

Migratory Birds	**Yes**	**No**
Known usage or presence of birds (i.e. nests)		X
State bird species based upon coordination with IDNR		X

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

According to the IDNR-DFW early coordination response letter dated June 21, 2024 (Appendix C, Pages 12-13), the Natural Heritage Program's Database has been checked and to date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the vicinity. An INDOT 0.5-mile bat review occurred on November 4, 2025, and did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, Pages 28-42). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and northern long-eared bat (NLEB) (*Myotis septentrionalis).* Three other species were generated in the IPaC species list along with the Indiana bat and NLEB. Refer to the paragraph below.

The project qualifies for the *Rangewide Programmatic Informal Consultation for the Indiana bat, northern long-eared bat (NLEB), and tricolored bat*, dated December 2024, between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on May 19, 2026, and based on the responses provided, the project was found to "Not Likely to Adversely Affect" (NLAA) the Indiana bat and/or the NLEB (Appendix C, Pages 14-27). INDOT reviewed and verified the effect finding on May 27, 2026, and requested USFWS's review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) include directing temporary lighting away from suitable bat habitat, installing downward-facing, full cut-off lens lights where new permanent lighting is proposed, limiting tree removal/trimming to only what is necessary, ensuring trees to be removed/trimmed are well marked, ensuring all tree removal/trimming takes place within 100 feet of the roadway during the inactive bat season, and ensuring that all operators, employees, and contractors are aware of the project's environmental commitments. AMMs and/or

commitments are included as firm commitments in the *Environmental Commitments* section of this document.

The official species list from IPaC indicated three other species present with the project area. These include:

- Salamander mussel (*Simpsonaias ambigua*) – Proposed Endangered
- Whooping Crane (*Grus americana*) – Experimental population, non-essential
- Monarch Butterfly (*Danaus plexippus*) – Proposed threatened

Because the whooping crane is listed as an experimental population, no further consultation with USFWS is required for this species. The proposed endangered salamander mussel and monarch butterfly have proposed critical habitat, but the project does not overlap the proposed critical habitat for these species and will not jeopardize their continued existence. Therefore, no further consultation is required for these species.

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

Geological and Mineral Resources	**Yes**	**No**
Project located within the Indiana Karst Region		X
Karst features identified within or adjacent to the project area		X
Oil/gas or exploration/abandoned wells identified in the project area		X

Date Karst Evaluation reviewed by INDOT EWPSO (if applicable): N/A

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

Based on a desktop review, the aerial map of the project area (Appendix B, Page 3), the early coordination response from IGWS (Appendix C, Pages 4-5), and the RFI report (Appendix E, Pages 1-12), there are two petroleum wells located within the 0.5-mile search radius. The nearest petroleum well is located approximately 0.24 mile east of the project area. No impacts are expected.

Based on a desktop review and the Indiana Karst Region map, the project is located outside the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topo map of the project area (Appendix B, Page 2), and the RFI report (Appendix E, Pages 1-12), there are no karst features identified within or adjacent to the project area. In the early coordination response dated May 22, 2024, the IGWS did not indicate that karst features exist in the project area (Appendix C, Pages 4-5). The IGWS response indicated a moderate liquefaction potential, presence of a floodway, a high potential for sand and gravel resources, and the potential for the presence of active or abandoned petroleum exploration wells near the site. The RFI did identify two petroleum wells within the 0.5-mile search radius, but neither are located within or adjacent to the project limits. The features will not be affected due to the limited scope of the project. Response from IGWS has been communicated with the designer on January 7, 2025. No impacts are expected.

SECTION C – OTHER RESOURCES

	Presence	**Impacts**	
Drinking Water Resources		**Yes**	**No**
Wellhead Protection Area(s)			
Source Water Protection Area(s)			
Water Well(s)	X		X
Urbanized Area Boundary	X		X
Public Water System(s)	X	X	

	Yes	No
Is the project located in the St. Joseph Sole Source Aquifer (SSA):		X
If Yes, is the FHWA/EPA SSA MOU Applicable?		
If Yes, is a Groundwater Assessment Required?		

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

Sole Source Aquifer
The project is located in LaPorte County, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/United States 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
The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on January 7, 2025, by USI Consultants, Inc. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

Water Wells
The Indiana Department of Natural Resources Water Well Record Database website (https://www.in.gov/dnr/water/ground-water-wells/water-well-record-database/) was accessed on April 9, 2026, by USI Consultants, Inc. Several unconsolidated water wells are mapped near the intersection. None of the wells are located within the project area. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that these wells will be affected, a cost to cure will likely be included in the appraisal to restore the wells.

Municipal Separate Storm Sewer Systems (MS4)
Based on a desktop review of IDEM: Water Quality In Indiana: MS4s Boundaries Map for Indiana by USI Consultants, Inc. on January 7, 2025, this project is located in an MS4. Early coordination letters were sent on May 22, 2024, to the LaPorte County MS4 Coordinator and the City of LaPorte MS4 Coordinator. The MS4 coordinators did not respond within the 30-day timeframe. The project aims to improve storm water infrastructure within the project area and will comply with the City of La Porte and LaPorte County storm water quality management plans. Off-pavement impacts at the project location are unavoidable to construct a roundabout and meet the purpose and need of the project. Best Management Practices (BMPs) to reduce sediment and construction runoff leaving the project site will be used throughout construction.

Public Water System
Based on a desktop review, a site visit on April 24, 2024, by USI Consultants, Inc., and the aerial map of the project area (Appendix B, Page 3), this project is located where there is a public water system. The City of La Porte Water Department has facilities present within the project area, including eight-inch and twelve-inch water main and fire hydrants. Early Coordination letters were sent to the City of La Porte on May 22, 2024, and no responses were received within the 30-day comment period. Utility coordination with the City of La Porte is ongoing, and impacts to the public water will be minimized as much as possible as the project progresses.

Floodplains	**Presence**	**Impacts** Yes	**Impacts** No
Project located within a regulated floodplain			
Longitudinal encroachment			
Transverse encroachment			
Homes located in floodplain within 1000' up/downstream from project			

If applicable, indicate the Floodplain Level?

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

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

The IDNR Indiana Floodway Information Portal (INFIP) is used to determine whether a project falls within a regulatory floodplain. Users create a Floodplain Analysis and Regulatory Assessment (FARA) with the FARA Report Generator, and results help determine the need for an IDNR Construction in a Floodplain (CIF) permit.

The IDNR INFIP website (https://www.in.gov/dnr/water/surface-water/indiana-floodplain-mapping/indiana-floodplain-information-portal/) was accessed on January 7, 2025, by USI Consultants, Inc. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, Page 16). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

	Presence	Impacts	
Farmland		**Yes**	**No**
Agricultural Lands			
Prime Farmland (per NRCS)			

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

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

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

Based on a desktop review, a site visit on April 24, 2024, by USI Consultants, Inc., the aerial map of the project area (Appendix B, Page 3), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected. An early coordination letter was sent on May 22, 2024, to NRCS. NRCS responded on June 5, 2024, indicating that the project will not cause a conversion of prime farmland (Appendix C, Page 11).

SECTION D – CULTURAL RESOURCES

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

Full 106 Effect Finding

No Historic Properties Affected		No Adverse Effect	X	Adverse Effect	

Eligible and/or Listed Resources Present

NRHP Building/Site/District(s)	X	Archaeology		NRHP Bridge(s)	

Documentation Prepared	**Mark all that apply**	**SHPO Concurrence Date(s)**
Effect Determination/800.11 Documentation	X	November 17, 2025
Historic Properties Report or Short Report	X	
Archaeological Phase Ia Survey Report	X	
Archaeological Phase Ic Survey Report		**SHPO and FHWA**
Other:		**Concurrence Date(s)**
Memorandum of Agreement (MOA)		

If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project requires full Section 106, use the headings provided. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of the paper(s) and the comment period deadline. Include any further

Section 106 work which must be completed at a later date, such as mitigation from a MOA or avoidance commitments.

Section 106 of the National Historic Preservation Act (NHPA) requires FHWA to evaluate proposed actions for impacts to properties listed on or eligible for listing in the National Register of Historic Places (NRHP).

Area of Potential Effect (APE):
The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE for this project includes the existing and proposed ROW, immediately adjacent properties, and those areas where a visual differentiation may occur between an existing structure and the project area. The APE generally consists largely of a one-property-deep corridor around the intersection and approaches and has an area of 14.29 acres. Refer to Appendix D, Pages 14 and 17-28 for maps and photographs of the APE.

Coordination with Consulting Parties:
An early coordination letter was sent to the following stakeholders by United States Postal Service (USPS) mail or by email dated April 15, 2024, inviting them to participate as a consulting party for the project (Appendix D, Page 45-47).

Recipient	Response Date
NIRPC	April 16, 2024
Miami Tribe of Oklahoma	May 7, 2024
Pokagon Band of Potawatomi Indians	May 10, 2024
Indiana State Historic Preservation Officer (SHPO)	May 14, 2024
Indiana Landmarks Northern Regional Office	No Response Received
LaPorte County Historian	No Response Received
LaPorte County Historical Society	No Response Received
Preserve Historic La Porte	No Response Received
LaPorte County Commissioners	No Response Received
LaPorte County Highway Department	No Response Received
La Porte Mayor	No Response Received
LaPorte County Genealogical Society	No Response Received
Eastern Shawnee Tribe of Oklahoma	No Response Received
Peoria Tribe of Oklahoma	No Response Received
Shawnee Tribe	No Response Received
Forest County Potawatomi Community	No Response Received
Turtle Mountain Band of Chippewa Indians	No Response Received

The NIRPC responded on April 16, 2024, and accepted consulting party status (Appendix D, Page 52).

The Miami Tribe of Oklahoma responded on May 7, 2024, and stated they had no objection to the proposed project (Appendix D, Page 53).

The Pokagon Band of Potawatomi Indians responded on May 10, 2024, and stated that the proposed work is occurring within a mile of known archaeological sites, historic sites, or features that are considered sensitive or recorded in the Pokagon Band Historic Inventory Database. They also stated that the project will have “No Adverse Effect” on any historic, religious, or culturally significant resources to the Pokagon Band of Potawatomi Indians (Appendix D, Page 54).

The SHPO (automatically considered a consulting party) responded on May 14, 2024, and stated they were not aware of any additional consulting parties that should be invited (Appendix D, Page 55).

No other responses to the Section 106 early coordination letter were received.

Archaeology:
A Phase Ia archaeological survey was completed for the project by qualified professionals at NS Services, LLC on May 15, 2024. The investigation surveyed 14.29 acres surrounding the project area and involved visual inspection and shovel probing. No archaeological sites were identified in the survey area, and no further archaeological work was recommended. A Phase Ia Archaeological Report was prepared by NS Services, LLC (Plunkett, 2024), and submitted to INDOT CRO for review. INDOT CRO approved the Phase Ia report on October 29, 2024, and the document was distributed to consulting parties on November 6, 2024 (Appendix D, Page 65), and to Tribal consulting parties on July 14, 2025 (Appendix D, Page 77).

The SHPO responded to the Phase Ia Archaeological Report on December 6, 2024, and stated they concur that no further archaeological investigations appear to be necessary. The SHPO also noted that a Cemetery Development Plan would be necessary if ground disturbing activities take place within 100 feet of Pine Lake Cemetery (Appendix D, Pages 66-67).

The Forest County Potawatomi Community (FCPC) responded on August 12, 2025, and offered a finding of "No Historic Properties Affected" of significance to the FCPC and requested to be included as a consulting party for the project (Appendix D, Page 79).

The Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians of Michigan (MBPI: Gun Lake Tribe) responded on September 5, 2025, and stated they have not identified any information concerning the presence of any significant resources within the APE (Appendix D, Page 80).

No other responses to the archaeology report were received.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646.

Historic Properties:
The NRHP and the Indiana Register of Historic Sites and Structures (State Register) were consulted by Butler, Fairman, & Seufert, Inc. on February 16, 2024. No listed properties were found within the APE. The Indiana State Historic Architectural and Archaeological Research Database (SHAARD), and the Indiana Historic Buildings, Bridges, and Cemeteries (IHBCC) Map were checked by Butler, Fairman, & Seufert, Inc. on February 16, 2024, and revealed two previously surveyed properties within the APE. An IDNR Division of Historic Preservation and Archelogy (DHPA)-Qualified Professional Architectural Historian with Butler, Fairman, & Seufert, Inc. conducted a site visit on March 14, 2024. Information from the site visit and research regarding historic resources were compiled into a Historic Property Report (HPR). The HPR recommended two properties eligible for listing in the NRHP (Appendix D, Pages 37-39):

- Pine Lake Cemetery is located at 1367 Pine Lake Avenue in the southeast quadrant of US 35 and Severs Road and is rated 'notable'. The property contains approximately seven mausoleums and buildings, as well as Gothic chapel. The property exhibits good integrity and characteristic features of mid-to-late nineteenth century cemetery design following the rural cemetery and lawn park cemetery movements, including the landscape, monument/plot types, and Gothic chapel. Therefore, this property is recommended for listing the NRHP under Criterion C for significance of landscape architecture.

- W.A. Jones Farm is located at 263 West Johnson Road, west of US 35, and is rated 'notable'. The property includes a house, gatehouse, and barn. The property is an excellent example of the Neoclassical Style and displays porch and roof details emblematic of period design details. Therefore, this property is recommended for listing in the NRHP under Criterion C.

The HPR was uploaded to Indiana Section 106 Consultation and Outreach Portal Enterprise (IN SCOPE) and distributed to consulting parties for review and comment on August 28, 2024 (Appendix D, Pages 56-58).

The FCPC responded on September 18, 2024, and stated that the project falls within the current geographic area of interest to the FCPC, and requested a copy of the archaeology report and SHPO comments for the project (Appendix D, Page 61).

The Miami Tribe of Oklahoma responded on September 30, 2024, and stated they offer no objection to the project at this time, as they are not currently aware of existing documentation directly linking a specific Miamai cultural or historic site to the project area. They also requested to be consulted immediately if any human remains, Native American cultural items, or archaeological evidence is discovered during any phase of the project (Appendix D, Page 62).

SHPO responded on September 30, 2024, and concurred with the HPR that Pine Lake Cemetery and W.A. Jones Farm are eligible for listing in the NRHP under Criterion C. However, SHPO disagreed with the proposed historic property boundary of Pine Lake Cemetery and recommended that the boundary should include other areas as shown in property records (Appendix D, Pages 63-64). INDOT elected to defer to SHPO's recommendations for the cemetery property, and the recommended boundary is depicted on Appendix D, Page 15.

No other responses to the HPR were received.

Documentation Findings:
On October 14, 2025, INDOT, on behalf of FHWA, issued a finding of "No Adverse Effect" for the project (Appendix D, Pages 1-9). On October 16, 2025, the finding of "No Adverse Effect" and 800.11 documentation was distributed to SHPO and other consulting parties for review and comment. SHPO responded on November 17, 2025, and concurred with the effect finding (Appendix D, Page 81-82).

On April 1, 2026, INDOT CRO determined a Note to File (NTF) was appropriate to document minor changes to the project area. The NTF was approved by INDOT CRO on May 19, 2025, and validates the original Section 106 documentation and "No Adverse Effect" finding (Appendix D, Pages 84-87).

Public Involvement:
To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of "No Adverse Effect" was published in the Herald Dispatch on October 23 and October 30, 2025, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on November 29, 2025. No comments were received. The text of the public notice and the affidavit of publication appear in Appendix D, Page 83.

No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

	Presence	Use	
Parks and Other Recreational Land		Yes	No
Publicly owned park			
Publicly owned recreation area			
Other (school, state/national forest, bikeway, etc.)			
Wildlife and Waterfowl Refuges			
National Wildlife Refuge			
National Natural Landmark			
State Wildlife Area			
State Nature Preserve			
Historic Properties			
Site eligible and/or listed on the NRHP	X	X	

	Evaluations Prepared
Programmatic Section 4(f)	
"De minimis" Impact	X
Individual Section 4(f)	
Any exception included in 23 CFR 774.13	

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

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

Based on a desktop review, the aerial map of the project area (Appendix B, Page 3), and the RFI report (Appendix E, Pages 1-12), there are three potential 4(f) resources located within the 0.5-mile search radius. According to additional research, and by the site visit on April 24, 2024, by USI Consultants, Inc., there are two 4(f) resources located within or adjacent to the project area. Both of the 4(f) resources, W.A. Jones Farm and Pine Lake Cemetery, are eligible for listing in the NRHP and therefore are protected by Section 4(f).

Pine Lake Cemetery is located in the southeast quadrant of the intersection, and a portion of the property lies on the north side of Severs Road. The project will convert property from the cemetery to a transportation use. The project will require approximately 1.12 acres of permanent ROW and 0.04 acre of temporary ROW from the cemetery property to accommodate the intersection improvements. INDOT, acting on behalf of FHWA, determined a Section 106 finding of "No Adverse Effect." Therefore, a "*de minimis*"

finding for the Pine Lake Cemetery property has been issued and FHWA's responsibilities under Section 4(f) have been satisfied (Appendix D, Pages 1-2).

W.A. Jones Farm is located adjacent to the western reach of project area. The property is outside of the project's construction limits. As the project will not convert property to a transportation use, and a "No Adverse Effect" Section 106 finding has been determined for the property, no Section 4(f) evaluation is required for this property (Appendix D, Pages 1-2). The project will not use this resource by taking permanent or temporary ROW and will not indirectly use the resource in such a way that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. Therefore, no 4(f) use is expected.

Section 6(f) Involvement	**Presence**	**Use**	
		Yes	**No**
Section 6(f) Property			

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

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

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

SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project	**Yes**	**No**
Is the project in the most current STIP/TIP?	X	
Is the project located in an MPO Area?	X	
Is the project in an air quality non-attainment or maintenance area?	X	
If Yes, then:		
Is the project in the most current MPO TIP?	X	
Is the project exempt from conformity?	X	
If No, then:		
Is the project in the Transportation Plan (TP)?		
Is a hot spot analysis required (CO/PM)?		

Location in STIP: By Reference

Name of MPO (if applicable): Northwestern Indiana Regional Planning Commission (NIRPC)

Location in TIP (if applicable): Page 51, NIRPC FY 2026-2030 TIP

Level of MSAT Analysis required?

Level 1a [X] Level 1b [ ] Level 2 [ ] Level 3 [ ] Level 4 [ ] Level 5 [ ]

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

This project is included in the Fiscal Year (FY) 2026-2030 NIRPC Metropolitan Planning Organization Transportation Improvement Program (MPO TIP) which has been incorporated by reference into the FY 2026-2030 State Transportation Improvement Program (STIP) (Appendix H, Pages 1-5). The current STIP listing shows the accurate project funding amounts and fiscal years pursuant to modification, M26-01 (Appendix H, Page 6).

The project is located in LaPorte County, which is currently a maintenance area for Ozone, under the 8-hour 1997 standard, which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, et. Al. Decision. The project's design concept and scope are accurately reflected in both the NIRPC Transportation Plan (TP) and the TIP and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.

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

SECTION G – NOISE

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

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

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

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

SECTION H – COMMUNITY IMPACTS

Community Impacts Assessment (CIA) Procedure	**Yes**	**No**
Did project screening require completion of Steps 2 through 4 of the CIA Procedure?		

Regional, Community & Neighborhood Factors	**Yes**	**No**
Will the proposed action comply with the local/regional development patterns for the area?	X	
Will the proposed action result in substantial impacts to community cohesion?		X
Will the proposed action result in substantial impacts to local tax base or property values?		X
Will construction activities impact community events (festivals, fairs, etc.)?		X
Does the community have an approved transition plan?	X	
If No, are steps being made to advance the community's transition plan?		
Does the project comply with the transition plan? (explain in the discussion below)	X	

Discuss the results of the CIA assessment and report (if applicable). Discuss how the project complies with the area's local/regional development patterns; whether the project will impact community cohesion; and impact community events. Discuss how the project conforms with the ADA Transition Plan.

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin in programs or activities that receive federal financial assistance. This means that recipients of federal funds cannot exclude individuals from participating in, deny them benefits from, or subject them to discrimination under these programs. This document was submitted to INDOT prior to the July 1, 2026, implementation of the *INDOT Community Impacts Analysis (CIA) Procedure*. Therefore, no project screening or analysis was required.

The project is consistent with the NIRPC 2026-2030 TIP (available online at https://www.in.gov/indot/files/STIP_FY26-30_NIRPC_TIP.pdf), and the goal to improve vehicular transportation and safety throughout the region.

The project complies with the City of La Porte Indiana Title II ADA Transition Plan (https://www.cityoflaporte.com/files/City_of_LaPorte_ADA%20Transition%20Plan_draft_wAttachments.pdf), adopted in November 1994 and most recently revised on February 22, 2023, as it implements outlined ADA standards in the planned curb ramps and crosswalks throughout the roundabout. The project also complies with LaPorte County Government ADA Transition Plan (https://laporteco.in.gov/Resources/Highway/ADATransitionPlan.pdf),

adopted in 2013, as it implements outlined ADA standards in the planned curb ramps and crosswalks. Currently, there are no pedestrian facilities surrounding the intersection. The project will result in improved access for pedestrians by the addition of ADA-compliant crosswalks and curb ramps, as well as grading to accommodate future construction of sidewalks in the area.

Various community events will be occurring in the City of La Porte throughout construction, verified online at https://livinthelakelife.org/event/. No known events will be occurring within the immediate vicinity of the project. Access to all properties will be maintained throughout construction. Therefore, no impacts to community events are anticipated.

Public Facilities and Services

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

Based on a desktop review, the aerial map of the project area (Appendix B, Page 3) and the RFI report (Appendix E, Pages 1-12), there is one religious facility, one school, two recreational facilities, four pipelines, two railroads, and one trail segment located within the 0.5 mile of the project. There are two public facilities, including Pine Lake Cemetery and a NIPSCO pipeline, located within or adjacent to the project area. That number was confirmed by the site visit on April 24, 2024, by USI Consultants, Inc. Access to Pine Lake Cemetery will be maintained throughout construction and impacts to the cemetery are discussed in further detail in the Section 106 and Section 4(f) sections of this document. The approved RFI and coordination with SHPO indicated that a Cemetery Development Plan (CDP) will be needed if ground disturbing activity will take place within 100 feet of marked graves within Pine Lake Cemetery (Appendix E, Page 2, & Appendix D, Page 5). As project impacts will be limited to within the proposed new ROW from the Pine Lake Cemetery property, which is limited to locations adjacent to the existing road ROW which are sloped, forested, or adjacent to the maintenance barn with no marked graves, no Cemetery Development Plan was required for the project (Appendix D, Page 6).

Utility coordination for the project is ongoing and will continue as the project advances. Notice was sent in June of 2024 to the following: NIPSCO, City of La Porte, Comcast, Surf Internet, and Frontier. Utilities confirmed to lie within the project limits include NIPSCO gas, City of La Porte water and wastewater, and Surf Internet. Construction impacts are expected. Utility coordination with NIPSCO indicated the utility has natural gas facilities within the project area, including 8-inch steel, 2-inch steel, and 2-inch plastic pipes. NIPSCO plans to relocate their facilities as needed outside of the construction limits. Coordination with the City of La Porte indicated there are facilities present within the project area, including eight-inch and twelve-inch water mains and fire hydrants, as well as a 4-inch sanitary force main and lift station. The facilities will be relocated outside of the project limits as necessary. Coordination with all utilities that will potentially be impacted by the project is ongoing, and relocations will occur as needed. Access to all properties will be maintained.

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.

If proposed project-related ground-disturbing activities are planned for areas within 100 feet of the cemetery or burial ground, be aware of the cemetery development plan requirements in Indiana Code 14-21-1-26.5. Any cemetery or burial ground must be avoided by all proposed project-related ground-disturbing activities, and provisions of relevant state statutes regarding cemeteries (including IC 14-21-1-27 and IC 23-14) must be adhered to. Be aware of Indiana Code 23-14-44-1 and Indiana Code 23-14-44-2, regarding restrictions on roads and utility construction in cemeteries.

All applicable recommendations are included as firm commitments in the *Environmental Commitments* section of this document.

Relocation of People, Businesses or Farms	**Yes**	**No**
Will the proposed action result in the relocation of people, businesses or farms?		X
Is a BIS or CSRS required?		X

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

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

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

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)	**Documentation**
Red Flag Investigation (RFI)	X
Phase I Environmental Site Assessment (Phase I ESA)	
Phase II Environmental Site Assessment (Phase II ESA)	
Design/Specifications for Remediation required?	

Date RFI concurrence by INDOT SAM (if applicable): June 11, 2024

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

Based on a review of Geographic Information System (GIS) and available public records, the RFI was completed on September 7, 2023, by USI Consultants and INDOT SAM provided their concurrence on September 13, 2023 (Appendix E, Pages 1-12). The RFI identified two state cleanup sites, four underground storage tanks (USTs), one voluntary remediation program site, three leaking underground storage tanks (LUSTs), one landfill boundary, three institutional control sites, and three national pollution discharge elimination system (NPDES) facilities located within 0.5-mile of the project area.

Three of the identified hazmat sites could affect the project area:

- UST Sites: Pine Lake Cemetery Association, 1367 Pine Lake Drive, AI ID #32475, is located adjacent to the southeast of the project area. According to the Certification for Underground Storage Tanks form and documentation received by IDEM on March 12, 1990, two (2) 275-gallon USTs, one (1) diesel and one (1) gasoline, were permanently taken out of service by removal from the ground on May 10, 1989. No further investigation has ever been done. In addition to petroleum contamination, it is possible that lead would be in the soil/groundwater. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

- LUST Sites/Institutional Controls: Head of the Pack Inc Dba Port Stop (also referred to as Family Express Corporation), Agency ID 31507, is located at 243 W Johnson Road adjacent to the northwest of the project area. IDEM issued a No Further Action Determination Approval Pursuant to IDEM RISC Guidance on November 21, 2014. The closure was RISC, non-default, industrial for subsurface soil and groundwater. Because soil and groundwater contamination remain on-site, an Environmental Restrictive Covenant (ERC) was recorded on October 7, 2014. The ERC places restrictions on land and groundwater uses. The ERC also requires that any soil disturbed as a result of excavation and construction activities be restored in a manner such that any remaining contaminants concentrations present at the property do not present a threat to human health or the environment. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Proper handling removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to management report contamination.

  An early coordination letter was sent to IDEM Institutional Controls on May 22, 2024 (Appendix C, Pages 1-3). A response was received on May 28, 2024, stating that IDEM Institutional Controls reviewed the ERC associated with the site and does not have any concerns with the proposed work as it pertains to the restrictions in the ERC, provided that proper handling, removal, and disposal of potentially contaminated soil and/or groundwater is conducted in accordance with applicable laws, when and where appropriate (Appendix C, Pages 8-9).

- Landfill Boundaries: One landfill boundary, associated with the Johnson Road Teledyne Dump (also referred to as the Port Stop Citgo), Agency ID 31507, Facility ID 18077, is located at 243 W Johnson Road within adjacent to the northwest of the project area. The Port Stop Citgo (now the Family Express) is in the southern portion of the landfill boundary. The landfill boundary extends another 0.10 mile to the north of the Family Express. The Dump is not mentioned in VFC documents, but the GIS information lists the site as a 5.18 acre site that received industrial waste. Since this is potentially an antique landfill site, coordination is recommended with IDEM Office of Land Quality, Kim Vedder, kvedder@idem.in.gov. Depending on IDEM's response, further coordination may be necessary with INDOT SAM.

  Coordination occurred with IDEM Office of Land Quality on December 5, 2024 (Appendix E, Pages 13-14). IDEM stated that the

site is believed to contain a former pond that was filled with foundry waste and recommended the following before starting construction:

1. Initial exploratory test pits or borings should be advanced to confirm or deny the presence of waste and its composition in the anticipated area of proposed work.
2. If waste is excavated, it needs to be properly disposed of in a permitted MSW Landfill. IDEM can provide guidance and approval for remediation/excavation or use of the dump.
3. Special attention should be given to leachate control during the excavation activity, including run-on and run-off controls for the excavated areas.
4. Special attention should be given to the potential for explosive gas to be present.
5. All exposed waste not removed will need to be recovered with 2 feet of soil, graded, and vegetated.

Following approval of the RFI and the abovementioned coordination with IDEM Institutional Controls and Office of Land Quality, there was a change to the project limits. As design progressed, the southern portion of the project area along US 35 was extended approximately 115 feet southeast. In an email dated January 9, 2026, INDOT SAM stated that as no additional resources are impacted by the updated project area, an RFI addendum is not required (Appendix E, Pages 15-16).

All applicable recommendations are included as firm commitments in the *Environmental Commitments* section of this document.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)	**Likely Required**
Army Corps of Engineers (404/Section10 Permit)	
Nationwide Permit (NWP)	X
Regional General Permit (RGP)	
Individual Permit (IP)	
Other (e.g., Section 408)	
IN Department of Environmental Management (401/Isolated Wetlands/CSGP)	
Nationwide Permit (NWP)	
Regional General Permit (RGP)	X
Individual Permit (IP)	
Isolated Wetlands	
Construction Stormwater General Permit (CSGP)	X
Other	
IN Department of Natural Resources	
Construction in a Floodway	
Navigable Waterway Permit	
Other	X
US Coast Guard Section 9 Bridge Permit	
FAA Permit	
Other Permits (Please discuss in the discussion below)	
Mitigation Required	

List the permits likely required for the project and summarize why the permits are needed, including permits designated as "Other". If mitigation is required, this should be explained.

A USACE Section 404 NWP and an IDEM Section 401 RGP will likely be required due to anticipated impacts below the OHWM of Pine Lake.

An IDNR Lake Preservation Act permit may also be required for the proposed work below the OHWM of Pine Lake.

The project will require a Construction Stormwater General Permit (CSGP) from IDEM due to disturbance of more than 1.0 acre.

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

recommendations.

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

ENVIRONMENTAL COMMITMENTS

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

Firm:

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT 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 right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the U.S. Army Corps of Engineers permit. (INDOT EWPSO)

4. General AMM1 (GAMM1): Ensure all operators, employees, and contractors working in areas of the Indiana bat, NLEB, or TCB suitable habitat are aware of all Transportation Agency environmental commitments, including all applicable AMMs. (USFWS)

5. Lighting AMM1 (LAMM1): Direct temporary lighting away from suitable habitat during the active season. (USFWS)

6. Lighting AMM2 (LAMM2): When installing new/additional permanent lighting or replacing existing permanent lights, use downward-facing, full cut off lens lights (with same intensity or less for replacement lighting); or for those Transportation Agencies using Backlight Uplight and Glare (BUG) system developed by the Illuminating Engineering Society, the project should be as close to 0 for all three ratings with a priority of “uplight” of 0 and “backlight” as low as practicable http://www.escolighting.com/PDFfiles/BUG_rating.pdf. (USFWS)

7. Tree Removal/Trimming AMM1 (TRTAMM1): Modify all phases/aspects of the project (e.g. temporary work areas, alignments) to the extent practicable to avoid tree removal/trimming in excess of what is required to implement the project safely. (USFWS)

8. Tree Removal/Trimming AMM2 (TRTAMM2): Ensure tree removal/trimming is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g. install bright colored flagging/fencing prior to any tree removal/trimming to ensure contractors stay within clearing limits. (USFWS)

9. Tree Removal/Trimming AMM3 (TRTAMM3): Ensure tree removal/trimming is limited to the inactive season, occurs within 100 ft of the road/rail surface, and is outside of documented habitat for the Indiana bat, NLEB, and TCB. (USFWS)

10. Pine Lake Cemetery Association, 1367 Pine Lake Drive, AI ID #32475, is located adjacent to the southeast of the project area. According to the Certification for Underground Storage Tanks form and documentation received by IDEM on March 12, 1990, two (2) 275-gallon USTs, one (1) diesel and one (1) gasoline, were permanently taken out of service by removal from the ground on May 10, 1989. No further investigation has ever been done. In addition to petroleum contamination, it is possible that lead would be in the soil/groundwater. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM)

11. Head of the Pack Inc Dba Port Stop (also referred to as Family Express Corporation), Agency ID 31507, is located at 243 W Johnson Road adjacent to the northwest of the project area. IDEM Institutional Controls reviewed the ERC associated with the site and does not have any concerns with the proposed work as it pertains to the restrictions in the ERC, provided that proper handling, removal, and disposal of potentially contaminated soil and/or groundwater is conducted in accordance with applicable laws, when and where appropriate. (IDEM Institutional Controls)

12. A landfill boundary, associated with the Johnson Road Teledyne Dump (also referred to as the Port Stop Citgo), Agency ID 31507, Facility ID 18077, is located at 243 W Johnson Road within adjacent to the northwest of the project area. Initial

exploratory test pits or borings should be advanced to confirm or deny the presence of waste and its composition in the anticipated area of proposed work. (IDEM Office of Land Quality)

13. A landfill boundary, associated with the Johnson Road Teledyne Dump (also referred to as the Port Stop Citgo), Agency ID 31507, Facility ID 18077, is located at 243 W Johnson Road within adjacent to the northwest of the project area. If waste is excavated, it needs to be properly disposed of in a permitted MSW Landfill. IDEM can provide guidance and approval for remediation/excavation or use of the dumps. (IDEM Office of Land Quality)

14. A landfill boundary, associated with the Johnson Road Teledyne Dump (also referred to as the Port Stop Citgo), Agency ID 31507, Facility ID 18077, is located at 243 W Johnson Road within adjacent to the northwest of the project area. Special attention should be given to leachate control during the excavation activity, including run-on and run-off controls for the excavated areas. (IDEM Office of Land Quality)

15. A landfill boundary, associated with the Johnson Road Teledyne Dump (also referred to as the Port Stop Citgo), Agency ID 31507, Facility ID 18077, is located at 243 W Johnson Road within adjacent to the northwest of the project area. Special attention should be given to the potential for explosive gas to be present. (IDEM Office of Land Quality)

16. A landfill boundary, associated with the Johnson Road Teledyne Dump (also referred to as the Port Stop Citgo), Agency ID 31507, Facility ID 18077, is located at 243 W Johnson Road within adjacent to the northwest of the project area. All exposed waste not removed will need to be recovered with 2 feet of soil, graded, and vegetated. (IDEM Office of Land Quality)

17. If proposed project-related ground-disturbing activities are planned for areas within 100 feet of the cemetery or burial ground, be aware of the cemetery development plan requirements in Indiana Code 14-21-1-26.5. Any cemetery or burial ground must be avoided by all proposed project-related ground-disturbing activities, and provisions of relevant state statutes regarding cemeteries (including IC 14-21-1-27 and IC 23-14) must be adhered to. Be aware of Indiana Code 23-14-44-1 and Indiana Code 23-14-44-2, regarding restrictions on roads and utility construction in cemeteries. (SHPO)

18. If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. (SHPO)

For Further Consideration:

19. Incorporate green infrastructure practices to buffer and protect Pine Lake. (NIRPC)

20. Do not cut any trees suitable for Indiana Bat or Northern Long-eared Bat roosting (3 inches or greater diameter-at-breast height, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30. (IDNR-DFW)

21. Impacts to non-wetland forest of one (1) acre or more in a rural or urban area should be mitigated at a minimum 2:1 ratio based on area of impact. Impacts to non-wetland forest under one (1) acre but at least 0.10 acre in a rural or urban area should be mitigated at a minimum 1:1 ratio based on area of impact. Impacts under 0.10 acre in a rural area typically do not require mitigation or additional plantings beyond seeding and stabilizing disturbed areas, though there are exceptions for high quality habitat sites. Impacts under 0.10 acre in an urban area should be mitigated by replacing trees that are 10” diameter-at-breast height (dbh) or greater by planting five trees, 1” to 2” in dbh, for each tree which is removed that is 10" dbh or greater. Seeding and stabilizing disturbed areas is required regardless of the impact amount and location. If floodway impacts to forested wetland and non-wetland habitat areas combine to be 0.10 acres or more, mitigation should be done and coordinated with the biologist, as needed. (IDNR-DFW)

22. Protect the area around and below any concentrated discharge points, down to the waterway's normal flow level, with an appropriate structural armament such as riprap. (IDNR-DFW)

DES. NO. 2200046 CE APPENDICES

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Categorical Exclusion Level Thresholds

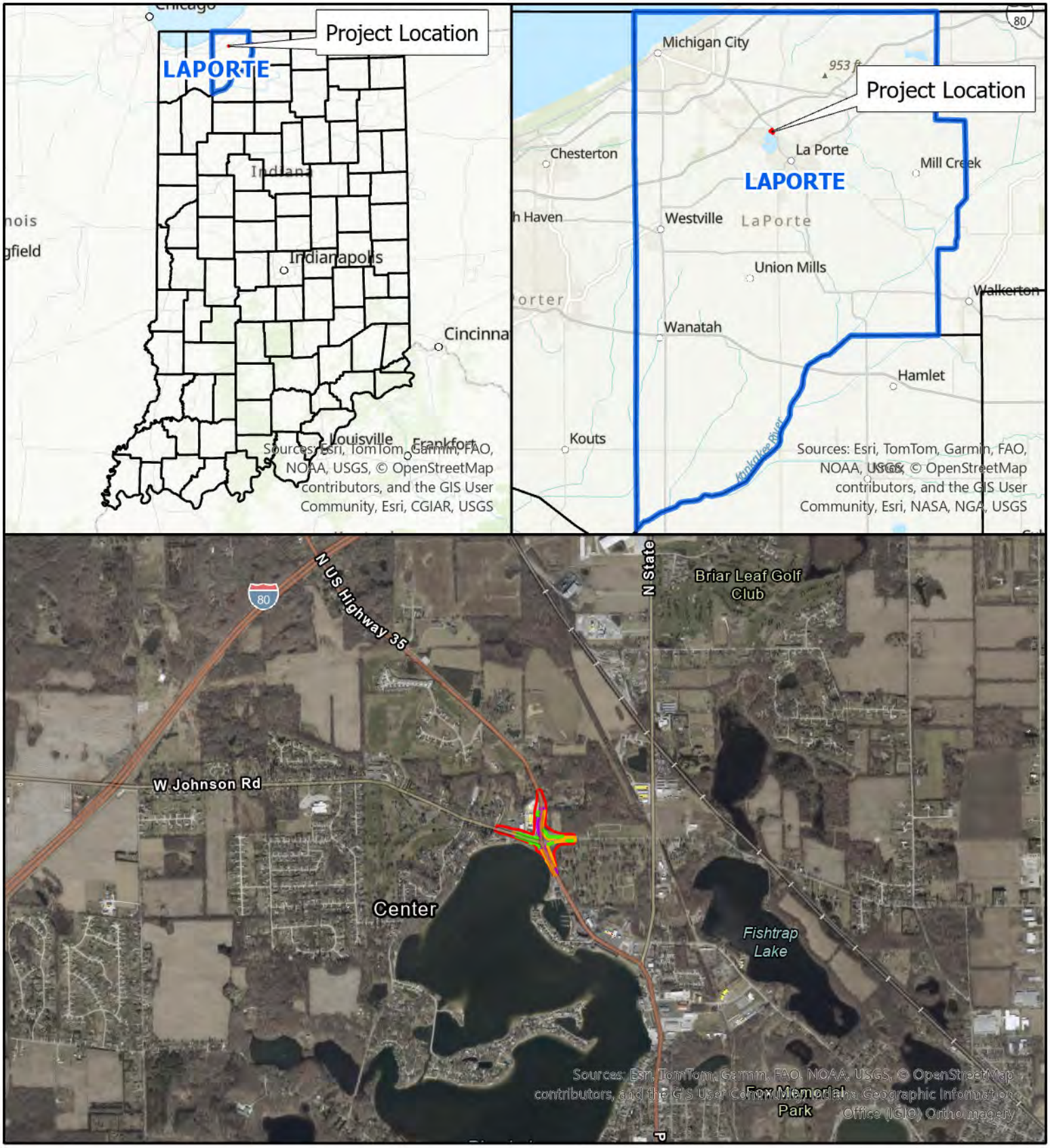
	PCE	Level 1	Level 2	Level 3	Level 4[1]
Section 106	Falls within guidelines of Minor Projects PA	"No Historic Properties Affected"	"No Adverse Effect"	"Adverse Effect"	-
Historic Bridges[2]	None	-	-	Any historic bridge involvement	-
Stream Impacts[3]	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit[4]
Wetland Impacts[3]	No 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, and tricolored bat)*	"No Effect" or "Not Likely to Adversely Affect" (with select AMMs[7])	"Not Likely to Adversely Affect" (with any other AMMs)	-	"Likely to Adversely Affect"	Project does not fall under Species Specific Programmatic[8]
Threatened/Endangered Species (Any other species)*	"No Effect" or "Not Likely to Adversely Affect"	-	-	-	"Likely to Adversely Affect"
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Significant Encroachment	IDNR CIF Permit Required[4]	-	-	Significant Encroachment
Public Involvement Required	No	Yes	-	-	-
Section 4(f) Impacts	None	-	-	*De minimis*[9]	Programmatic or Individual
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	Any[10]	-
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	ESD	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. INDOT CE approval is contingent upon FHWA providing written concurrence on the preferred alternative, pursuant to the Historic Bridge Programmatic Agreement.
[3] Total permanent impacts to streams (linear feet) and wetlands (acres). Any impacts to streams and/or wetlands must be a minimum CE-1.
[4] USACE = United States Army Corps of Engineers; IDNR CIF = Indiana Department of Natural Resources Construction in a Floodway
[5] Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.
[6] If 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 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] The only exception is a *de minimis* evaluation for historic properties (effective January 2, 2020). If a historic property is *de minimis* and no other use, or other exemptions listed in 23 CFR 774.13, mark the *None* column. Section 4(f) *de minimis* approval must be issued by FHWA prior to the INDOT approval of the CE document.
[10] Permanent Traffic Alterations occur if a treatment removes an available traffic movement at an intersection of public roads and diverts it outside the intersection influence area, or if the direction of travel on a public road is changed, e.g., closing a roadway or converting two-way traffic to one-way traffic.
[11] Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.
*Includes threatened/endangered species critical habitat
Note: Substantial controversy on environmental grounds may require a higher-level NEPA document.

Updated: March 2026

APPENDIX B

Graphics



Legend

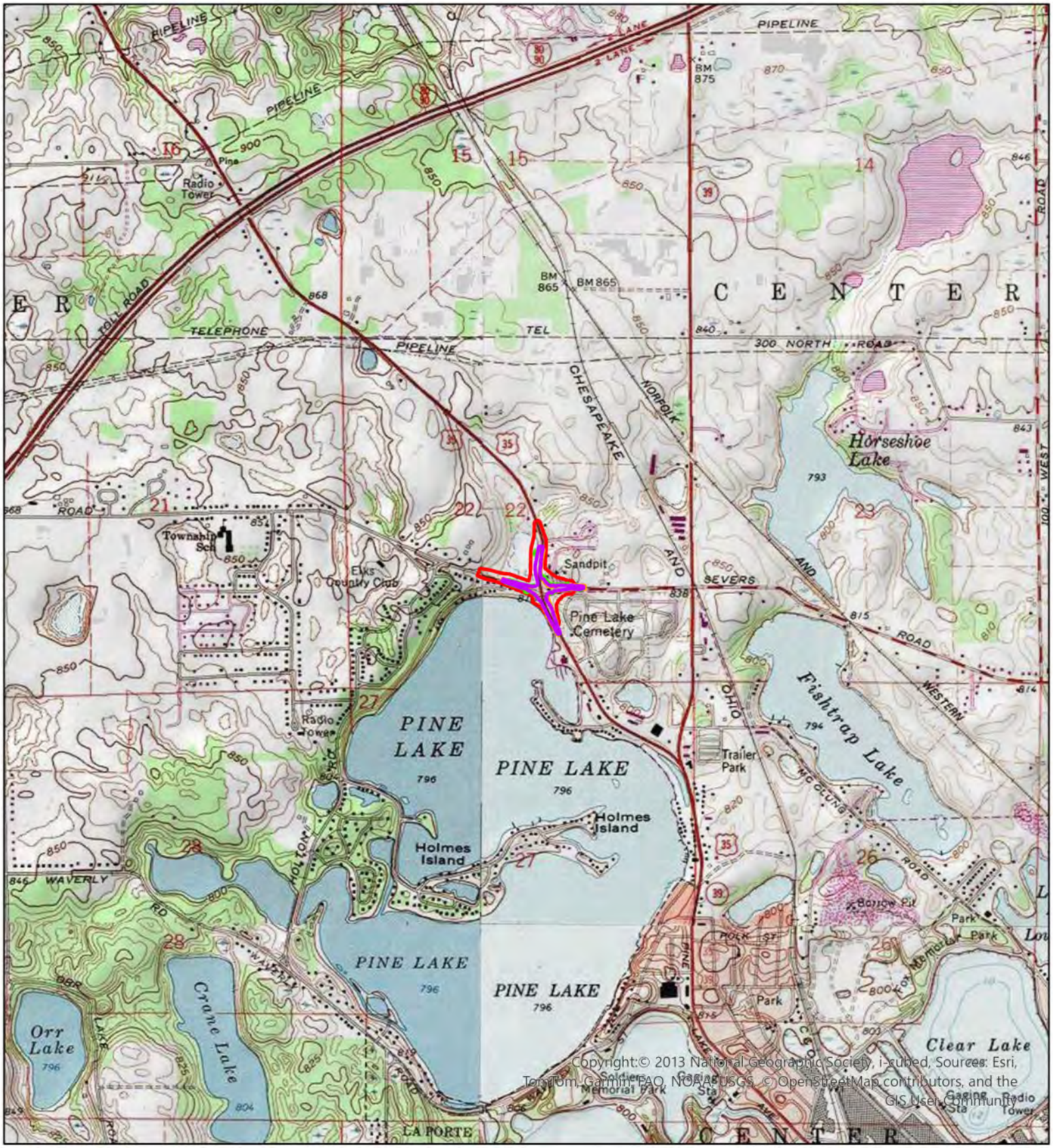
- Investigated Area
- County Boundary
- LaPorte Counrty Boundary
- Construction Limits
- Proposed Permanent ROW
- Temporary ROW

N

Project Location Map
US 35 Intersection Improvement Project
US 35 at Johnson/Severs Rd, 0.62 mile N of SR 39
La Porte, LaPorte County, Indiana

Des. No. 2200046

0 0.5 1 Miles



Legend

- Investigated Area
- Construction Limits
- Proposed Permanent ROW
- Temporary ROW

N

Springville & Michigan City East
USGS Topographic Quadrangle (1:24,000)
US 35 Intersection Improvement Project
US 35 at Johnson/Severs Rd, 0.62 mile N of SR 39
La Porte, LaPorte County, Indiana

Des. No. 2200046

0 1,400 2,800 Feet



Legend

- Investigated Area
- Construction Limits
- Proposed Permanent ROW
- Temporary ROW
- Cemetery

N

Aerial Map
US 35 Intersection Improvement Project
US 35 at Johnson/Severs Rd, 0.62 mile N of SR 39
La Porte, LaPorte County, Indiana

Des. No. 2200046

0 150 300 Feet



Legend

- Project Area
- Photos
- Cemetery

N

0 150 300 Feet

Photo Location Map
US 35 Intersection Improvement Project
US 35 at Johnson/Severs Rd, 0.62 mile N of SR 39
La Porte, LaPorte County, Indiana

Des. No. 2200046



1 - From the south end of the project facing south away from the intersection.



2 - From the south end of the project facing north towards intersection.



3 - From south of the intersection facing south away from the intersection.



4 - From south of the intersection facing west at Pine lake.



5 - From south of the intersection facing north at the intersection.



6 - From south of the intersection facing east across US 35.



7 - From west of the intersection facing east at the intersection.



8 - From west of the intersection facing south at Pine lake.



9 - From west of the intersection facing west along Johnson Rd.



10 - From west of the intersection facing north across Johnson Rd at the gas station.



11 - From the west end of the project area facing east towards the intersection.



12 - From the west end of the project area facing west along Johnson Rd.



13 - From north of the intersection facing south towards the intersection.



14 - From west of the intersection facing west across US 35.



15 - From north of the intersection facing north away from the intersection.



16 - From north of the intersection facing east away from US 35 over the small culvert.



17 - From the north end of the project area facing south towards the intersection.



18 - From the north end of the project area facing north away from the intersection.



19 - From east of the intersection facing west towards the intersection.



20 - From east of the intersection facing north away from Severs Rd.



21 - From east of the intersection facing east away from the intersection.



22 - From east of the intersection facing south across Severs Rd towards the cemetery property.



23 - From the east end of the project area facing west towards the intersection.



24 - From the east end of the project area facing east away from the intersection.

DESIGNATION
2200046
CONTRACT
R-44685

INDIANA DEPARTMENT OF TRANSPORTATION

ROAD PLANS

ROUTE: U.S. 35 FROM: RP 200+08 TO: RP 200+10

DESIGNATION NO. 2200046

TRAFFIC DATA		U.S. 35 (N. of RAB)	U.S. 35 (S. of RAB)	Severs Rd.	Johnson Rd.
A.A.D.T.	(2027)	10,945 V.P.D.	17,242 V.P.D.	4,447 V.P.D.	11,342 V.P.D.
A.A.D.T.	(2047)	12,491 V.P.D.	19,185 V.P.D.	4,578 V.P.D.	11,919 V.P.D.
D.H.V.	(2047)	1,138 V.P.H.	1,698 V.P.H.	449 V.P.H.	1,067 V.P.H.
DIRECTIONAL DISTRIBUTION		49.67 %	49.55 %	47.24 %	49.02 %
TRUCKS		5.66 % A.A.D.T.	3.80 % A.A.D.T.	4.15 % A.A.D.T.	1.77 % A.A.D.T.
		3.20 % D.H.V.	2.83 % D.H.V.	3.46 % D.H.V.	0.87 % D.H.V.
DESIGN DATA					
DESIGN SPEED		45mph	35mph	40mph	35mph
PROJECT DESIGN CRITERIA		4R Non-Freeway	4R Non-Freeway	4R Non-Freeway	4R Non-Freeway
FUNCTIONAL CLASSIFICATION		Principal Arterial	Principal Arterial	Major Collector	Minor Arterial
RURAL/URBAN		Urban - Suburban	Urban - Suburban	Urban - Suburban	Urban - Suburban
TERRAIN		Level	Level	Level	Level
ACCESS CONTROL		None	None	None	None

Intersection Improvement At The Intersection Of U.S. 35 & Johnson/Severs Rd. Project Located in Section 22, Township 37 N., Range 3 W. Within Center Township Of LaPorte County, Indiana

SCALES:

PLAN { LONG: 1" = 20' / TRANS: 1" = 20' } PROFILE { HORIZ: 1" = 20' / VERT: 1" = 10' }

R-3-W

END PROJECT
P.O.T. Sta. 140+50.00 "PR-A-2" = O.P.O.T. Sta. 140+49.87 "A", 2.73' Rt.

BEGIN CONSTRUCTION
P.O.T. Sta. 15+96.93 "PRC" = O.P.O.T. Sta. 15+96.92 "C", 0.06' Rt.

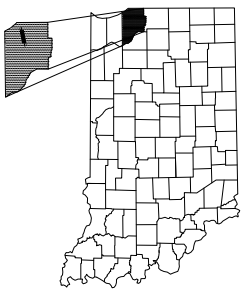
BEGIN PROJECT
P.O.T. Sta. 128+69.42 "A"

END CONSTRUCTION
P.O.T. Sta. 16+25.00 "B"



SCALE: 1" = 500'

VICINITY MAP
LAPORTE COUNTY



PROJECT LOCATION SHOWN BY
LAPORTE COUNTY

BEGIN:
LATITUDE: 41°38'30"N LONGITUDE: 86°44'48"W
END:
LATITUDE: 41°38'16"N LONGITUDE: 86°44'46"W

GROSS LENGTH: .27 MI.
NET LENGTH: .22 MI.
MAX. GRADE: 4.49 %

HUC: 071200010403

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

PLANS PREPARED BY: Butler Fairman and Seufert Inc. (317)713-4615 PHONE

CERTIFIED BY: DATE

APPROVED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION DATE

NOT FOR STAGE 2 CONSTRUCTION

DESIGNATION
2200046
SHEET
1 OF 63
CONTRACT
R-44685

7011 BFS NO.

\\dsm1241\jobs5\701100.0000\ProDevelopment\Design\Drawings\701R101.dwg Lauren Vasquez Plot: 3/6/2026 11:56 AM Save: 2/27/2026 12:33 PM

UTILITIES

ELECTRIC:	NIPSCO 801 E. 86th Ave. Merrillville, IN 46410 Contact: Ryan Vespo Ph: 219-809-7009 email: rvespo@nisource.com	WATER	City of LaPorte Contact: Brian McDonald email: bmcdonald@cityoflaportein.gov
GAS:	NIPSCO 1501 W SR 2 LaPorte, IN 46350 Contact: Bridget Rayonec Ph: 219-727-1813 email: brayonec@nisource.com	COMM.:	Automated Data (ACME) 618 Franklin St. Michigan City, IN 46360 Contact: William Ritchey Ph: 219-879-6600 email: BWRichey@adsnet.com Comcast 1920 E. McKinley Ave. Mishawaka, IN 46545 Contact: Kevin Watson email: kevin_watson@comcast.com Surf Broadband 3325 Middlebury Elkhart, IN 46516 Contact: Ian Fisher email: ifisher@surfinternet.com Frontier Communications 2401 Chicago Street Valparaiso, IN 46383 Contact: Chuck McKean Ph: 219-531-6947 email: chuck.mckean@ftr.com
SEWER:	Pine Lake Conservancy Dist. P.O. Box 1884 LaPorte, IN 46352-1884 Contact: Lisa Massey Ph: 219-362-0061 email: lisamaddey38@comcast.net Thirty Nine North Conservancy Dist. 2626 N. State Rd. 39 LaPorte, IN 46350 Contact: Susan Knoll Ph: 219-362-3390 email:		
WASTEWATER:	City of LaPorte Contact: Jerry Jackson email: jjackson@cityoflaportein.gov		

REVISIONS

SHEET NO.	DATE	REVISED

GENERAL NOTES

	All earth shoulders, median areas, and cut and fill slopes shall be plain or mulch seeded except where sodding is specified.
	The final cross sections of the grading contract will be the original cross sections of the paving contract. However, partial or complete cross sections shall be taken if necessary to determine the actual excavation quantities.
	The paper relocation will be cross sectioned by the Engineer before construction.
	Existing asphalt pavement located outside the construction limits, between Sta. 00+00 and Sta. 00+00 shall be removed as directed.
	The quantity of Peat "Excavation" as shown on the plans has been estimated on the basis of theoretical cross-sections by using treatment of existing fills, treatment by removal, or treatment by displacement where each treatment applies.
	Contractor shall verify the existing flowline elevation to set appropriate sump depth.

** REPRESENTS GENERAL NOTES REQUIRED

INDEX

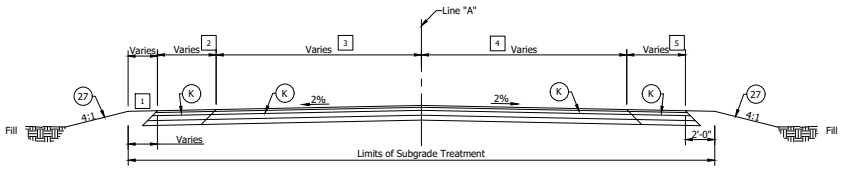
SHEET NO.	DESIGNATION
1	TITLE SHEET
2	INDEX SHEET
3-6	TYPICAL CROSS SECTIONS
7	MISCELLANEOUS DETAILS
8-9	PLAT
10-13	MAINTENANCE OF TRAFFIC
14-18	PLAN & PROFILES
19-23	CONSTRUCTION DETAILS
24	ROUNDABOUT CONSTRUCTION DETAILS
25-29	ROUNDABOUT GEOMETRICS & VERTICALS
30-31	CURB RAMP DETAILS
32	SPOT ELEVATION DETAILS
33-34	LIGHTING PLAN
35	PAVEMENT MARKINGS & SIGNAGE
36	QUANTITIES & APPROACH DATA TABLE
37	STRUCTURE DATA TABLE
38	GUARD RAIL SUMMARY TABLE
39-63	CROSS SECTIONS

Pages not applicable to this CE document have been removed to reduce file size

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION	SCALE: NONE
DESIGNED: SHH	DRAWN: BEH	INDEX	BRIDGE FILE:
CHECKED: LV	CHECKED: AML		DESIGNATION: 2200046
			SHEET: 2 OF 63
			CONTRACT: R-44685

BPS NO. 7011

\\dsn1241\jobs\701100.0000\ProDevelopment\Design\Drawings\701R102.dwg Lauren Vasquez Plot:3/6/2026 11:56 AM Save:3/4/2026 10:19 AM



1 Varies 2'-0" to 3'-0" from 128+49.42 to 128+69.42 "A"
Varies 2% to 5% from 128+49.42 to 128+69.42 "A"

2 Varies 4'-8" to 4'-6" from 128+49.42 to 128+69.42 "A"

3 Varies 12'-4" to 12'-0" from 128+49.42 to 128+69.42 "A"

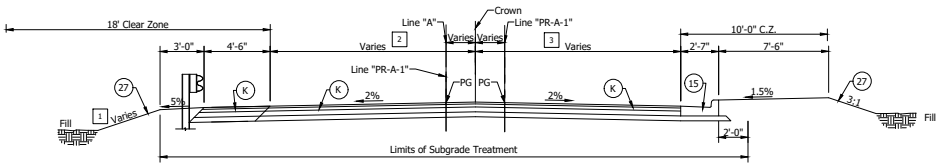
4 Varies 13'-1" to 12'-0" from 128+49.42 to 128+69.42 "A"

5 Varies 3'-0" to 4'-0" from 128+49.42 to 128+69.42 "A"

TYPICAL CROSS SECTION - U.S. 35 INCIDENTAL

Scale: 1/4" = 1'-0"

Sta. 128+49.42 "A" to Sta. 128+69.42 "A"



1 4:1 from 128+69.42 "A" to 129+12.5 "PR-A-1"
Varies 4:1 to 2:1 from 129+12.5 to 129+37.5 "PR-A-1"
2:1 from 129+37.5 to 132+05.35 "PR-A-1"

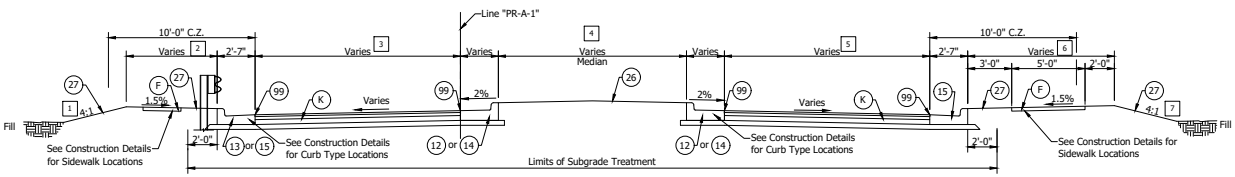
2 12'-0" from 128+69.42 "A" to 130+24.32 "PR-A-1"
Varies 12'-0" to 19'-4" from 130+24.32 to 132+05.35 "PR-A-1"

3 12'-0" to 12'-4" from 128+69.42 "A" to 129+19.42 "PR-A-1"
Varies 12'-4" to 37'-4" from 129+12.50 to 132+05.35 "PR-A-1"

TYPICAL CROSS SECTION - U.S. 35

Scale: 1/4" = 1'-0"

Sta. 128+69.42 "A" to Sta. 132+05.35 "PR-A-1"



1 Varies 2:1 to 4:1 from 132+05.35 to 132+37.50 "PR-A-1"

2 3'-6" from 132+05.35 to 134+37.50 "PR-A-1"
Varies 3'-6" to 10'-0" from 134+37.50 to 134+50.00 "PR-A-1"
10'-0" from 134+50.00 to 135+01.66 "PR-A-1"

3 Varies 23'-9" to 37'-0" from 132+05.35 to 135+01.66 "PR-A-1"

4 Varies 16'-10" to 4'-10" from 132+16.34 to 134+06.25 "PR-A-1"
Varies 4'-10" to 45'-7" from 134+06.25 to 135+01.66 "PR-A-1"

5 Varies 16'-7" to 32'-0" from 132+05.35 to 135+01.66 "PR-A-1"

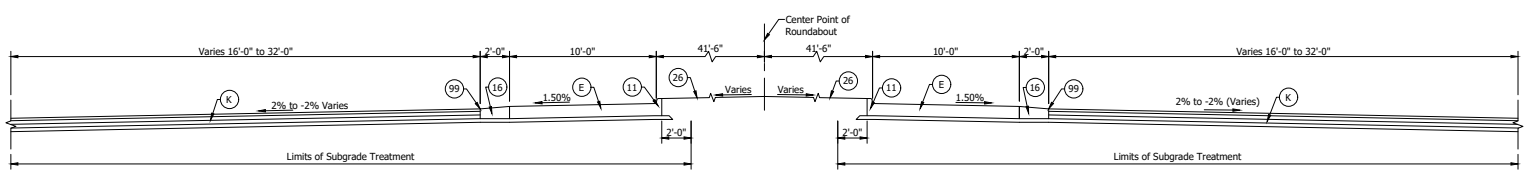
6 7'-6" from 132+05.35 to 133+77.56 "PR-A-1"
Varies 7'-6" to 10'-0" from 133+77.56 to 133+87.50 "PR-A-1"
10'-0" from 133+87.50 to 135+01.66 "PR-A-1"

7 3:1 from 132+05.35 to 133+77.56 "PR-A-1"
Varies 3:1 to 4:1 from 133+77.56 to 133+87.50 "PR-A-1"
4:1 from 133+87.50 to 135+01.66 "PR-A-1"

TYPICAL CROSS SECTION - SPLITTER ISLAND - US. 35

Scale: 1/4" = 1'-0"

Sta. 132+05.35 "PR-A-1" to Sta. 135+01.66 "PR-A-1"



TYPICAL CROSS SECTION - ROUNDABOUT

Scale: 1/4" = 1'-0"

Radial Around Center Point @ 135+70.55 "A", 38.94' Rt.

LEGEND

- (E) Conc. Truck Apron: (Pvmnt. Design To Be Provided At Next Submittal)
- (F) Conc. Sidewalk, 4"
- (K) HMA Pavement: (Pvmnt. Design To Be Provided At Next Submittal)
- (11) Curb, Integral Concrete
- (12) 2'-8" Combined Conc. Curb & Gutter, Mod.
- (13) Concrete Curb, Typ. "B"
- (14) 2'-7" Combined Conc. Curb & Gutter, Mod.
- (15) 2'-7" Combined Conc. Curb & Gutter
- (16) Curb & Gutter, Conc., Modified
- (26) Sodding
- (27) Seed Mixture, U
- (99) See Sht. 25-29 For Profiles

RECOMMENDED FOR APPROVAL: DESIGN ENGINEER DATE

DESIGNED: AML DRAWN: GK

CHECKED: BEH CHECKED: AML

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

SCALE: AS SHOWN

BRIDGE FILE

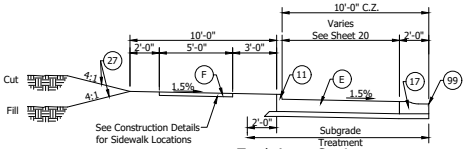
DESIGNATION: 2200046

SHEET: 3 OF 63

CONTRACT: R-44685

BFS NO. 7011

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Truck Apron Section

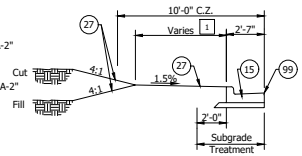
Sta. 136+48.05 "PR-A-2" to Sta. 137+03.15 "PR-A-2"

1 Varies 10'-0" to 5'-0" from 137+19.14 to 137+44.00 "PR-A-2"
5'-0" from 137+44.00 to 139+37.52 "PR-A-2"

2 Varies 17'-7" to 14'-0" 136+48.05 from to 139+37.52 "PR-A-2"

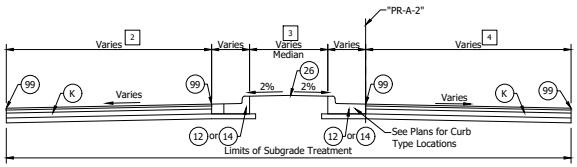
3 Varies 41'-1" to 4'-1" from 136+49.45 to 139+32.44 "PR-A-2"

4 Varies 17'-8" to 12'-0" from 136+48.05 to 139+37.52 "PR-A-2"



Curb/Gutter Section

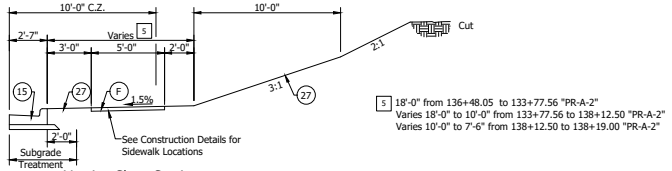
Sta. 137+03.15 "PR-A-2" to Sta. 139+37.52 "PR-A-2"



TYPICAL CROSS SECTION
SPLITTER ISLAND - U.S. 35

Scale: 1/4" = 1'-0"

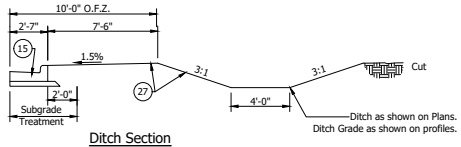
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Varying Slope Section

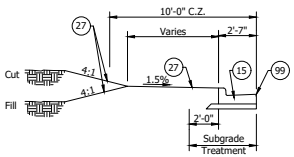
Sta. 136+48.05 "PR-A-2" to Sta. 138+19.00 "PR-A-2"

5 18'-0" from 136+48.05 to 133+77.56 "PR-A-2"
Varies 18'-0" to 10'-0" from 133+77.56 to 138+12.50 "PR-A-2"
Varies 10'-0" to 7'-6" from 138+12.50 to 138+19.00 "PR-A-2"



Ditch Section

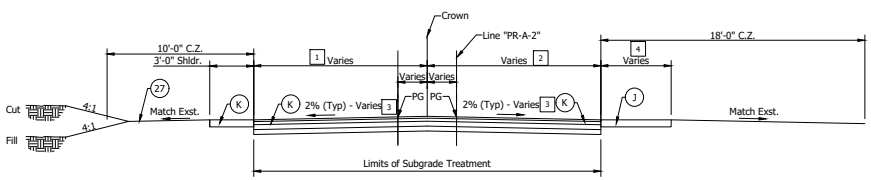
Sta. 138+19.00 "PR-A-2" to Sta. 139+37.52 "PR-A-2"



Curb/Gutter Section

Sta. 139+37.52 "PR-A-2" to Sta. 141+25.74 "PR-A-2"

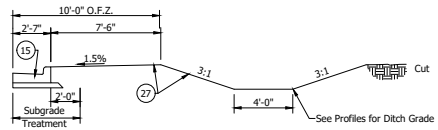
1 Varies 14'-0" to 24'-0" from 139+37.52 to 142+19.16 "PR-A-2"
Varies 24'-0" to 22'-6" from to 142+59.95 "PR-A-2"



TYPICAL CROSS SECTION INCIDENTAL - U.S. 35

Scale: 1/4" = 1'-0"

Sta. 139+37.52 "PR-A-2" to Sta. 140+50.00 "PR-A-2"
Sta. 140+50.00 "PR-A-2" to Sta. 142+59.95 "PR-A-2" - INCIDENTAL



Ditch Section

Sta. 139+37.52 "PR-A-2" to Sta. 139+60.00 "PR-A-2"

2 Varies 12'-0" to 12'-6" from 139+37.52 to 142+19.16 "PR-A-2"
Varies 12'-6" to 142+59.95 from 142+19.16 to 142+59.95 "PR-A-2"

3 Crossfall slope varies. See Spot Elevation sheet 32.

4 Varies 8'-2" to 12'-0" from 140+75.00 to 141+50.00 "PR-A-2"
Varies 12'-0" to 11'-6" from 141+50.00 to 142+59.95 "PR-A-2"

LEGEND

- (E) Conc. Truck Apron: (Pvmnt. Design To Be Provided At Next Submittal)
- (F) Conc. Sidewalk, 4"
- (J) HMA Shoulder: (Provided @ Next Submittal)
- (K) HMA Pavement: (Pvmnt. Design To Be Provided At Next Submittal)
- (11) Curb, Integral Concrete
- (14) 2'-7" Combined Conc. Curb & Gutter, Mod.
- (15) 2'-7" Combined Conc. Curb & Gutter
- (17) Rolled Curb
- (27) Seed Mixture, U
- (99) See Sht. 25-29 For Profiles

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: AML DRAWN: GK

CHECKED: BEH CHECKED: AML

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

SCALE: AS SHOWN

BRIDGE FILE

DESIGNATION: 2200046

SHEET: 4 OF 63

CONTRACT: R-44685

BFS NO. 7011

\\dsn1241\jobs5\70110\2000\ProDevelopment\Design\Drawings\70110201.dwg Lauren Vasquez Plot: 1/6/2026 11:56 AM Save: 1/6/2026 9:58 AM

1 2:1 from 11+20.00 to 12+96.70 "PRB"

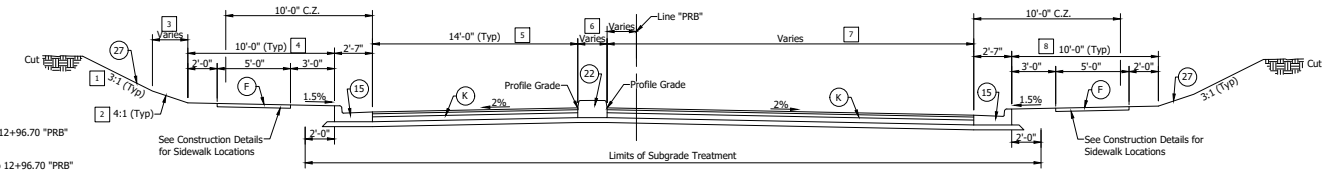
2 3:1 from 11+20.00 to 12+96.70 "PRB"

3 10'-0" from 11+20.00 to 12+96.70 "PRB"

4 18'-0" from 11+20.00 to 12+19.31 "PRB"
Varies 18'-0" to 10'-0" from 12+19.31 to 12+96.70 "PRB"

5 Varies 17'-11" to 14'-0" from 11+20.00 to 12+96.70 "PRB"

6 Varies 24'-9" to 2'-0" from 11+20.00 to 12+96.70 "PRB"



TYPICAL CROSS SECTION - Severs Rd.

Scale: 1/4" = 1'-0"

Sta. 11+20.00 "PRB" to Sta. 12+96.70 "PRB"

7 Varies 17'-1" to 14'-0" from 11+20.00 to 12+96.70 "PRB"

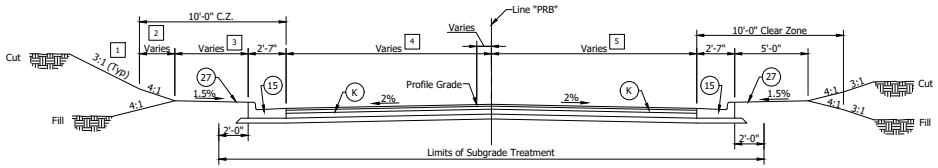
8 5'-0" from 12+15.00 to 12+96.70 "PRB"

1 Varies 2:1 to 3:1 from 12+96.70 to 13+49.89 "PRB"

2 Varies 10'-0" to 2'-6" from 12+96.70 to 13+49.89' "PRB"

3 Varies 10'-0" to 5'-0" from 12+96.70 to 13+49.89' "PRB"

4 Varies 14'-0" to 12'-0" from 12+96.70 to 16+25.00 "PRB"



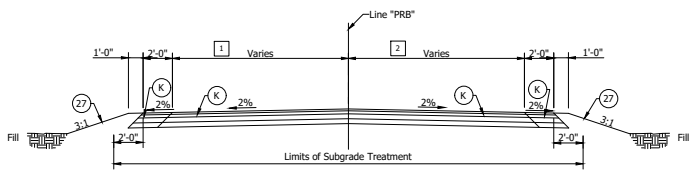
TYPICAL CROSS SECTION - Severs Rd.

Scale: 1/4" = 1'-0"

Sta. 12+96.70 "PRB" to Sta. 16+25.00 "PRB"

5 Varies 14'-0" to 12'-0" from 12+96.70 to 16+25.00 "PRB"

1 Varies 12'-0" to 11'-11" from 16+25.00 to 16+75.00 "PRB"



TYPICAL CROSS SECTION INCIDENTAL - Severs Rd.

Scale: 1/4" = 1'-0"

Sta. 16+25.00 "PRB" to Sta. 16+75.00 "PRB"

2 Varies 12'-0" to 11'-10" from 16+25.00 to 16+75.00 "PRB"

LEGEND

(F) Conc. Sidewalk, 4"

(K) HMA Pavement: (Pvmnt. Design To Be Provided At Next Submittal)

(15) 2'-7" Combined Conc. Curb & Gutter

(22) Conc. Ctr. Curb, Type 'D', Mod.

(27) Seed Mixture, U

RECOMMENDED FOR APPROVAL: DESIGN ENGINEER DATE

DESIGNED: AML DRAWN: GK

CHECKED: BEH CHECKED: AML

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

SCALE: AS SHOWN

BRIDGE FILE

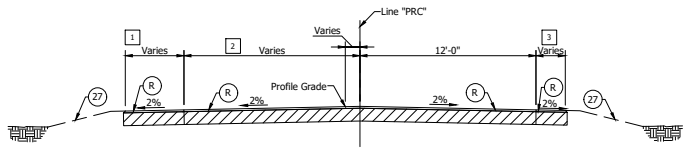
DESIGNATION: 2200046

SHEET: 5 OF 63

CONTRACT: R-44685

BFS NO. 7011

\\dsm1241\jobs5\701100.0000\ProDevelopment\Design\Drawings\701R201.dwg Lauren Vasquez Plot: 1/6/2026 11:56 AM Save: 1/6/2026 9:58 AM

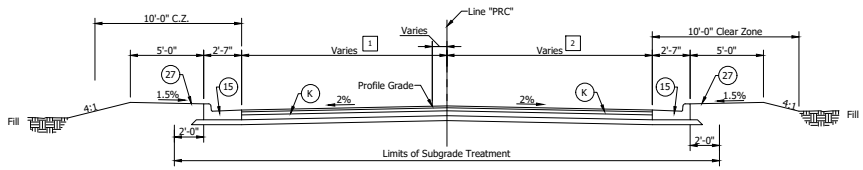


1 Varies 4'-9" to 2'-0" from 15+27.63 to 15+96.93 "PRC"

2 12'-0" from 15+27.63 to 15+67.63 "PRC"
Varies 12'-0" to 13'-5" from 15+67.63 to 15+96.93 "PRC"

3 Varies 1'-11" to 2'-0" from 15+27.63 to 15+67.63 "PRC"
2'-0" from 15+67.63 to 15+96.93 "PRC"

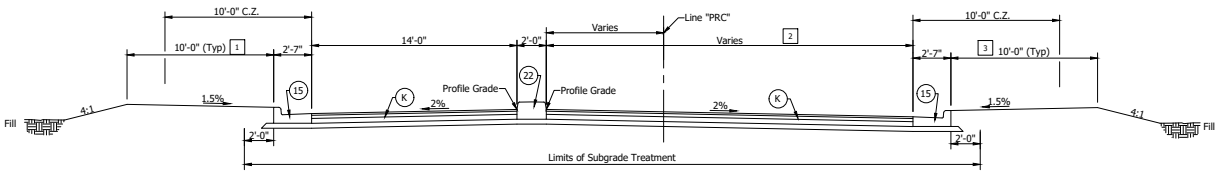
TYPICAL CROSS SECTION INCIDENTAL - Johnson Rd.
Scale: 1/4" = 1'-0"
Sta. 15+27.63 "PRC" to Sta. 15+96.93 "PRC"



1 Varies 13'-5" to 24'-0" from 15+96.93 to 18+13.63 "PRC"
24'-0" from 18+13.63 to 19+13.63 "PRC"

2 12'-0" from 15+96.93 to 16+90.63 "PRC"
Varies 12'-0" to 17'-0" from 16+90.63 to 18+13.63 "PRC"
17'-0" from 18+13.63 to 19+13.63 "PRC"

TYPICAL CROSS SECTION - Johnson Rd.
Scale: 1/4" = 1'-0"
Sta. 15+96.93 "PRC" to Sta. 19+13.63 "PRC"

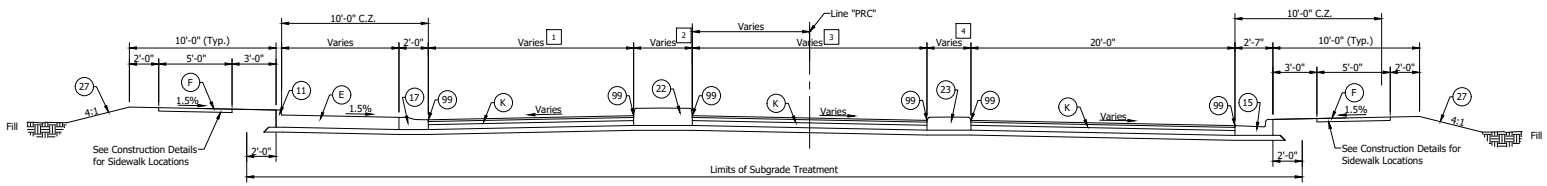


1 5'-0" from 19+13.63 to 19+71.47 "PRC"
Varies 5'-0" to 10'-0" from 19+71.47 to 19+99.69 "PRC"
10'-0" from 19+99.69 to 19+71.47 "PRC"

2 Varies 25'-0" to 39'-8" from 19+13.63 to 19+99.69 "PRC"

3 5'-0" from 19+13.63 to 19+99.69 "PRC"

TYPICAL CROSS SECTION - Johnson Rd.
Scale: 1/4" = 1'-0"
Sta. 19+13.63 "PRC" to Sta. 19+99.69 "PRC"



1 Varies 14'-0" to 16'-10" From 19+99.69 to 20+78.66

2 Varies 2'-0" to 31'-9" From 19+99.69 to 20+78.66

3 Varies 16'-0" to 20'-0" From 19+99.69 to 20+78.66

4 Varies 4'-0" to 9'-2" From 19+99.69 to 20+35.41
Varies 9'-2" to 5'-9" From 20+35.41 to 20+78.66

TYPICAL CROSS SECTION - Johnson Rd.
Scale: 1/4" = 1'-0"
Sta. 19+99.69 "PRC" to Sta. 20+78.66 "PRC"

LEGEND

- (E) Conc. Truck Apron: (Pvmnt. Design To Be Provided At Next Submittal)
- (F) Conc. Sidewalk, 4"
- (K) HMA Pavement: (Pvmnt. Design To Be Provided At Next Submittal)
- (R) Incidental HMA Overlay Mill & Overlay (Pvmnt. Design to be Provided Next Submittal)
- (11) Curb, Integral Concrete
- (15) 2'-7" Combined Conc. Curb & Gutter
- (17) Rolled Curb
- (22) Conc. Ctr. Curb, Type 'D', Mod.
- (23) Conc. Ctr. Curb, Type 'D', Mod.
- (27) Seed Mixture, U
- (99) See Sht. 25-29 For Profiles

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: AML DRAWN: GK

CHECKED: BEH CHECKED: AML

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

SCALE: AS SHOWN

BRIDGE FILE

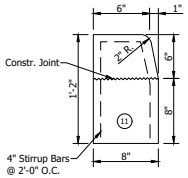
DESIGNATION: 2200046

SHEET: 6 OF 63

CONTRACT: R-44685

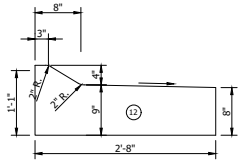
BFS NO. 7011

\\dsm1241\jobs5\701100.2000\ProDevelopment\Design\Drawings\701R201.dwg Lauren Vasquez Plot:1/6/2026 11:56 AM Save:1/6/2026 9:58 AM



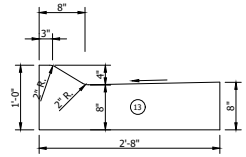
INTEGRAL CONCRETE CURB, TYPE 'B'

Not to Scale



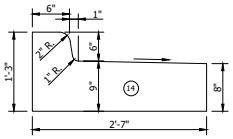
COMBINED CONCRETE CURB AND GUTTER MODIFIED, INVERTED, TYPE B (SLOPING)

Not to Scale



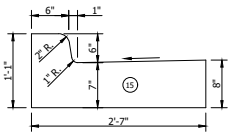
COMBINED CONCRETE CURB AND GUTTER TYPE B (SLOPING)

Not to Scale



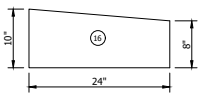
COMBINED CONCRETE CURB AND GUTTER MODIFIED, INVERTED (VERTICAL)

Not to Scale



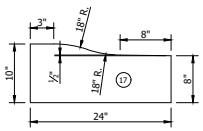
COMBINED CONCRETE CURB & GUTTER (VERTICAL)

Not to Scale



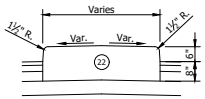
CONCRETE CURB AND GUTTER, MODIFIED

Not to Scale



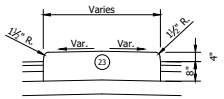
ROLLED CURB (SLOPING)

Not to Scale



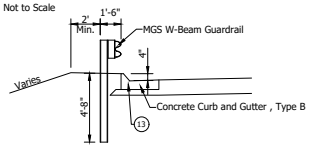
CONCRETE CENTER CURB TYPE 'D', MODIFIED - 6"

Not to Scale



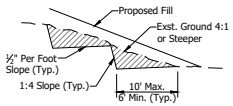
CONCRETE CENTER CURB TYPE 'D', MODIFIED - 4"

Not to Scale



GUARDRAIL DETAIL

Not to Scale



BENCHING DETAIL

Not to Scale

LEGEND

(11) Curb, Integral Concrete
(12) 2'-8" Combined Conc. Curb & Gutter, Mod.
(13) Concrete Curb, Typ. "B"
(14) 2'-7" Combined Conc. Curb & Gutter, Mod.
(15) 2'-7" Combined Conc. Curb & Gutter
(16) Curb & Gutter, Conc., Modified
(17) Rolled Curb
(22) Conc. Ctr. Curb, Type 'D', Mod.
(23) Conc. Ctr. Curb, Type 'D', Mod.

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: AML DRAWN: GK

CHECKED: BEH CHECKED: AML

INDIANA
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

SCALE: AS SHOWN

BRIDGE FILE

DESIGNATION: 2200046

SHEET: 7 OF 63

CONTRACT: R-44685

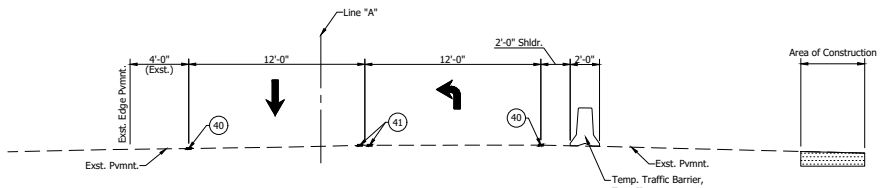
BFS NO. 7011

\\dsn1241\jobs5\70100.0000\ProDevelopment\Design\Drawings\70116201.dwg Lauren Vasquez Plot:1/6/2026 11:56 AM Save:1/6/2026 9:58 AM

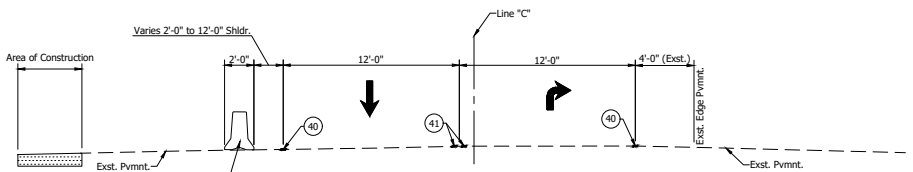
SEQUENCE OF OPERATIONS - PHASE 1
1. Install Detour Signs And Close North Leg of US 35 and Severs Road
2. Install Pavement Markings and Traffic Barrier and Shift Traffic to New Lane Configuration to Allow Eastbound to Southbound Movement and Northbound to Westbound Movement at The Intersection Only.
3. Remove Traffic Signal.
4. Construct Severs Road,
4. Maintain Ingress And Egress To All Properties At All Times.

SEQUENCE OF OPERATIONS- PHASE 2

1. Close Intersection
2. Construction Remaining Work
3. Maintain Ingress and Egress To All Properties At All Times



Sec. A-A (Phase 1)
Not to Scale



Sec. B-B (Phase 1)
Not to Scale

LEGEND

(40) Temporary Pavement Markings, Solid, White, 6"
(41) Temporary Pavement Markings, Solid, Yellow, 6"
Area Of Construction

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

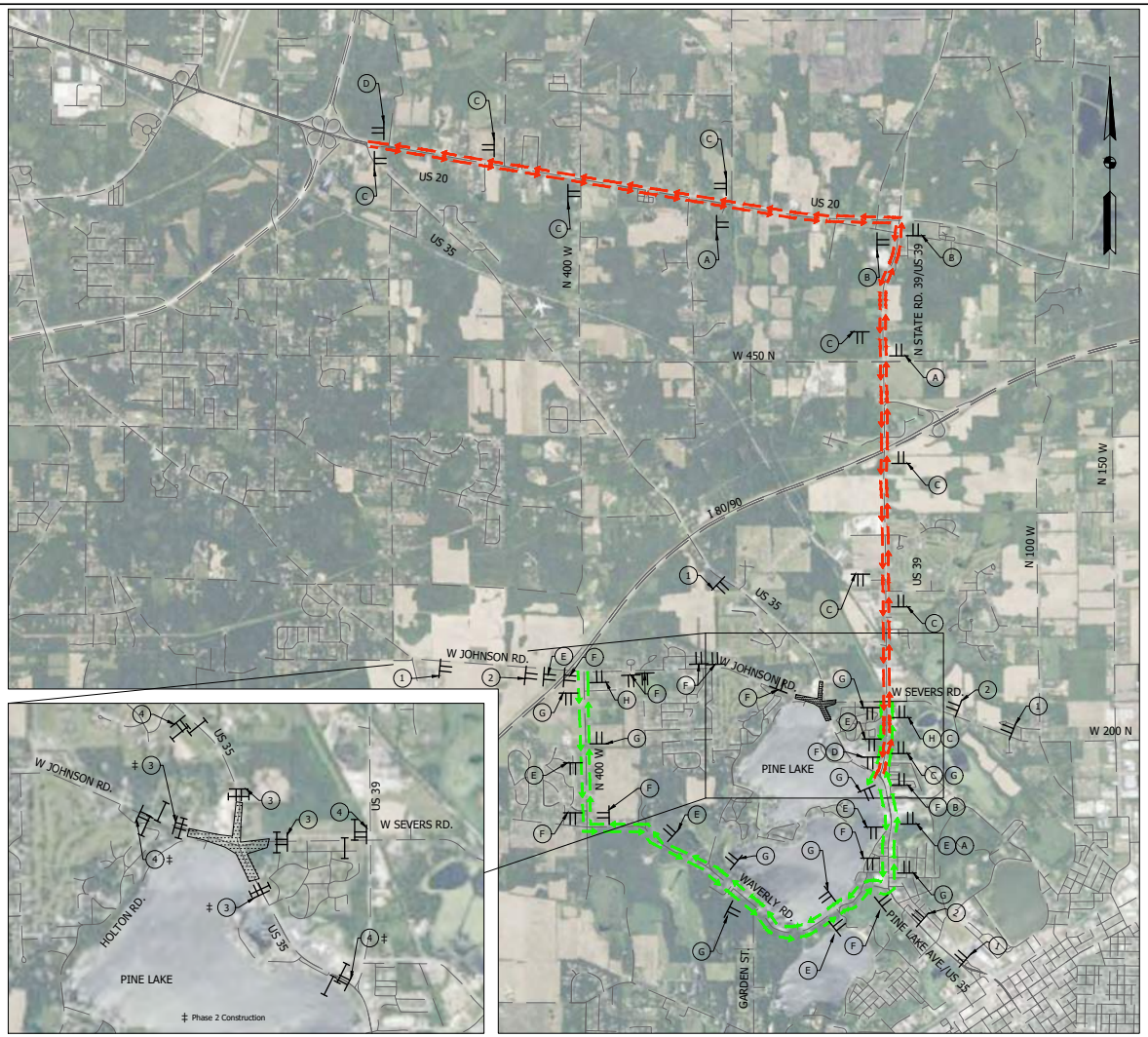
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INDIANA
DEPARTMENT OF TRANSPORTATION

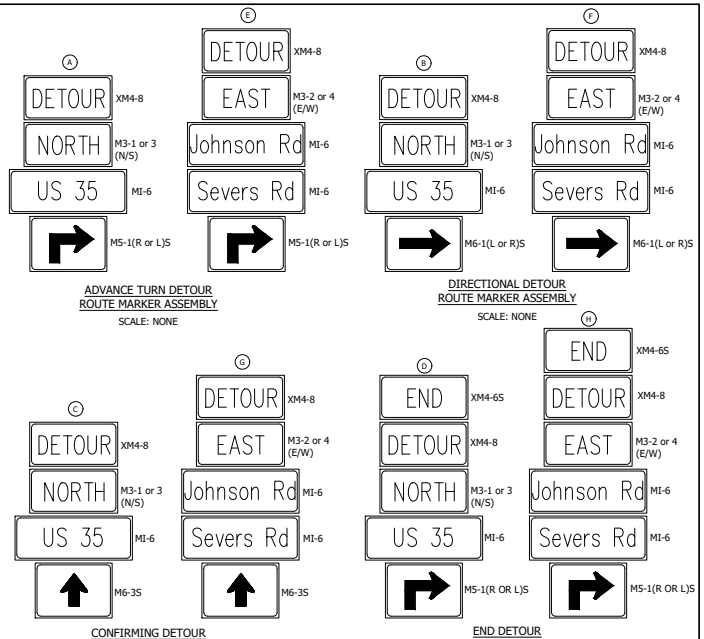
MAINTENANCE OF TRAFFICE
SEQUENCE OF OPERATIONS & TYPICAL SECTIONS

SCALE: NONE
BRIDGE FILE
DESIGNATION: 2200046
SHEET: 10 OF 63
CONTRACT: R-44685
BFS NO. 7011

\\dsm1241\jobs5\701100.0000\ProDevelopment\Design\Drawings\701R290.dwg Lauren Vasquez Plot:3/6/2026 11:56 AM Save:3/4/2026 10:09 AM



Detour Route
Not To Scale



ADVANCE TURN DETOUR ROUTE MARKER ASSEMBLY
SCALE: NONE

DIRECTIONAL DETOUR ROUTE MARKER ASSEMBLY
SCALE: NONE

CONFIRMING DETOUR ROUTE MARKER ASSEMBLY
SCALE: NONE

END DETOUR ROUTE MARKER ASSEMBLY
SCALE: NONE

DETOUR SIGN SUMMARY

	MESSAGE	CODE	TYPE	QTY.
1	ROAD CLOSED AHEAD	R11-2		4
2	DETOUR AHEAD	XW20-3		4
3	ROAD CLOSURE SIGN ASSEMBLY			4
4	ROAD CLOSED LOCAL TRAFFIC ONLY	R11-3a		11
A	ADVANCE DETOUR MARKER - US 35			3
B	DIRECTIONAL DETOUR MARKER - US 35			3
C	CONFIRMING DETOUR MARKER - US 35			10
D	END DETOUR MARKER - US 35			2
E	ADVANCE DETOUR MARKER - JOHNSON/SEVERS RD.			7
F	DIRECTIONAL DETOUR MARKER - JOHNSON/SEVERS RD.			12
G	CONFIRMING DETOUR MARKER - JOHNSON/SEVERS RD.			9
H	END DETOUR MARKER - JOHNSON/SEVERS RD.			2

LEGEND

US 35 Detour Route
Johnson Rd/Severs Rd Detour Route
Area Of Construction
Type III-B Barricade
Construction Sign Type As Shown
1 Road Closed Ahead XW20-3
2 Detour Ahead XW20-2
3 Road Closure Sign Assembly
4 Road Closed Local Traffic Only R11-3
A E Advance Detour Route Marker
B F Directional Detour Route Marker
C G Confirming Detour Route Marker
D H End Detour Route Marker

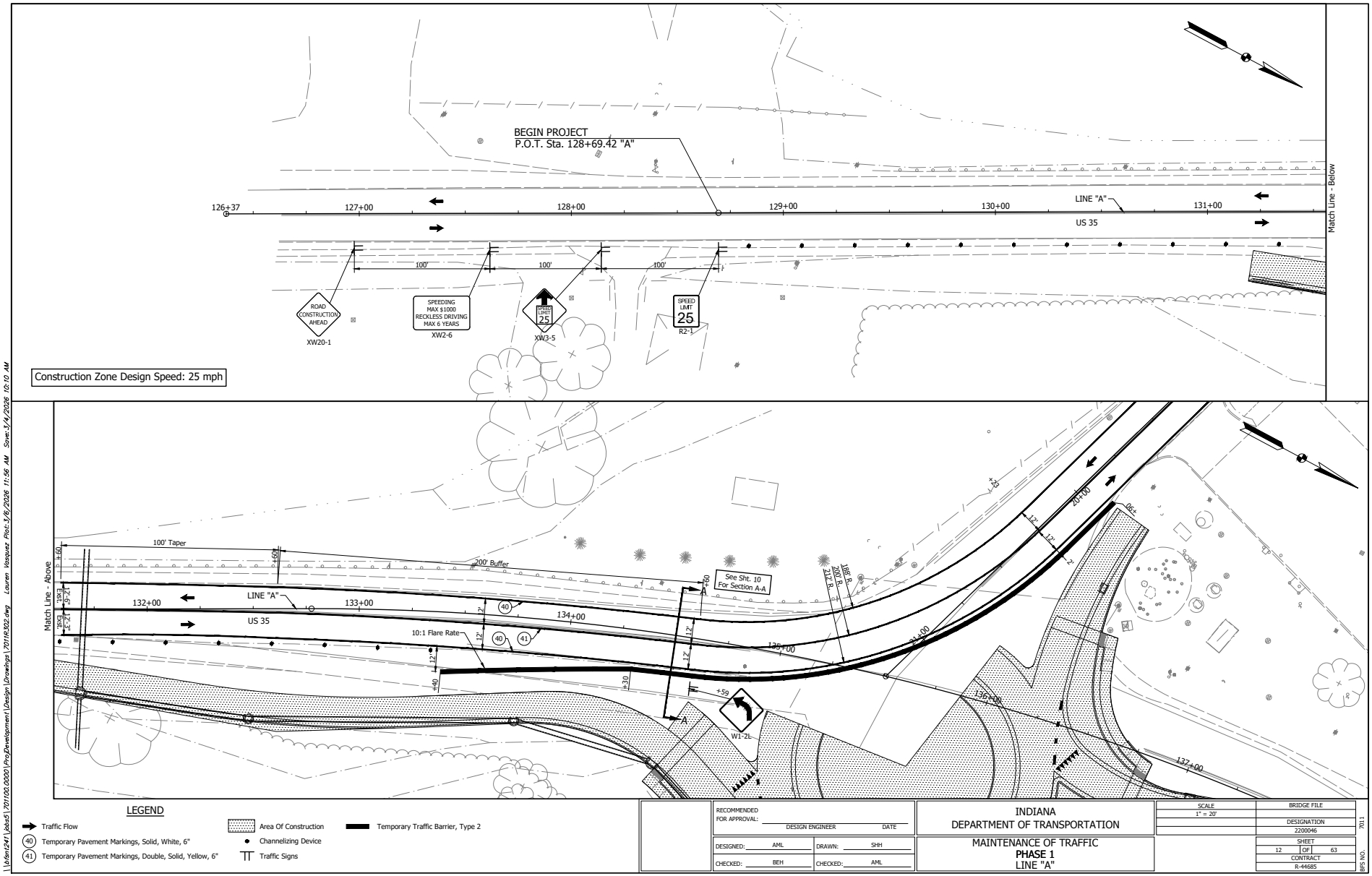
RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE
DESIGNED: AML DRAWN: SSH
CHECKED: BEH CHECKED: AML

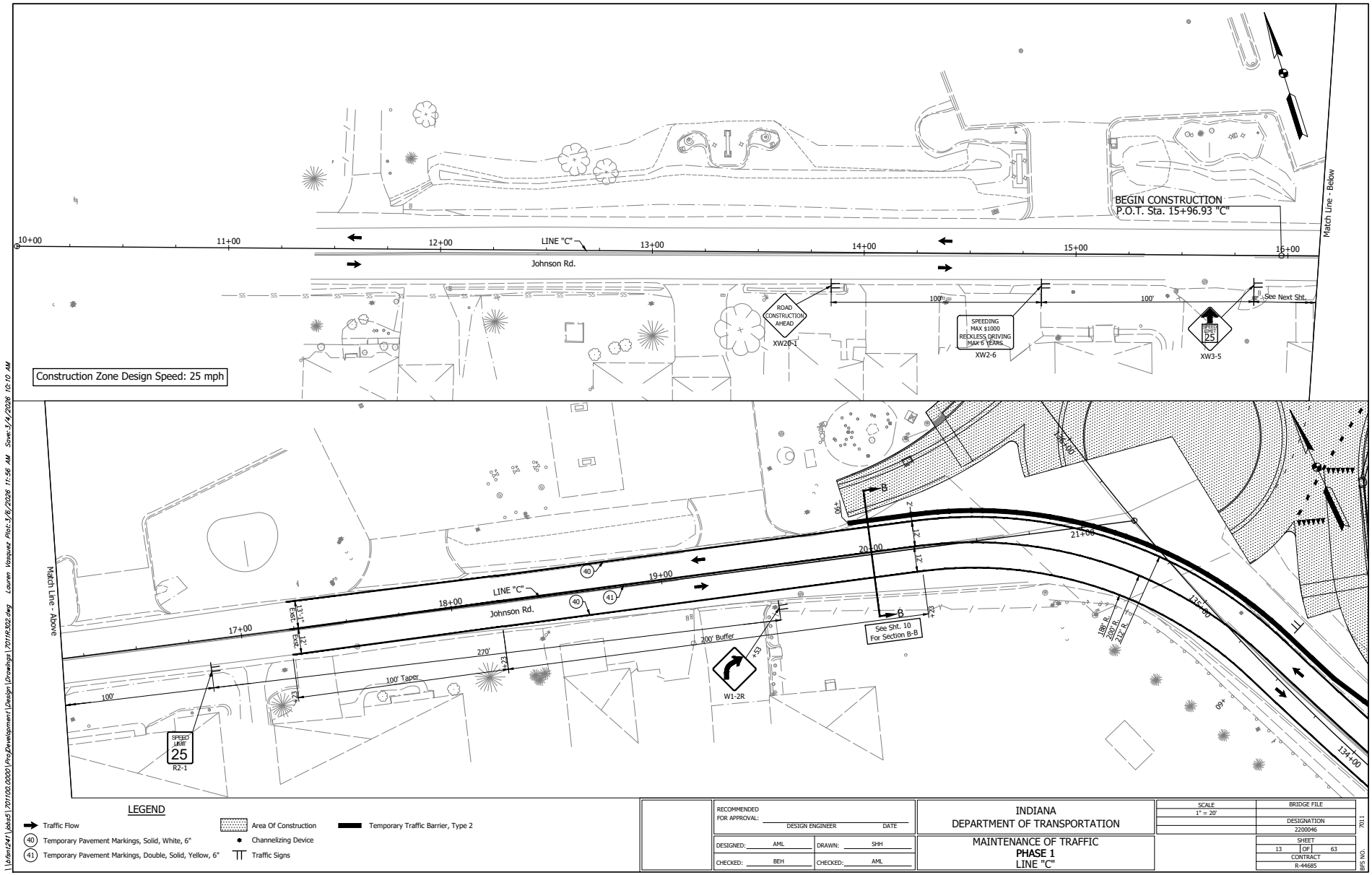
INDIANA
DEPARTMENT OF TRANSPORTATION

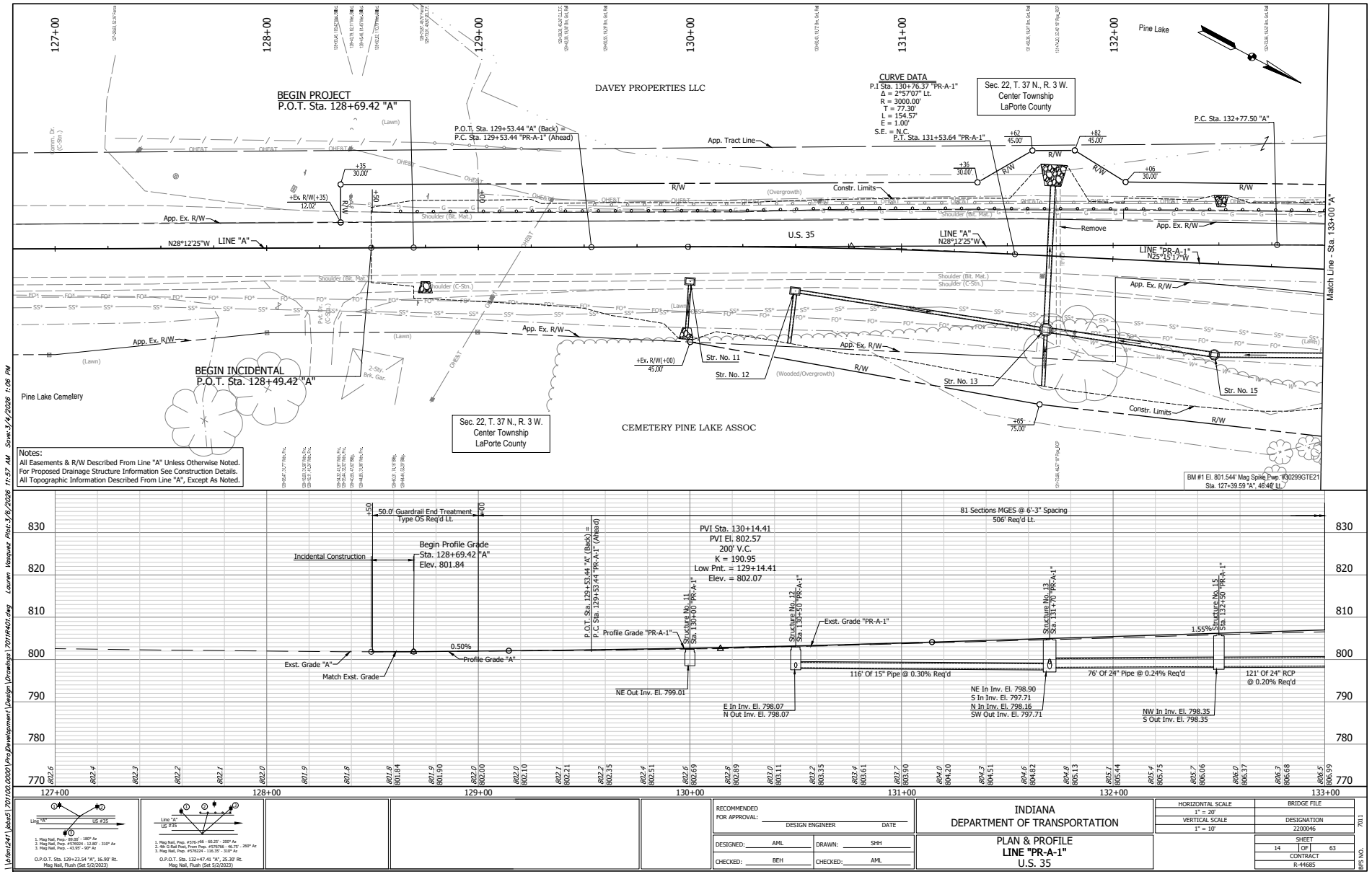
US 35 & JOHNSON/SEVERS RD.
MAINTENANCE OF TRAFFIC
DETOUR ROUTE

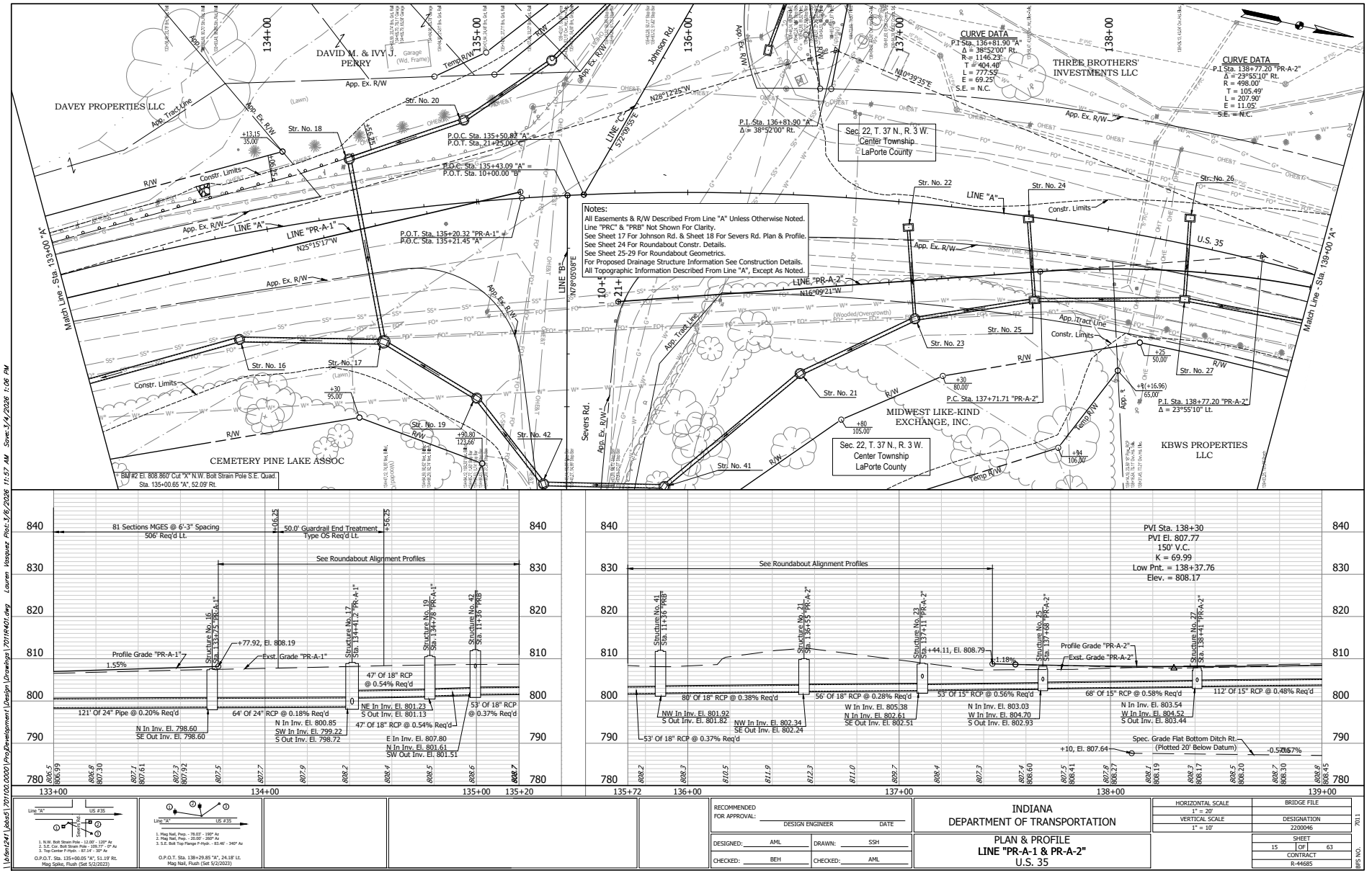
HORIZONTAL SCALE: N/A | BRIDGE FILE:
VERTICAL SCALE: N/A | DESIGNATION:
SURVEY BOOK: | SHEET: 11 OF 63
CONTRACT: | PROJECT:
SHEET NO. 701L0001

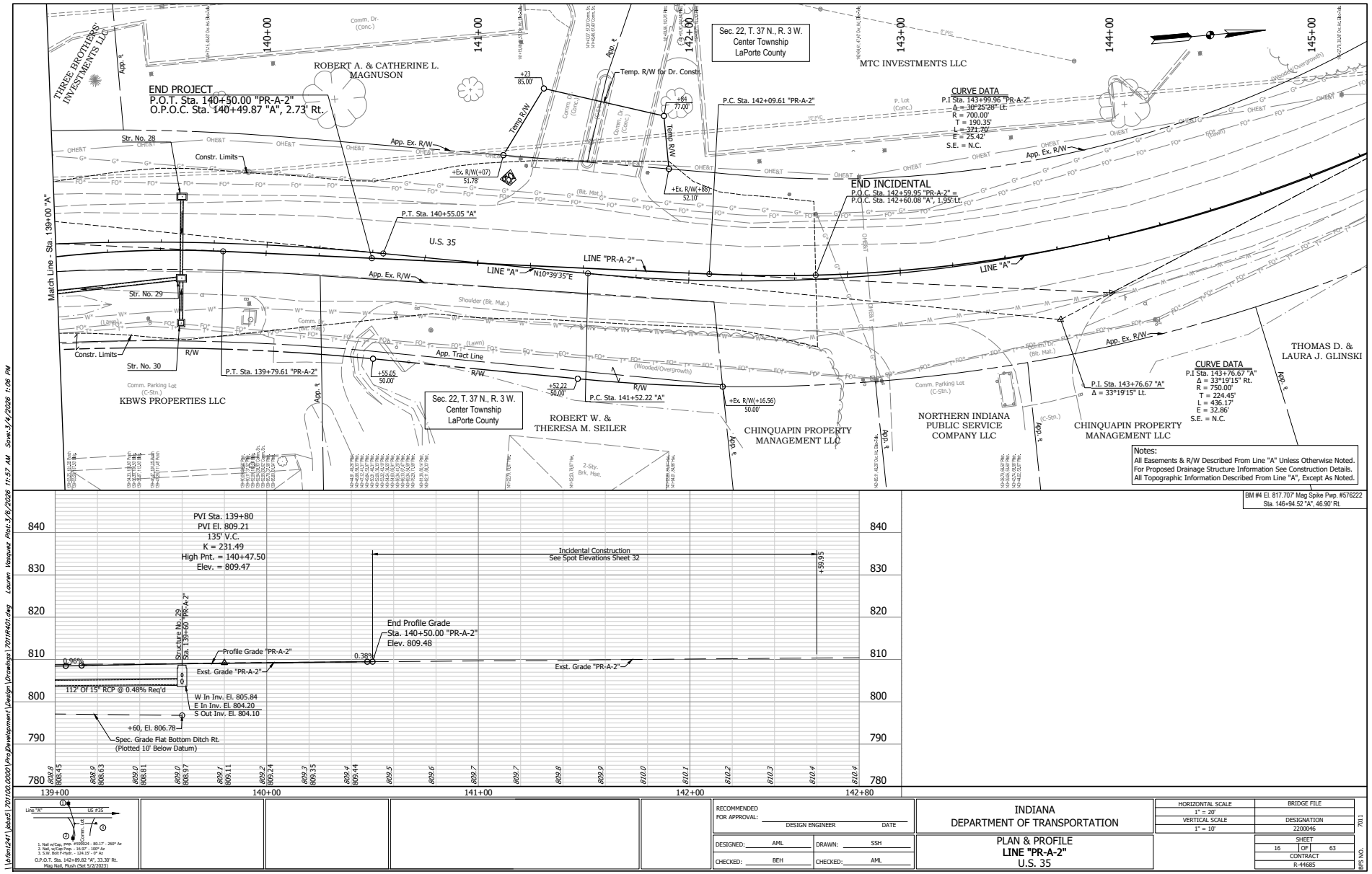
\\dsm1241\jobs\701100.0000\ProDevelopment\Design\Drawings\701R501.dwg Lauren Vasquez Plot: 1/6/2026 11:56 AM Save: 1/4/2026 10:09 AM

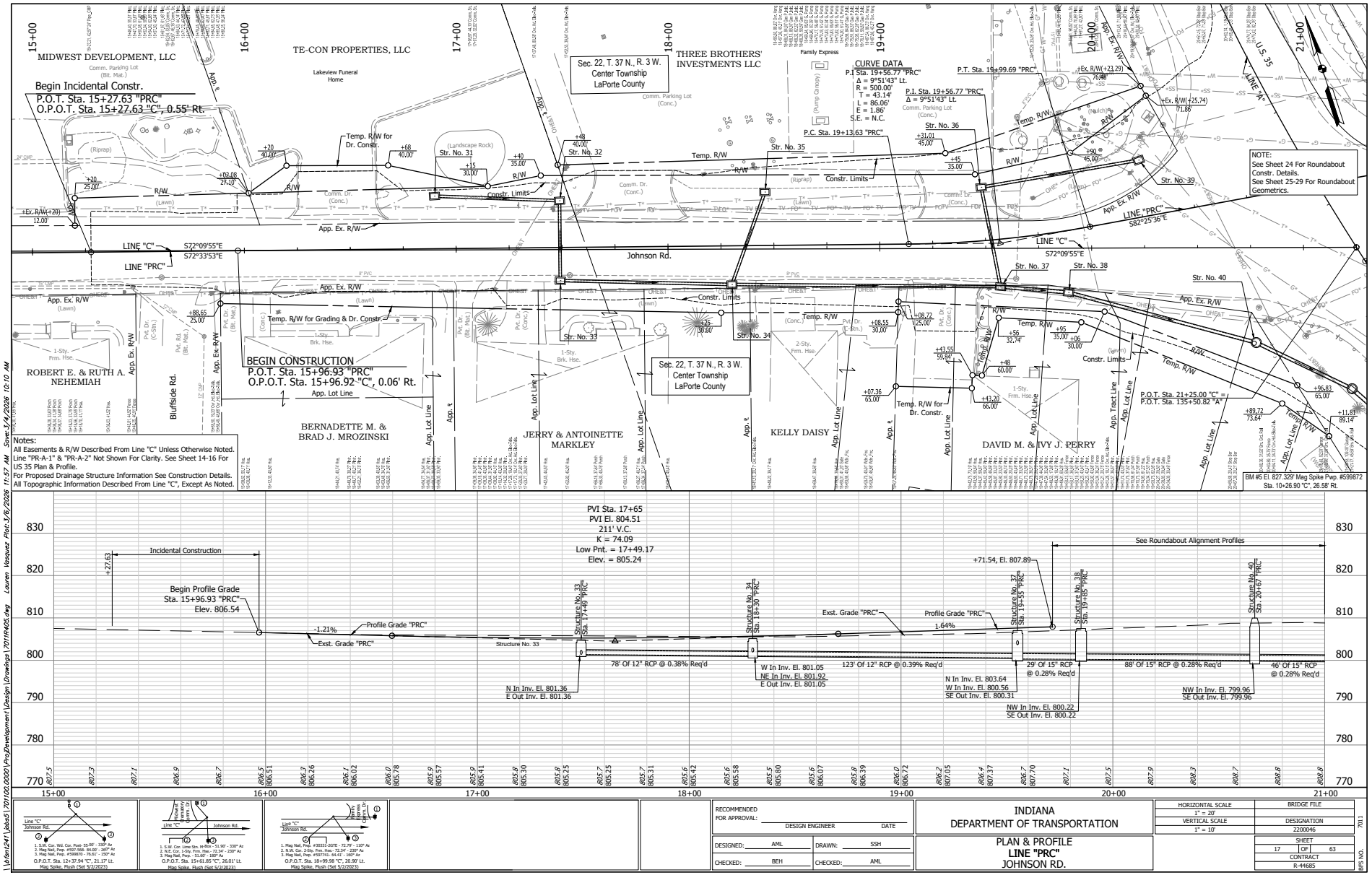

BEGIN PROJECT
P.O.T. Sta. 128+69.42 "A"
126+37
127+00
128+00
129+00
130+00
131+00
LINE "A"
US 35
Match Line - Below
100'
100'
100'
ROAD CONSTRUCTION AHEAD
XW20-1
SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YEARS
XW2-6
SPEED LIMIT 25
XW3-5
SPEED LIMIT 25
R2-1
Construction Zone Design Speed: 25 mph
Match Line - Above
100' Taper
200' Buffer
LINE "A"
US 35
132+00
133+00
134+00
135+00
136+00
137+00
10:1 Flare Rate
See Sht. 10 For Section A-A
W1-2L
LEGEND
Traffic Flow
Temporary Pavement Markings, Solid, White, 6"
Temporary Pavement Markings, Double, Solid, Yellow, 6"
Area Of Construction
Channelizing Device
Traffic Signs
Temporary Traffic Barrier, Type 2
RECOMMENDED FOR APPROVAL:
DESIGN ENGINEER
DATE
DESIGNED: AML
DRAWN: SHH
CHECKED: BEH
CHECKED: AML
INDIANA DEPARTMENT OF TRANSPORTATION
MAINTENANCE OF TRAFFIC
PHASE 1
LINE "A"
SCALE 1" = 20'
BRIDGE FILE
DESIGNATION 2200046
SHEET 12 OF 63
CONTRACT R-44685
BFS NO. 7011

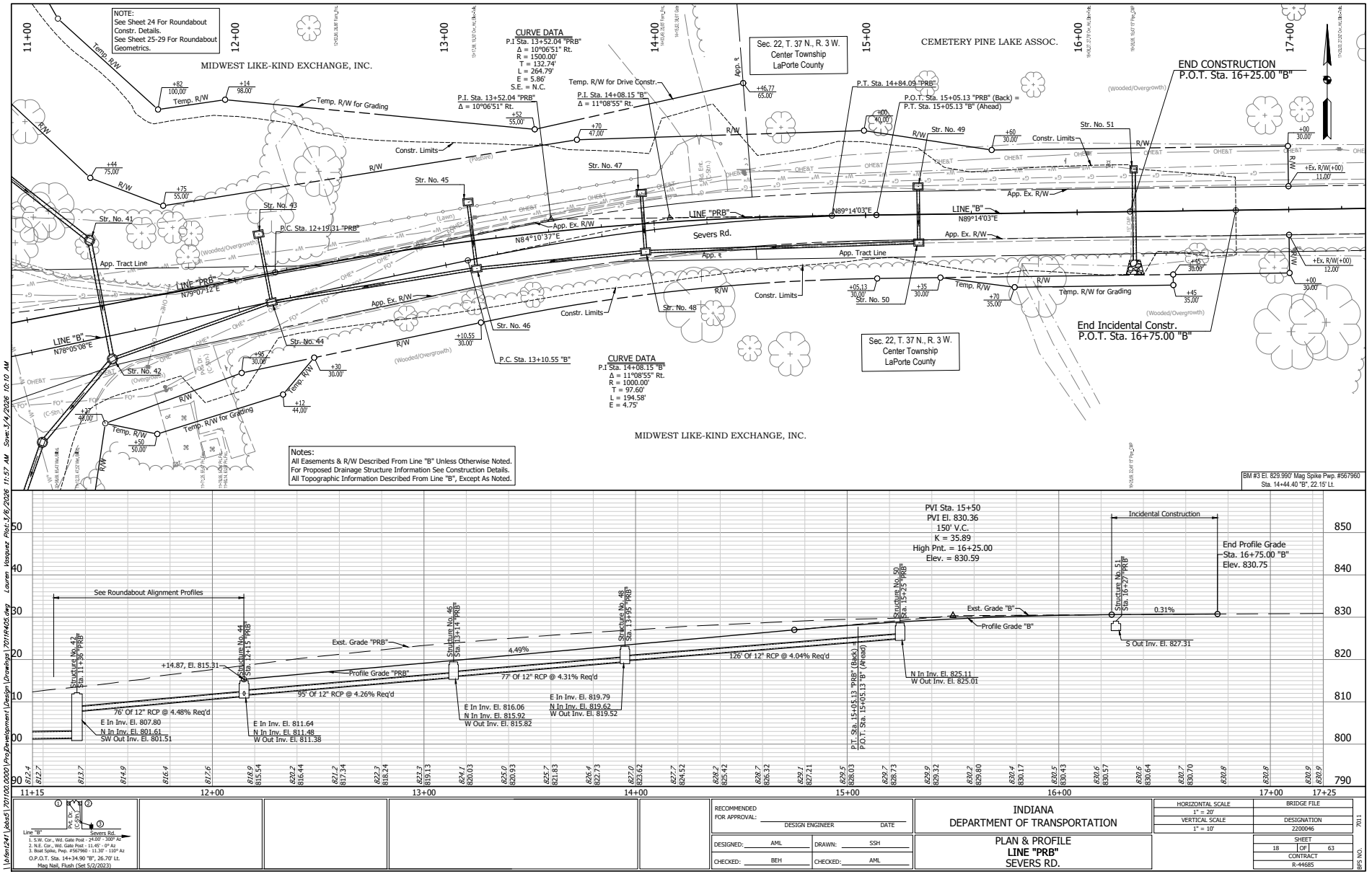

BEGIN CONSTRUCTION
P.O.T. Sta. 15+96.93 "C"
Match Line - Below
10+00
11+00
12+00
LINE "C"
13+00
14+00
15+00
16+00
Johnson Rd.
See Next Sht.
ROAD CONSTRUCTION AHEAD
XW20-1
100'
SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YEARS
XW2-6
100'
SPEED LIMIT 25
XW3-5
Construction Zone Design Speed: 25 mph
Match Line - Above
17+00
18+00
LINE "C"
Johnson Rd.
19+00
20+00
21+00
B
B
See Sht. 10
For Section B-B
200' Buffer
270'
100' Taper
100'
SPEED LIMIT 25
R2-1
W1-2R
LEGEND
Traffic Flow
Temporary Pavement Markings, Solid, White, 6"
Temporary Pavement Markings, Double, Solid, Yellow, 6"
Area Of Construction
Channelizing Device
Traffic Signs
Temporary Traffic Barrier, Type 2
RECOMMENDED FOR APPROVAL:
DESIGN ENGINEER
DATE
DESIGNED: AML
DRAWN: SHH
CHECKED: BEH
CHECKED: AML
INDIANA
DEPARTMENT OF TRANSPORTATION
MAINTENANCE OF TRAFFIC
PHASE 1
LINE "C"
SCALE
1" = 20'
BRIDGE FILE
DESIGNATION
2200046
SHEET
13 OF 63
CONTRACT
R-44685
BFS NO.
7011

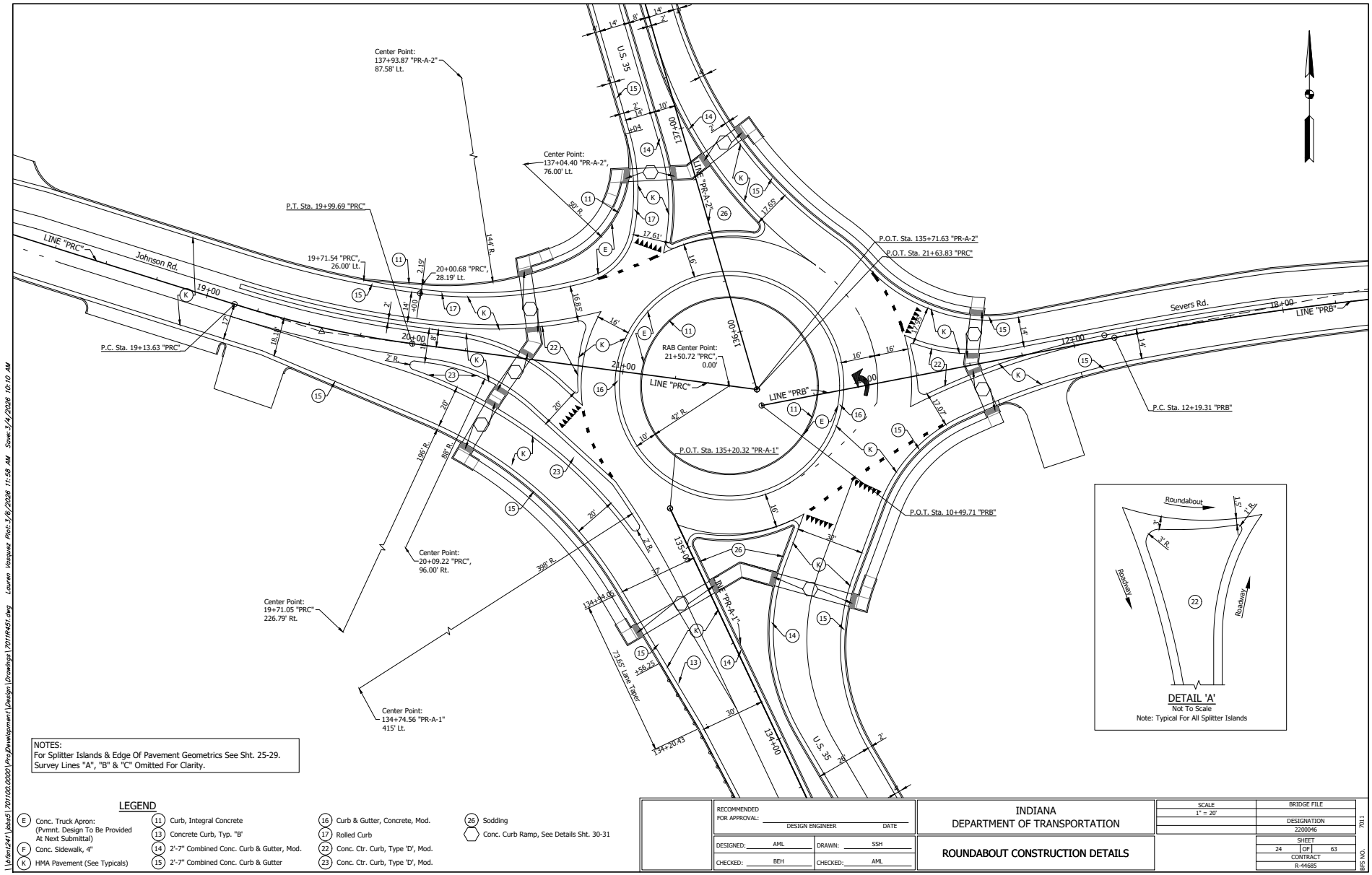

BEGIN PROJECT
P.O.T. Sta. 128+69.42 "A"
BEGIN INCIDENTAL
P.O.T. Sta. 128+49.42 "A"
DAVEY PROPERTIES LLC
CEMETERY PINE LAKE ASSOC
Sec. 22, T. 37 N., R. 3 W.
Center Township
LaPorte County
CURVE DATA
P.I Sta. 130+76.37 "PR-A-1"
Δ = 2°57'07" Lt.
R = 3000.00'
T = 77.30'
L = 154.57'
E = 1.00'
S.E. = N.C.
P.T. Sta. 131+53.64 "PR-A-1"
P.C. Sta. 132+77.50 "A"
P.O.T. Sta. 129+53.44 "A" (Back) =
P.C. Sta. 129+53.44 "PR-A-1" (Ahead)
App. Tract Line
Constr. Limits
App. Ex. R/W
LINE "A"
N28°12'25"W
U.S. 35
LINE "PR-A-1"
N25°15'17"W
Remove
Match Line - Sta. 133+00 "A"
Pine Lake
Pine Lake Cemetery
Comm. Dr. (C-Stn.)
Shoulder (Bit. Mat.)
Shoulder (C-Stn.)
(Overgrowth)
(Wooded/Overgrowth)
(Lawn)
2-Sty. Brk. Gar.
Str. No. 11
Str. No. 12
Str. No. 13
Str. No. 15
Notes:
All Easements & R/W Described From Line "A" Unless Otherwise Noted.
For Proposed Drainage Structure Information See Construction Details.
All Topographic Information Described From Line "A", Except As Noted.
BM #1 El. 801.544' Mag Spike Pvmt. #30299GTE21
Sta. 127+39.59 "A", 46'46" Lt.
50.0' Guardrail End Treatment
Type OS Req'd Lt.
Incidental Construction
Begin Profile Grade
Sta. 128+69.42 "A"
Elev. 801.84
0.50%
Profile Grade "A"
Exst. Grade "A"
Match Exst. Grade
PVI Sta. 130+14.41
PVI El. 802.57
200' V.C.
K = 190.95
Low Pnt. = 129+14.41
Elev. = 802.07
Profile Grade "PR-A-1"
Exst. Grade "PR-A-1"
Structure No. 11
Sta. 130+00 "PR-A-1"
Structure No. 12
Sta. 130+50 "PR-A-1"
Structure No. 13
Sta. 131+70 "PR-A-1"
Structure No. 15
Sta. 132+50 "PR-A-1"
81 Sections MGES @ 6'-3" Spacing
506' Req'd Lt.
1.55%
NE Out Inv. El. 799.01
E In Inv. El. 798.07
N Out Inv. El. 798.07
116' Of 15" Pipe @ 0.30% Req'd
NE In Inv. El. 798.90
S In Inv. El. 797.71
N In Inv. El. 798.16
SW Out Inv. El. 797.71
76' Of 24" Pipe @ 0.24% Req'd
NW In Inv. El. 798.35
S Out Inv. El. 798.35
121' Of 24" RCP
@ 0.20% Req'd
Line "A"
US #35
1. Mag Nail, Prop. -89.00' - 180° Az
2. Mag Nail, Prop. #5769224 - 12.00' - 310° Az
3. Mag Nail, Prop. - 43.95' - 90° Az
O.P.O.T. Sta. 129+23.54 "A", 16.90' Rt.
Mag Nail, Flush (Set 5/2/2023)
1. Mag Nail, Prop. #5769,995 - 60.25' - 200° Az
2. Mag Nail, Found, From Prop. #5769366 - 66.75' - 260° Az
3. Mag Nail, Prop. #5769224 - 116.35' - 310° Az
O.P.O.T. Sta. 132+47.41 "A", 25.30' Rt.
Mag Nail, Flush (Set 5/2/2023)
RECOMMENDED FOR APPROVAL:
DESIGN ENGINEER
DATE
DESIGNED: AML
DRAWN: SHH
CHECKED: BEH
CHECKED: AML
INDIANA
DEPARTMENT OF TRANSPORTATION
PLAN & PROFILE
LINE "PR-A-1"
U.S. 35
HORIZONTAL SCALE
1" = 20'
VERTICAL SCALE
1" = 10'
BRIDGE FILE
DESIGNATION
2200046
SHEET
14 OF 63
CONTRACT
R-44685
DES NO.
7011


DAVEY PROPERTIES LLC
DAVID M. & IVY J. PERRY
THREE BROTHERS' INVESTMENTS LLC
MIDWEST LIKE-KIND EXCHANGE, INC.
KBWS PROPERTIES LLC
CEMETERY PINE LAKE ASSOC
Johnson Rd.
Severs Rd.
U.S. 35
CURVE DATA
P.I. Sta. 136+81.90 "A"
Δ = 38°52'00" Rt.
R = 1146.23'
T = 404.40'
L = 777.55'
E = 69.25'
S.E. = N.C.
CURVE DATA
P.I. Sta. 138+77.20 "PR-A-2"
Δ = 23°55'10" Rt.
R = 498.00'
T = 105.49'
L = 207.90'
E = 11.05'
S.E. = N.C.
Sec. 22, T. 37 N., R. 3 W.
Center Township
LaPorte County
Notes:
All Easements & R/W Described From Line "A" Unless Otherwise Noted.
Line "PRC" & "PRB" Not Shown For Clarity.
See Sheet 17 For Johnson Rd. & Sheet 18 For Severs Rd. Plan & Profile.
See Sheet 24 For Roundabout Constr. Details.
See Sheet 25-29 For Roundabout Geometrics.
For Proposed Drainage Structure Information See Construction Details.
All Topographic Information Described From Line "A", Except As Noted.
BM #2 El. 808.860' Cut "X" N.W. Bolt Strain Pole S.E. Quad.
Sta. 135+00.65 "A", 52.09' Rt.
81 Sections MGES @ 6'-3" Spacing
506' Req'd Lt.
50.0' Guardrail End Treatment
Type OS Req'd Lt.
See Roundabout Alignment Profiles
Profile Grade "PR-A-1"
1.55%
Exst. Grade "PR-A-1"
+77.92, El. 808.19
121' Of 24" Pipe @ 0.20% Req'd
N In Inv. El. 798.60
SE Out Inv. El. 798.60
64' Of 24" RCP @ 0.18% Req'd
N In Inv. El. 800.85
SW In Inv. El. 799.22
S Out Inv. El. 798.72
47' Of 18" RCP @ 0.54% Req'd
NE In Inv. El. 801.23
S Out Inv. El. 801.13
47' Of 18" RCP @ 0.54% Req'd
E In Inv. El. 807.80
N In Inv. El. 801.61
SW Out Inv. El. 801.51
53' Of 18" RCP @ 0.37% Req'd
PVI Sta. 138+30
PVI El. 807.77
150' V.C.
K = 69.99
Low Pnt. = 138+37.76
Elev. = 808.17
Profile Grade "PR-A-2"
Exst. Grade "PR-A-2"
+44.11, El. 808.79
1.18%
80' Of 18" RCP @ 0.38% Req'd
NW In Inv. El. 801.92
S Out Inv. El. 801.82
53' Of 18" RCP @ 0.37% Req'd
56' Of 18" RCP @ 0.28% Req'd
NW In Inv. El. 802.34
SE Out Inv. El. 802.24
53' Of 15" RCP @ 0.56% Req'd
W In Inv. El. 805.38
N In Inv. El. 802.61
SE Out Inv. El. 802.51
68' Of 15" RCP @ 0.58% Req'd
N In Inv. El. 803.03
W In Inv. El. 804.70
S Out Inv. El. 802.93
112' Of 15" RCP @ 0.48% Req'd
N In Inv. El. 803.54
W In Inv. El. 804.52
S Out Inv. El. 803.44
Spec. Grade Flat Bottom Ditch Rt.
(Plotted 20' Below Datum)
+10, El. 807.64
-0.57%
-0.57%
Structure No. 16 Sta. 133+25 "PR-A-1"
Structure No. 17 Sta. 134+41.2 "PR-A-1"
Structure No. 19 Sta. 134+78 "PR-A-1"
Structure No. 42 Sta. 11+36 "PRB"
Structure No. 41 Sta. 11+36 "PRB"
Structure No. 21 Sta. 136+55 "PR-A-2"
Structure No. 23 Sta. 137+11 "PR-A-2"
Structure No. 25 Sta. 137+68 "PR-A-2"
Structure No. 27 Sta. 138+41 "PR-A-2"
INDIANA DEPARTMENT OF TRANSPORTATION
PLAN & PROFILE
LINE "PR-A-1 & PR-A-2"
U.S. 35
DESIGNED: AML
DRAWN: SSH
CHECKED: BEH
CHECKED: AML
HORIZONTAL SCALE 1" = 20'
VERTICAL SCALE 1" = 10'
BRIDGE FILE
DESIGNATION 2200046
SHEET 15 OF 63
CONTRACT R-44685
DES NO. 7011


END PROJECT
P.O.T. Sta. 140+50.00 "PR-A-2"
O.P.O.C. Sta. 140+49.87 "A", 2.73' Rt.
Sec. 22, T. 37 N., R. 3 W.
Center Township
LaPorte County
ROBERT A. & CATHERINE L. MAGNUSON
THREE BROTHERS INVESTMENTS LLC
MTC INVESTMENTS LLC
THOMAS D. & LAURA J. GLINSKI
KBWS PROPERTIES LLC
ROBERT W. & THERESA M. SEILER
CHINQUAPIN PROPERTY MANAGEMENT LLC
NORTHERN INDIANA PUBLIC SERVICE COMPANY LLC
U.S. 35
LINE "PR-A-2"
LINE "A" N10°39'35"E
Match Line - Sta. 139+00 "A"
P.T. Sta. 140+55.05 "A"
P.C. Sta. 142+09.61 "PR-A-2"
P.C. Sta. 141+52.22 "A"
P.T. Sta. 139+79.61 "PR-A-2"
END INCIDENTAL
P.O.C. Sta. 142+59.95 "PR-A-2" =
P.O.C. Sta. 142+60.08 "A", 1.95' Lt.
CURVE DATA
P.I Sta. 143+99.96 "PR-A-2"
Δ = 30°25'28" Lt.
R = 700.00'
T = 190.35'
L = 371.70'
E = 25.42'
S.E. = N.C.
CURVE DATA
P.I Sta. 143+76.67 "A"
Δ = 33°19'15" Rt.
R = 750.00'
T = 224.45'
L = 436.17'
E = 32.86'
S.E. = N.C.
P.I. Sta. 143+76.67 "A"
Δ = 33°19'15" Rt.
Temp. R/W for Dr. Constr.
Temp R/W
App. Ex. R/W
Constr. Limits
Str. No. 28
Str. No. 29
Str. No. 30
App. Tract Line
R/W
Shoulder (Bit. Mat.)
Comm. Parking Lot (C-Stn.)
2-Sty. Brk. Hse.
Notes:
All Easements & R/W Described From Line "A" Unless Otherwise Noted.
For Proposed Drainage Structure Information See Construction Details.
All Topographic Information Described From Line "A", Except As Noted.
BM #4 El. 817.707 Mag Spike Pwp. #576222
Sta. 146+94.52 "A", 46.90' Rt.
PVI Sta. 139+80
PVI El. 809.21
135' V.C.
K = 231.49
High Pnt. = 140+47.50
Elev. = 809.47
Incidental Construction
See Spot Elevations Sheet 32
End Profile Grade
Sta. 140+50.00 "PR-A-2"
Elev. 809.48
Profile Grade "PR-A-2"
Exst. Grade "PR-A-2"
Structure No. 29
Sta. 139+60 "PR-A-2"
0.96%
0.38%
112' Of 15" RCP @ 0.48% Req'd
W In Inv. El. 805.84
E In Inv. El. 804.20
S Out Inv. El. 804.10
+60, El. 806.78
Spec. Grade Flat Bottom Ditch Rt.
(Plotted 10' Below Datum)
INDIANA
DEPARTMENT OF TRANSPORTATION
PLAN & PROFILE
LINE "PR-A-2"
U.S. 35
RECOMMENDED FOR APPROVAL:
DESIGN ENGINEER
DATE
DESIGNED: AML
DRAWN: SSH
CHECKED: BEH
CHECKED: AML
HORIZONTAL SCALE 1" = 20'
VERTICAL SCALE 1" = 10'
BRIDGE FILE
DESIGNATION 2200046
SHEET 16 OF 63
CONTRACT R-44685
DES NO. 7011


MIDWEST DEVELOPMENT, LLC
TE-CON PROPERTIES, LLC
THREE BROTHERS' INVESTMENTS LLC
Begin Incidental Constr.
P.O.T. Sta. 15+27.63 "PRC"
O.P.O.T. Sta. 15+27.63 "C", 0.55' Rt.
Sec. 22, T. 37 N., R. 3 W.
Center Township
LaPorte County
CURVE DATA
P.I. Sta. 19+56.77 "PRC"
Δ = 9°51'43" Lt.
R = 500.00'
T = 43.14'
L = 86.06'
E = 1.86'
S.E. = N.C.
P.T. Sta. 19+99.69 "PRC"
P.I. Sta. 19+56.77 "PRC"
Δ = 9°51'43" Lt.
P.C. Sta. 19+13.63 "PRC"
Temp. R/W for Dr. Constr.
Temp. R/W
Constr. Limits
Johnson Rd.
LINE "C"
S72°09'55"E
S72°33'53"E
LINE "PRC"
S82°25'36"E
LINE "A"
U.S. 35
NOTE:
See Sheet 24 For Roundabout Constr. Details.
See Sheet 25-29 For Roundabout Geometrics.
ROBERT E. & RUTH A. NEHEMIAH
BERNADETTE M. & BRAD J. MROZINSKI
JERRY & ANTOINETTE MARKLEY
KELLY DAISY
DAVID M. & IVY J. PERRY
Bluffside Rd.
BEGIN CONSTRUCTION
P.O.T. Sta. 15+96.93 "PRC"
O.P.O.T. Sta. 15+96.92 "C", 0.06' Rt.
P.O.T. Sta. 21+25.00 "C" =
P.O.T. Sta. 135+50.82 "A"
BM #5 El. 827.329' Mag Spike Pwp. #599872
Sta. 10+26.90 "C", 26.58' Rt.
Notes:
All Easements & R/W Described From Line "C" Unless Otherwise Noted.
Line "PR-A-1" & "PR-A-2" Not Shown For Clarity. See Sheet 14-16 For US 35 Plan & Profile.
For Proposed Drainage Structure Information See Construction Details.
All Topographic Information Described From Line "C", Except As Noted.
PVI Sta. 17+65
PVI El. 804.51
211' V.C.
K = 74.09
Low Pnt. = 17+49.17
Elev. = 805.24
Incidental Construction
Begin Profile Grade
Sta. 15+96.93 "PRC"
Elev. 806.54
-1.21%
Profile Grade "PRC"
Exst. Grade "PRC"
Structure No. 33
Sta. 17+49 "PRC"
Structure No. 34
Sta. 18+30 "PRC"
Structure No. 37
Sta. 19+53 "PRC"
Structure No. 38
Sta. 19+85 "PRC"
Structure No. 40
Sta. 20+67 "PRC"
See Roundabout Alignment Profiles
+71.54, El. 807.89
1.64%
78' Of 12" RCP @ 0.38% Req'd
N In Inv. El. 801.36
E Out Inv. El. 801.36
W In Inv. El. 801.05
NE In Inv. El. 801.92
E Out Inv. El. 801.05
123' Of 12" RCP @ 0.39% Req'd
N In Inv. El. 803.64
W In Inv. El. 800.56
SE Out Inv. El. 800.31
29' Of 15" RCP @ 0.28% Req'd
NW In Inv. El. 800.22
SE Out Inv. El. 800.22
88' Of 15" RCP @ 0.28% Req'd
NW In Inv. El. 799.96
SE Out Inv. El. 799.96
46' Of 15" RCP @ 0.28% Req'd
INDIANA DEPARTMENT OF TRANSPORTATION
PLAN & PROFILE
LINE "PRC"
JOHNSON RD.
RECOMMENDED FOR APPROVAL:
DESIGN ENGINEER
DATE
DESIGNED: AML
DRAWN: SSH
CHECKED: BEH
CHECKED: AML
HORIZONTAL SCALE 1" = 20'
VERTICAL SCALE 1" = 10'
BRIDGE FILE
DESIGNATION 2200046
SHEET 17 OF 63
CONTRACT R-44685
BFS NO. 7011


NOTE:
See Sheet 24 For Roundabout Constr. Details.
See Sheet 25-29 For Roundabout Geometrics.
MIDWEST LIKE-KIND EXCHANGE, INC.
CEMETERY PINE LAKE ASSOC.
Sec. 22, T. 37 N., R. 3 W.
Center Township
LaPorte County
CURVE DATA
P.I Sta. 13+52.04 "PRB"
Δ = 10°06'51" Rt.
R = 1500.00'
T = 132.74'
L = 264.79'
E = 5.86'
S.E. = N.C.
CURVE DATA
P.I Sta. 14+08.15 "B"
Δ = 11°08'55" Rt.
R = 1000.00'
T = 97.60'
L = 194.58'
E = 4.75'
END CONSTRUCTION
P.O.T. Sta. 16+25.00 "B"
End Incidental Constr.
P.O.T. Sta. 16+75.00 "B"
Severs Rd.
LINE "PRB"
N79°07'12" E
LINE "B"
N78°05'08" E
N84°10'37" E
N89°14'03" E
Str. No. 41
Str. No. 42
Str. No. 43
Str. No. 44
Str. No. 45
Str. No. 46
Str. No. 47
Str. No. 48
Str. No. 49
Str. No. 50
Str. No. 51
P.C. Sta. 12+19.31 "PRB"
P.C. Sta. 13+10.55 "B"
P.T. Sta. 14+84.09 "PRB"
P.O.T. Sta. 15+05.13 "PRB" (Back) =
P.T. Sta. 15+05.13 "B" (Ahead)
App. Tract Line
App. Ex. R/W
Constr. Limits
Temp. R/W
Temp. R/W for Grading
Temp. R/W for Drive Constr.
R/W
Notes:
All Easements & R/W Described From Line "B" Unless Otherwise Noted.
For Proposed Drainage Structure Information See Construction Details.
All Topographic Information Described From Line "B", Except As Noted.
BM #3 El. 829.990' Mag Spike Pwp. #567960
Sta. 14+44.40 "B", 22.15' Lt.
PVI Sta. 15+50
PVI El. 830.36
150' V.C.
K = 35.89
High Pnt. = 16+25.00
Elev. = 830.59
Incidental Construction
End Profile Grade
Sta. 16+75.00 "B"
Elev. 830.75
See Roundabout Alignment Profiles
Exst. Grade "PRB"
Profile Grade "PRB"
Exst. Grade "B"
Profile Grade "B"
0.31%
4.49%
+14.87, El. 815.31
76' Of 12" RCP @ 4.48% Req'd
95' Of 12" RCP @ 4.26% Req'd
77' Of 12" RCP @ 4.31% Req'd
126' Of 12" RCP @ 4.04% Req'd
S Out Inv. El. 827.31
N In Inv. El. 825.11
W Out Inv. El. 825.01
E In Inv. El. 816.06
N In Inv. El. 815.92
W Out Inv. El. 815.82
E In Inv. El. 819.79
N In Inv. El. 819.62
W Out Inv. El. 819.52
E In Inv. El. 811.64
N In Inv. El. 811.48
W Out Inv. El. 811.38
E In Inv. El. 807.80
N In Inv. El. 801.61
SW Out Inv. El. 801.51
P.T. Sta. 15+05.13 "PRB" (Back) =
P.O.T. Sta. 15+05.13 "B" (Ahead)
INDIANA
DEPARTMENT OF TRANSPORTATION
PLAN & PROFILE
LINE "PRB"
SEVERS RD.
RECOMMENDED FOR APPROVAL:
DESIGN ENGINEER
DATE
DESIGNED: AML
DRAWN: SSH
CHECKED: BEH
CHECKED: AML
HORIZONTAL SCALE 1" = 20'
VERTICAL SCALE 1" = 10'
BRIDGE FILE
DESIGNATION 2200046
SHEET 18 OF 63
CONTRACT R-44685
BFS NO. 7011
\dsm1241\jobs\70100.0000\ProDevelopment\Design\Drawings\701R405.dwg Lauren Vasquez Plot: 3/6/2026 11:57 AM Save: 3/4/2026 10:10 AM



NOTES:
For Splitter Islands & Edge Of Pavement Geometrics See Sht. 25-29.
Survey Lines "A", "B" & "C" Omitted For Clarity.

LEGEND

- (E) Conc. Truck Apron: (Pvmnt. Design To Be Provided At Next Submittal)
- (F) Conc. Sidewalk, 4"
- (K) HMA Pavement (See Typicals)
- (11) Curb, Integral Concrete
- (13) Concrete Curb, Typ. 'B'
- (14) 2'-7" Combined Conc. Curb & Gutter, Mod.
- (15) 2'-7" Combined Conc. Curb & Gutter
- (16) Curb & Gutter, Concrete, Mod.
- (17) Rolled Curb
- (22) Conc. Ctr. Curb, Type 'D', Mod.
- (23) Conc. Ctr. Curb, Type 'D', Mod.
- (26) Sodding
- Conc. Curb Ramp, See Details Sht. 30-31

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: AML DRAWN: SSH

CHECKED: BEH CHECKED: AML

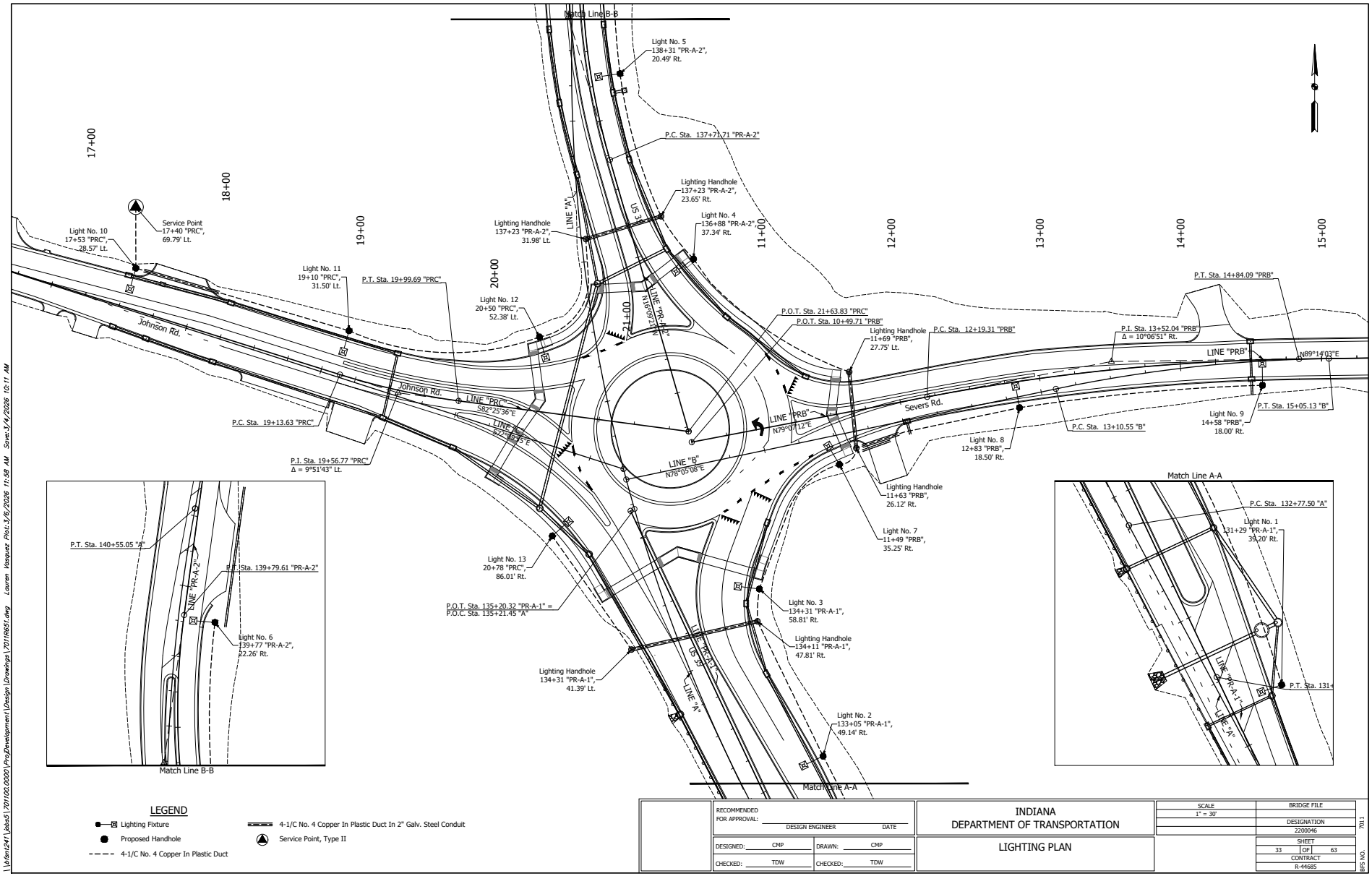
INDIANA
DEPARTMENT OF TRANSPORTATION

ROUNDABOUT CONSTRUCTION DETAILS

SCALE	BRIDGE FILE
1" = 20'	
	DESIGNATION
	2200046
	SHEET
	24 OF 63
	CONTRACT
	R-44685

BFS NO. 7011

\\dsm1241\jobs5\701100.0000\ProjDevelopment\Design\Drawings\701IR451.dwg Lauren Vasquez Plot:3/6/2026 11:58 AM Save:3/4/2026 10:10 AM


Match Line B-B
Light No. 5
138+31 "PR-A-2",
20.49' Rt.
P.C. Sta. 137+71.71 "PR-A-2"
Lighting Handhole
137+23 "PR-A-2",
23.65' Rt.
Light No. 4
136+88 "PR-A-2",
37.34' Rt.
Lighting Handhole
137+23 "PR-A-2",
31.98' Lt.
Service Point
17+40 "PRC",
69.79' Lt.
Light No. 10
17+53 "PRC",
28.57' Lt.
Light No. 11
19+10 "PRC",
31.50' Lt.
P.T. Sta. 19+99.69 "PRC"
Light No. 12
20+50 "PRC",
52.38' Lt.
17+00
18+00
19+00
20+00
21+00
11+00
12+00
13+00
14+00
15+00
US 52
LINE "A"
LINE "PRC"
S82°25'36"E
LINE "PRB"
N79°07'12"E
LINE "B"
N78°05'08"E
LINE "PRB"
N89°14'03"E
Johnson Rd.
Severs Rd.
P.C. Sta. 19+13.63 "PRC"
P.I. Sta. 19+56.77 "PRC"
Δ = 9°51'43" Lt.
P.O.T. Sta. 21+63.83 "PRC"
P.O.T. Sta. 10+49.71 "PRB"
Lighting Handhole
11+69 "PRB",
27.75' Lt.
P.C. Sta. 12+19.31 "PRB"
P.I. Sta. 13+52.04 "PRB"
Δ = 10°06'51" Rt.
P.T. Sta. 14+84.09 "PRB"
P.T. Sta. 15+05.13 "B"
Light No. 9
14+58 "PRB",
18.00' Rt.
P.C. Sta. 13+10.55 "B"
Light No. 8
12+83 "PRB",
18.50' Rt.
Lighting Handhole
11+63 "PRB",
26.12' Rt.
Light No. 7
11+49 "PRB",
35.25' Rt.
Light No. 13
20+78 "PRC",
86.01' Rt.
P.O.T. Sta. 135+20.32 "PR-A-1" =
P.O.C. Sta. 135+21.45 "A"
Light No. 3
134+31 "PR-A-1",
58.81' Rt.
Lighting Handhole
134+11 "PR-A-1",
47.81' Rt.
Lighting Handhole
134+31 "PR-A-1",
41.39' Lt.
Light No. 2
133+05 "PR-A-1",
49.14' Rt.
Match Line A-A
P.T. Sta. 140+55.05 "A"
P.T. Sta. 139+79.61 "PR-A-2"
LINE "PR-A-2"
Light No. 6
139+77 "PR-A-2",
22.26' Rt.
Match Line B-B
Match Line A-A
P.C. Sta. 132+77.50 "A"
Light No. 1
131+29 "PR-A-1",
39.20' Rt.
LINE "PR-A-1"
LINE "A"
P.T. Sta. 131+
LEGEND
Lighting Fixture
Proposed Handhole
4-1/C No. 4 Copper In Plastic Duct
4-1/C No. 4 Copper In Plastic Duct In 2" Galv. Steel Conduit
Service Point, Type II
RECOMMENDED FOR APPROVAL:
DESIGN ENGINEER
DATE
DESIGNED: CMP
DRAWN: CMP
CHECKED: TDW
CHECKED: TDW
INDIANA
DEPARTMENT OF TRANSPORTATION
LIGHTING PLAN
SCALE
1" = 30'
BRIDGE FILE
DESIGNATION
2200046
SHEET
33 OF 63
CONTRACT
R-44685
BFS NO.
7011
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LIGHTING SUMMARY TABLE

	CIRCUIT A 1												
Luminaire No.	1	2	3	4	5	6	7	8	9	10	11	12	13
Circuit Connection	R	B	R	R	R	B	B	R	B	B	R	B	R
Connection Type	L	2	2	2	2	1	2	2	1	2	2	2	1
Pole Setback from Face of Curb (ft.)	8.5	9	8	11	9.5	8	12	4.5	4	9.5	9.5	13	12
Mast Arm Length (ft.)	50	60	50	60	50	60	50	60	50	60	60	50	60

LIGHTING SERVICE POINT

Service Point	Main Breaker	Branch Circuit	Computed Branch Circuit Amperage	Branch Circuit Breaker Rating
		A 1 (Red)	2.452	10 Amps
A	100 Amp	A-2 (Black)	1.226	10 Amps

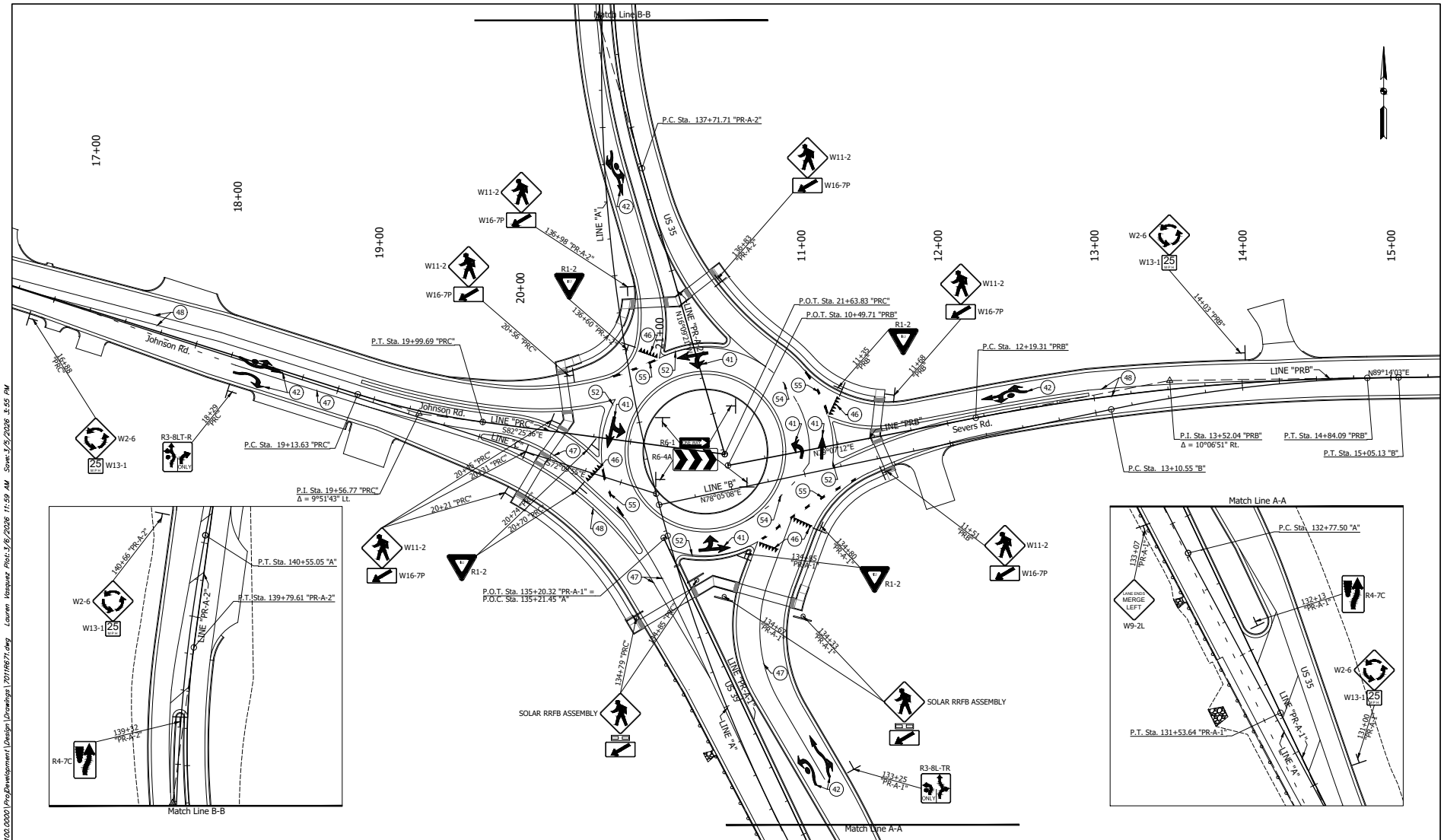
LIGHTING DATA

I.E.S. Distribution	Type III
Voltage	120 V
Pavement Classification	R3
Lamp Lumen Depreciation Factor (LLD)	0.90
Luminaire Dirt Depreciation Factor (LDD)	0.87
Lamp Type	127 W - LED
Initial Lamp Lumens (IL)	24,000 Lumens
Average Maintained Illuminance (Em)	1.5 fc
Uniformity Ratio	0.78
Effective Mounting Height	40 Ft.

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION	SCALE 1" = 20'
DESIGNED: CMP	DRAWN: CMP	LIGHTING TABLES	BRIDGE FILE
CHECKED: TDW	CHECKED: TDW		DESIGNATION 2200046
			SHEET 34 OF 63
			CONTRACT R-44685

BPS NO. 7011

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LEGEND

- Ground Mounted, Sheet Sign
- (41) Pavement Message Marking, Thermoplastic, Lane Indication Arrow
- (42) Pavement Message Marking, Thermoplastic, Fish Hook Arrow
- (44) Transverse Markings, Thermoplastic, Crosswalk, White, 24"
- (46) Transverse Markings, Thermoplastic, Yield Triangle, White
- (47) Line, Thermoplastic, Solid, White, 6"
- (48) Line, Thermoplastic, Solid, Yellow, 6"
- (49) Line, Thermoplastic, Broken, White, 6" (10' Line, 30' Gap)
- (52) Line, Thermoplastic, Solid, White, 8"
- (53) Line, Thermoplastic, Solid, Yellow, 8"
- (54) Line, Thermoplastic, Skip, White, 6" (5' Line, 3' Gap)
- (55) Line, Thermoplastic, Dotted, White, 12" (3' Line, 2' Gap)

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: CMP DRAWN: CMP

CHECKED: TDW CHECKED: TDW

INDIANA
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKINGS AND SIGNAGE

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	
VERTICAL SCALE	DESIGNATION
N/A	2200046
SURVEY BOOK	SHEET
	35 OF 63
CONTRACT	PROJECT
R-44685	2200046

GFS NO. 7011

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STRUCTURE DATA

STRUCTURE NUMBER	LOCATION				SIZE	DESCRIPTION		LENGTH	SKEW	COVER	INVERT		TOP OF CASTING	SERVICE LIFE	SITE DESIGNATION	pH	BACKFILL METHOD	STRUCTURE BACKFILL TYPE 2	GEOTEXTILES for RIPRAP TYPE IA	REVETMENT RIPRAP	PIPE END SECTION	CONNECT TO STR.	REMARKS
	STATION	LEFT	RIGHT	CROSS		PIPE TYPE	MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE AND TYPE				UP STREAM	DOWN STREAM											
Line "PR-A-1"																							
11	130+00.00		X		12		Inlet, Type B-15	21		2.0	799.01	798.64	802.42	75	N/A	7	1	7			1		
12A	130+50.00		X		15		Pipe	24		2.5	798.14	798.07		75	N/A	7	1	11			1	12	
12	130+50.00		X		15		Inlet, Type C-15	116		4.6	798.07	797.71	802.96	75	N/A	7	1	93				13	
13	131+70.00		X		24		Manhole, Mod. Type J-15	66		3.1	797.71	797.51	804.85	75	N/A	7	1	53	18	9	1		
13A	131+70.00		X		15		Pipe	24		2.9	799.16	798.90		75	N/A	7	1	13			1	13	
15	132+50.00		X		24		Manhole, Type C-15	76		4.7	798.35	798.16	805.79	75	N/A	7	1	84				13	
16	133+75.00		X		24		Manhole, Type C-15	121		6.1	798.60	798.35	807.64	75	N/A	7	1	167				15	
17	134+41.00		X		24		Manhole, Mod. Type J-15	64		7.7	798.72	798.60	809.14	75	N/A	7	1	111				16	
18	134+45.00	X			18		Manhole, Type C-15	83		8.1	799.43	799.22	808.61	75	N/A	7	1	127				17	
19	134+78.00		X		18		Manhole, Type C-15	47		7.2	801.13	800.85	810.74	75	N/A	7	1	64				17	
20	135+02.00	X			18		Manhole, Type C-15	53		7.7	799.57	799.43	809.20	75	N/A	7	1	77				18	
Line "PR-A-2"																							
21	136+55.00		X		18		Manhole, Type C-15	80		7.4	802.24	801.92	810.03	75	N/A	7	1	112				41	
22	137+11.00	X			12		Inlet, Type B-15	40		2.6	805.54	805.38	808.95	75	N/A	7	1	18				23	
23	137+11.00		X		18		Manhole, Type C-15	56		5.5	802.51	802.34	808.94	75	N/A	7	1	59				21	
24	137+68.00	X			12		Inlet, Type B-15	36		2.7	804.84	804.70	808.25	75	N/A	7	1	16				25	
25	137+68.00		X		15		Inlet, Type C-15	53		4.5	802.93	802.61	808.25	75	N/A	7	1	42				23	
26	138+41.00	X			12		Inlet, Type C-15	36		2.6	804.66	804.52	807.91	75	N/A	7	1	15				27	
27	138+41.00		X		15		Inlet, Type C-15	68		3.6	803.44	803.03	807.91	75	N/A	7	1	44				25	
28	139+60.00	X			12		Inlet, Type B-15	36		2.5	805.98	805.84	808.62	75	N/A	7	1	15				29	
29	139+60.00		X		15		Inlet, Type C-15	112		3.7	804.10	803.54	808.66	75	N/A	7	1	74				27	
30	139+60.00		X		15		Inlet, Type E-7	19		2.7	804.29	804.20	807.08	75	N/A	7	1	10				29	
Line "PRC"																							
31	16+90.00	X			12		12" Pipe Catch Basin	56		1.9	802.27	802.05	805.16	75	N/A	7	1	19				32	
32	17+49.00	X			12		Inlet, Type C-15	35		2.3	801.50	801.36	804.92	75	N/A	7	1	14				33	
33	17+49.00		X		12		Inlet, Type C-15	78		2.5	801.36	801.05	801.82	75	N/A	7	1	33				34	
34	18+30.00		X		12		Inlet, Type C-15	123		4.2	801.05	800.56	805.14	75	N/A	7	1	81				37	
35	18+46.00	X			12		Inlet, Type B-15	44		2.3	802.10	801.92	805.55	75	N/A	7	1	17				34	
36	19+50.00	X			12		Inlet, Type C-15	45		2.7	803.82	803.64	807.23	75	N/A	7	1	20				37	
37	19+55.00		X		15		Inlet, Type C-15	29		5.5	800.31	800.22	807.01	75	N/A	7	1	28				38	
38	19+85.00		X		15		Inlet, Type C-15	88		7.2	800.22	799.96	807.49	75	N/A	7	1	109				40	
39	20+28.00	X			12		Inlet, Type R-13	72		2.6	805.36	803.92	808.72	75	N/A	7	1	31				36	
40	20+67.00		X		15		Manhole, Type C-4	46		8.3	799.96	799.82	809.98	75	N/A	7	1	65				20	
Line "PRB"																							
41	11+36.00	X			18		Manhole, Type C-15	53		9.1	801.82	801.61	812.00	75	N/A	7	1	92				42	
42	11+36.00		X		18		Manhole, Type C-15	47		8.6	801.51	801.23	812.16	75	N/A	7	1	76				19	
43	12+15.00	X			12		Inlet, Type B-15	30		2.7	811.60	811.48	815.01	75	N/A	7	1	13				44	
44	12+15.00		X		12		Inlet, Type C-15	76		3.0	811.38	807.80	815.01	75	N/A	7	1	37				42	
45	13+14.00	X			12		Inlet, Type B-15	29		2.4	816.04	815.92	819.45	75	N/A	7	1	12				46	
46	13+14.00		X		12		Inlet, Type C-15	95		2.5	815.82	811.64	819.44	75	N/A	7	1	40				44	
47	13+95.00	X			12		Inlet, Type B-15	25		2.4	819.72	819.62	823.13	75	N/A	7	1	10				48	
48	13+95.00		X		12		Inlet, Type C-15	77		2.3	819.52	816.06	823.11	75	N/A	7	1	31				46	
49	15+25.00	X			12		Inlet, Type B-15	24		2.4	825.21	825.11	828.62	75	N/A	7	1	10				50	
50	15+25.00		X		12		Inlet, Type C-15	126		2.6	825.01	819.79	828.62	75	N/A	7	1	55				48	
51	16+27.00	X			15		Inlet, Type E-7	42		1.5	827.31	826.81	829.06	75	N/A	7	1	14	10	4	1		

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: AML DRAWN: LV

CHECKED: BEH CHECKED: AML

INDIANA
DEPARTMENT OF TRANSPORTATION

STRUCTURE DATA TABLE

HORIZONTAL SCALE	BRIDGE FILE
NA	
VERTICAL SCALE	DESIGNATION
NA	2200046
SURVEY BOOK	SHEET
	37 OF 63
CONTRACT	PROJECT
R-44685	2200046

BFS NO. 7011

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APPENDIX C

Early Coordination

INDIANA DEPARTMENT OF TRANSPORTATION

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

Eric Holcomb, Governor
Michael Smith, Commissioner

SAMPLE EARLY COORDINATION LETTER

May 22, 2024

Re: Des. No. 2200046
United States Highway (US) 35 Intersection Improvement Project
US 35 at Johnson/Severs Road, 0.62 mile north of State Road (SR) 39
Near La Porte, LaPorte County, Indiana

Dear Agency Contact,

The Indiana Department of Transportation (INDOT) LaPorte District with funding from the Federal Highway Administration (FHWA) intends to proceed with the intersection improvement project of US 35 at Johnson/Severs Road near the northwestern edge of the city of La Porte, LaPorte County, Indiana. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above Des. No. and project description in your reply.** We will incorporate your comments into the formal environmental study. Your cooperation in this endeavor is appreciated.

Project Location and Existing Conditions

The proposed project is located in northcentral LaPorte County, along the northwestern edge of the city of La Porte, along US 35 at the intersection with Johnson/Severs Road. Specifically, the project is located in Section 22, Township 37 North, Range 3 West, in Center Township as depicted on the Springville and Michigan City East U.S. Geological Survey (USGS) Quadrangles.

US 35, Johnson Road, and Severs Road within the project area are all two-lane roadways. US 35 is classified as a Principal Arterial roadway, Johnson Road is classified as a Minor Collector, and Severs Road is classified as a Major Collector. The existing roadways within the project area each have two approximately 10-foot wide travel lanes, one in each direction, with variable shoulder widths and no pedestrian facilities. The posted speed limit along US 35 within the project area is 45 miles per hour (mph) and the posted speed limit along Johnson Road and Severs Road is 35 mph. The existing intersection is controlled by a traffic signal. Adjacent land use now consists primarily of suburban residential, commercial, a cemetery, and wooded properties.

Existing utilities include city utilities and the Pine Lake Conservancy District Sanitary & Lift Station. Utility relocations may be required for the proposed project. Utility coordination is ongoing to evaluate conflicts and work plan development as the project continues to develop.

Purpose and Need

The purpose of the project is to address the high rate of accidents and safety issues of the existing traffic signal intersection.

The need for this project is due to the high rate of accidents at the existing traffic signal intersection.

Proposed Project

The proposed project will reconstruct the intersection of US 35 and Johnson/Severs Road into a hybrid multilane (2x1) roundabout. In addition to the intersection improvement, sidewalks will be added in all four quadrants of the roundabout. The roadway profile for both US 35 and Johnson/Severs Road will be adjusted, and new hot-mixed asphalt (HMA) will be applied on both roadways from all approaches.

The maintenance of traffic (MOT) will involve phased construction to allow traffic to be maintained along US 35 throughout the duration of the project. Johnson Road and Severs Road will be partially and fully closed during different phases of construction to allow US 35 to stay partially open. Detours may be established for Johnson Road and Severs Road closures and additional details will come as the project advances. Road closures will be minimized as much as possible to maintain ease of access to all properties throughout construction.

Right-of-Way (ROW)
The proposed project is anticipated to require at least 0.5 acre of new permanent ROW.

Environmental Resources
A Red Flag Investigation (RFI) was performed for a 0.5 mile search radius surrounding the project area. Several "Red Flags" were identified within the 0.5-mile search radius; however, not all will be impacted. One cemetery, Pine Lake Cemetery, was identified within the project area. One recreational resource, Pine Lake, was identified adjacent to the project area. Several utilities were identified within or adjacent to the project limits including pipelines. Three wetlands and two lakes were identified adjacent to the project area; a Waters of the US Report will be completed. A portion of the project area lies within a mapped floodplain. Coordination with the appropriate agency will occur. One Hazardous Materials site, mapped as a leaking underground storage tank (LUST) site, a Landfill Boundary site, and an Institutional Controls site, is located in the northwest quadrant of the intersection within the project area. Further coordination regarding the hazmat sites will occur with the appropriate agencies. No additional "Red Flags" are mapped within the immediate vicinity of the project. This project lies outside the Karst Memorandum of Understanding Potential Karst Features Region.

Section 106
The proposed project will not qualify for the Minor Projects Programmatic Agreement (MPPA). Full Section 106 investigations will occur as part of the project development and be included in the environmental document findings.

Range-wide Informal Programmatic Consultation
LaPorte County is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat – NLEB (*Myotis septentrionalis*). Land use in the vicinity of the project is primarily comprised of residential properties, commercial properties, and woodlands. The project appears to fall under the Range-wide Programmatic Informal Consultation process. Completion of the appropriate determination key through the U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) portal will occur. If a determination of "Not Likely to Adversely Affect," or "Likely to Adversely Affect" is reached then additional consultation with the USFWS will occur through INDOT.

Should we not receive your response within **30 calendar days** from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. 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 project, please feel free to contact me at 513-917-0331 or at chaverbusch@usiconsultants.com. Additionally, should you want to contact the sponsor of this project, the INDOT LaPorte District, please contact the INDOT Project Manager, Mr. Michael Grylewicz, at (219)851-0169 or at mgrylewicz@indot.in.gov.

Thank you in advance for your input. Your feedback on the proposed project is appreciated.



Courtney Haverbusch
Environmental Specialist
USI Consultants, Inc.

Attachments:

- Project Location Map
- USGS 7.5 Minute Topographical, Springville & Michigan City East Quadrangles Map
- Project Aerial Map
- Red Flag Investigation Maps
- Photo Location Map and Photographs

Attachments have been removed to avoid duplication. Refer to Appendix B for project maps and photographs.

Recipients:

- FHWA Environmental Specialist, LaPorte District
- Indiana Department of Natural Resources – Division of Fish and Wildlife
- US Department of Housing & Urban Development – Chicago Regional Office
- Environmental Manager, INDOT LaPorte District
- Project Manager, INDOT LaPorte District
- INDOT Environmental Services, Central Office
- Natural Resources Conservation Service
- Detroit Regulatory District, U.S. Army Corps of Engineers
- Northwestern Indiana Regional Planning Commission
- INDOT Utilities & Railroads
- IDEM Institutional Controls Section
- LaPorte County Highway Department Superintendent
- LaPorte County Board of Commissioners
- LaPorte County Council
- LaPorte County, Center Township Trustee
- LaPorte County Surveyor
- LaPorte County Emergency Management Agency
- LaPorte County Sheriff
- LaPorte County Floodplain Administrator
- LaPorte County Planner
- LaPorte County MS4 Coordinator
- City of La Porte MS4 Coordinator
- La Porte Community School Corporation, Director of Transportation
- City of La Porte Parks and Recreation Department
- City of La Porte City Council
- City of La Porte Police Department, Chief of Police
- City of La Porte Mayor
- City of La Porte Fire Department, Fire Chief
- City of La Porte City Engineer
- Pine Lake Cemetery

Organization and Project Information

Organization Name: USI Consultants, Inc

First Name: Courtney

Last Name: Haverbusch

Phone: (513) 917-0331

Email: chaverbusch@usiconsultants.com

Address Line 1: 8415 E 56th Street

City: Indianapolis

State: IN

Zip: 46216

Customer Id: 2023-0031

Destination Id: Des. No. 2200046

Project Title: US 35 Intersection Improvement Project at Johnson/Severs Rd in La Porte

Project Description: The proposed project will reconstruct the intersection of US 35 and Johnson/Severs Road into a hybrid multilane (2x1) roundabout. Sidewalks will also be added in all 4 quadrants of the intersection.

Environmental Assessment Report

Geological Hazards:

1. Floodway
2. Moderate liquefaction potential

Mineral Resources:

1. Sand and Gravel Resource: High Potential

Active or abandoned mineral resources extraction sites:

1. Petroleum Exploration Wells

Disclaimer:

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

This information was furnished by Indiana Geological Survey

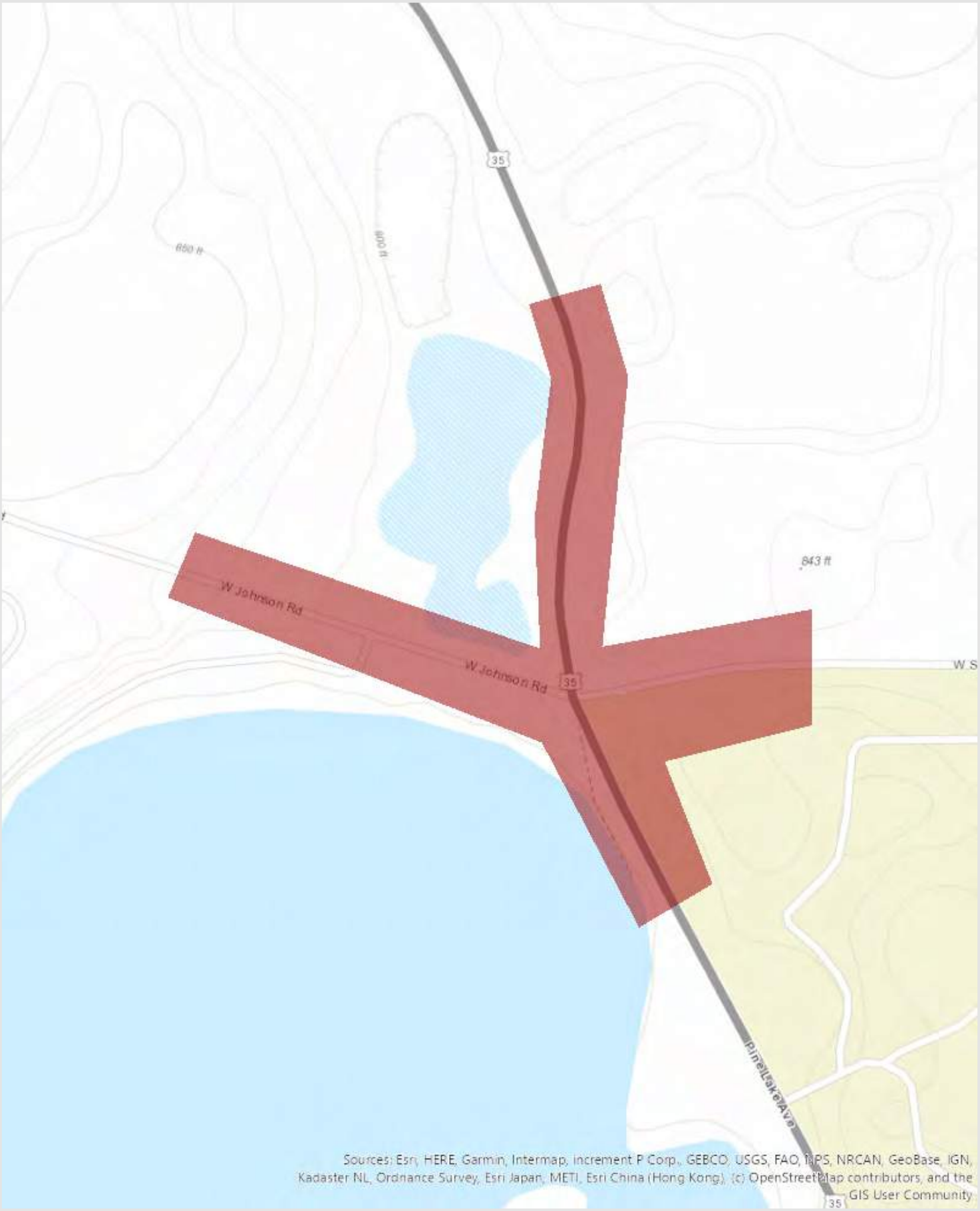
Address: 1001 E. 10th St., Bloomington, IN 47405

Email: IGSEnvir@indiana.edu

Phone: (812) 855-7428

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Courtney Haverbusch

From: Courtney Haverbusch
Sent: Wednesday, May 22, 2024 12:13 PM
To: Mrozinski, Rich; mgrylewicz@indot.in.gov
Cc: Ruth Hook; Andrea Langille
Subject: RE: [EXTERNAL]Des. No. 2200046 US 35 Intersection Improvement Project - Early Coordination Letter

Hi Rich,

We appreciate the input! Since US 35 is such a heavily used roadway, especially for large vehicles like semi-trucks, the current Maintenance of Traffic (MOT) planned involves maintaining traffic along US 35 throughout the entire duration of construction to hopefully avoid the issues you described. There may be some short term closures of lanes along Johnson and Severs Roads through the different phases of construction so that US 35 may stay open to traffic, but these will be minimized as much as possible.

Please don't hesitate to reach out if you have any other suggestions or comments or have any questions regarding the project!

Courtney

Courtney Haverbusch
Environmental Specialist
513.917.0331
8415 East 56th Street, Indianapolis, IN 46216

From: Mrozinski, Rich <rmrozinski@laporteco.in.gov>
Sent: Wednesday, May 22, 2024 12:02 PM
To: Courtney Haverbusch <chaverbusch@usiconsultants.com>; mgrylewicz@indot.in.gov
Cc: Ruth Hook <rhook@usiconsultants.com>; Andrea Langille <alangille@bfsengr.com>
Subject: Re: [EXTERNAL]Des. No. 2200046 US 35 Intersection Improvement Project - Early Coordination Letter

You don't often get email from rmrozinski@laporteco.in.gov. Learn why this is important

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Courtney, thank you for the heads up on this project and the chance to weigh in on it. The problem we usually have with INDOT projects is the "official vs. unofficial detours. Usually the official detours take vehicles a long haul out of the way. Local business's want the county to allow them to use our country roads. Next thing we know semi trucks are using our county roads, destroying them. Some have even moved or ran over our barricades. Our Sheriff department has had enough writing tickets for offenders. We need to make sure our local business's are not impacted more than is reasonable with detours and we do not want semi traffic destroying our county roads. Thank you for understanding our position.

Commissioner Rich Mrozinski
555 Michigan Ave.
Suite 202
La Porte County
219-326-6808 Ext. 2568

This message is confidential, intended only for the named recipient(s) and may contain information that is privileged, attorney work product or exempt from disclosure under applicable law. If you are not the intended recipient(s), you are notified that the dissemination, distribution or copying of this message is strictly prohibited. If you receive this message in error, or are not the named recipient(s), please notify the sender at either the e-mail address or telephone number above and delete this e-mail from your computer. Receipt by anyone other than the named recipient(s) is not a waiver of any attorney-client, work product or other applicable privilege. Thank you.

From: Courtney Haverbusch <chaverbusch@usiconsultants.com>
Sent: Wednesday, May 22, 2024 10:41 AM
To: mgrylewicz@indot.in.gov <mgrylewicz@indot.in.gov>
Cc: Ruth Hook <rhook@usiconsultants.com>; Andrea Langille <alangille@bfsengr.com>
Subject: [EXTERNAL]Des. No. 2200046 US 35 Intersection Improvement Project - Early Coordination Letter

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Dear Interested Agency,

USI Consultants is preparing the Categorical Exclusion document for the US 35 and Johnson/Severs Roads Intersection Improvement Project (Des. No. 2200046) in La Porte, LaPorte County, Indiana. The attached letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with the project. Should we not received a response within **thirty (30) calendar days** from the date of this letter, it will be assumed that your agency believes that there will be no adverse effects incurred as a result of the proposed project.

Thanks,

Courtney Haverbusch

Courtney Haverbusch
Environmental Specialist
513.917.0331
8415 East 56th Street, Indianapolis, IN 46216

From: Haulter, Crystal
To: Courtney Haverbusch; Grylewicz, Michael J
Cc: Ruth Hook; Andrea Langille
Subject: RE: Des. No. 2200046 US 35 Intersection Improvement Project - Early Coordination Letter
Date: Tuesday, May 28, 2024 1:55:50 PM
Attachments: image001.png
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Des.No. 2200046_US 35 RAB_ECL_05212024.pdf

Some people who received this message don't often get email from chaulter@idem.in.gov. Learn why this is important

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

Good afternoon Courtney,

Thank you for your Early Coordination Letter regarding Des. No. 2200046 US 35 Intersection Improvement Project.

IDEM's Institutional Controls Group reviewed the Environmental Restrictive Covenant (ERC) associated with 2328 North US HWY 35, which is adjacent to the project area. The ERC restricts residential use, groundwater use, and requires disturbed soil to be restored in such a manner that the remaining contaminant concentrations do not present a threat to human health or the environment. (VFC #70476753)

IDEM does not have any concerns with the proposed work as it pertains to the restrictions in the ERC, provided that proper handling, removal, and disposal of potentially contaminated soil and/or groundwater is conducted in accordance with applicable laws, when and where appropriate.

No further coordination is anticipated. Please contact me directly if you have any further questions regarding this matter.

Thank you,
Crystal Haulter

Crystal Haulter
(She/Her/Hers)
Technical Environmental Specialist

Institutional Controls Group, Remediation Services Branch

(317) 234-1957 • chaulter@idem.IN.gov

www.idem.IN.gov

Scan the QR code to leave your feedback.

We appreciate your input!

From: Courtney Haverbusch <chaverbusch@usiconsultants.com>
Sent: Wednesday, May 22, 2024 11:41 AM
To: Grylewicz, Michael J <MGrylewicz@indot.IN.gov>
Cc: Ruth Hook <rhook@usiconsultants.com>; Andrea Langille <ALangille@bfsengr.com>
Subject: Des. No. 2200046 US 35 Intersection Improvement Project - Early Coordination Letter

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Dear Interested Agency,

USI Consultants is preparing the Categorical Exclusion document for the US 35 and Johnson/Severs Roads Intersection Improvement Project (Des. No. 2200046) in La Porte, LaPorte County, Indiana. The attached letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with the project. Should we not received a response within **thirty (30) calendar days** from the date of this letter, it will be assumed that your agency believes that there will be no adverse effects incurred as a result of the proposed project.

Thanks,

Courtney Haverbusch

Courtney Haverbusch
Environmental Specialist
513.917.0331
8415 East 56th Street, Indianapolis, IN 46216

From: Michels, Stewart
To: Courtney Haverbusch; Grylewicz, Michael J
Cc: Ruth Hook; Andrea Langille
Subject: RE: Des. No. 2200046 US 35 Intersection Improvement Project - Early Coordination Letter
Date: Monday, June 3, 2024 3:56:04 PM
Attachments: image009.png
image013.png
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Courtney,

Thank you for providing a copy of the early coordination letter for Des 2200046 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
Environmental Manager Supervisor
Indiana Department of Transportation
LaPorte District
Cell: (219) 402-7315
Email: SMichels@indot.in.gov
Find us on social media!

From: Courtney Haverbusch <chaverbusch@usiconsultants.com>
Sent: Wednesday, May 22, 2024 10:41 AM
To: Grylewicz, Michael J <MGrylewicz@indot.IN.gov>
Cc: Ruth Hook <rhook@usiconsultants.com>; Andrea Langille <ALangille@bfsengr.com>
Subject: Des. No. 2200046 US 35 Intersection Improvement Project - Early Coordination Letter

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Dear Interested Agency,

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

May 30, 2024

Courtney Haverbusch
8415 E. 56th Street
Indianapolis, Indiana 46216

Dear Courtney Haverbusch:

The proposed US 35 and Johnson/Severs Roads Intersection Improvement Project in LaPorte County, Indiana, (Des. No. 2200046), as referred to in your letter received May 22, 2024, will not cause a conversion of prime farmland.

If you need additional information, please contact John Allen at 317-295-5859.

Sincerely,

JOHN ALLEN

Digitally signed by JOHN ALLEN
Date: 2024.06.05 09:00:06 -04'00'

JOHN ALLEN
State Soil Scientist

USDA is an equal opportunity provider, employer, and lender.

THIS IS NOT A PERMIT

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

DNR#: ER-26555

Request Received: May 22, 2024

Requestor:
Courtney Haverbusch
USI Consultants, Inc.
8415 East 56th Street
Indianapolis, IN 46216

Project:
US 35 & Johnson / Severs Road hybrid multilane roundabout construction, 0.62 miles north of SR 39; LaPorte District, Des #2200046

County/Site Info: LaPorte County

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

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

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

Natural Heritage Database:
The Natural Heritage Program's data have been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

Fish 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) Pavement Rehabilitation
Pavement rehabilitation projects typically do not have a significant impact on fish, wildlife, and botanical resources if best management practices (BMPs) are in place to limit the migration of polycyclic aromatic hydrocarbons (PAHs) into local waterways. PAHs are a byproduct of asphalt and coal tar-based sealants and negatively impact aquatic systems. The use of sealants that are free of petroleum and coal tar-based products is encouraged whenever possible. Contaminated road runoff can significantly impact the aquatic environment through increased turbidity and release of sediment into the stream which can be harmful to fish and other aquatic organisms, their eggs, and their food supply. Where possible, road runoff should be directed to riprap turnouts and sediment filtration prior to entering a stream to reduce impacts to aquatic species. We recommend the use of pollutant trapping technology such as storm drain inserts to reduce the runoff of roadside pollutants where appropriate.

B) Riparian Habitat
If tree clearing will be necessary, we recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation Guidelines (and plant lists) can be found online at: https://www.in.gov/nrc/files/IB-17.pdf.

Impacts to non-wetland forest of one (1) acre or more in a rural or urban area should be mitigated at a minimum 2:1 ratio based on area of impact. Impacts to non-wetland forest under one (1) acre but at least 0.10 acre in a rural or urban area should be mitigated at a minimum 1:1 ratio based on area of impact. Impacts under 0.10 acre in a rural area typically do not require mitigation or additional plantings beyond seeding and stabilizing disturbed areas, though there are exceptions for high quality habitat sites. Impacts under 0.10 acre in an urban area should be mitigated by replacing trees that are 10” diameter-at-breast height (dbh) or greater by planting five trees, 1” to 2” in dbh, for each tree which is removed that is 10" dbh or greater. Seeding and stabilizing disturbed areas is required regardless of the impact amount and location. If floodway impacts to forested wetland and non-wetland habitat areas combine to be 0.10 acres or more, mitigation should be done and coordinated with the biologist, as needed.

The mitigation site should be located in the floodway, downstream of the one (1) square mile drainage area of that stream (or another stream within the 8-digit HUC, preferably as close to the impact site as possible) and adjacent to existing forested riparian habitat.

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 lake shore/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 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. Do not deposit or allow construction/demolition materials or debris to fall or otherwise enter the waterway. Any incidental fallen material or debris in the waterway must be removed within 24 hours using best management practices, particularly lifting material out of the waterway and not dragging it across the streambed whenever possible.
5. 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.
6. 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.
7. Protect the area around and below any concentrated discharge points, down to the waterway's normal flow level, with an appropriate structural armament such as riprap.

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:** June 21, 2024
Rachel Van Voorhis
Environmental Coordinator
Division of Fish and Wildlife

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: 05/27/2026 13:16:10 UTC
Project code: 2025-0132798
Project Name: Des. No. 2200046, US 35 and Johnson Road/Severs Road, Intersection Improvement Project

Subject: Not Likely to Adversely Affect Concurrence verification letter for the 'Des. No. 2200046, US 35 and Johnson Road/Severs Road, Intersection Improvement Project' project under the December 13, 2024, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat, Northern Long-eared Bat, and Tricolored Bat.

To whom it may concern:

This letter records the determination of effects to federally listed (or proposed) bat species anticipated to result from the Des. No. 2200046, US 35 and Johnson Road/Severs Road, Intersection Improvement Project (the Project). This determination is based upon information you entered into the assisted determination key (Dkey) associated with the above referenced Programmatic Biological Opinion/Conference Opinion (PBO/PCO) in the U.S. Fish and Wildlife Service's (Service) Information for Planning and Consultation (IPaC) system on the date listed above to verify that the Project may rely on the concurrence provided in the PBO/PCO to satisfy requirements under section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (16 USC 1536), as amended.

Ensuring Accurate Determinations When Using IPaC:

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

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

Determinations:

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

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

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

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

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

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

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

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

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

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

PROJECT DESCRIPTION

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

NAME

Des. No. 2200046, US 35 and Johnson Road/Severs Road, Intersection Improvement Project

DESCRIPTION

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), intends to proceed with an intersection improvement project (Des. No. 2200046) in northcentral LaPorte County, Indiana. The project is located along United States Highway (US 35) at the intersection of Johnson Road and Severs Road near the City of La Porte, in Section 22, Township 37 North, Range 3 West, in Center Township as depicted on the Springville and Michigan City East U.S. Geographical Survey (USGS) Quadrangles. Adjacent land use consists of commercial properties, and forested land and residential properties along Pine Lake.

The proposed project involves the conversion of the existing signalized intersection of US 35, Johnson Road (west of US 35) and Severs Road (east of US 35) into a roundabout. The proposed roundabout is primarily a single-lane roundabout with a double-lane entry from northbound US 35 and a dedicated right turn lane for eastbound traffic on Johnson Road turning right onto southbound US 35. The proposed work also includes pavement of the approach roadways with HMA, construction of concrete curb and gutter and concrete center curb, and installation of light poles and drainage infrastructure. Installation of a new stormwater outlet to Pine Lake is proposed in the southwest quadrant of the intersection.

The project is anticipated to require approximately 2.73 acres of new permanent right-of-way (ROW) and 0.75 acre of temporary ROW. The maintenance of traffic (MOT) will involve a full closure of the intersection and establishment of detour routes. Access to all properties with be maintained. Construction is anticipated to being in Winter/Spring 2029.

Suitable summer habitat is located within and adjacent to the project area. Forested areas are present in the northeast and southeast quadrants of the intersection, and trees suitable for bat roosting are present in the northwest quadrant and in the southwest quadrant along Pine Lake. The project is anticipated to require approximately 0.95 acre of tree removal/trimming for construction access and grading. All tree removal/trimming will take place during inactive bat season and within 100 feet of the existing roadway. Dominant tree species to be removed/ trimmed include sugar maple (Acer saccharum), eastern cottonwood (Populus deltoides), and black walnut (Juglans nigra). Mitigation is not anticipated to be required.

Existing permanent lighting within the project area appears to include two light poles with downward-facing lighting along US 35. 13 light poles are anticipated to be installed as a part of the project. The proposed lights are INDOT LED Cobra Head lights mounted on 30-40 foot poles. Temporary lighting may be used during construction, but will be pointed away from suitable habitat. The project is anticipated to require percussive activities; however, the percussive activities would occur within 100 feet of the existing roadways and are not anticipated to involve noise/vibration above existing background levels.

A review of the USFWS database by INDOT LaPorte District on November 4, 2025, did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The existing drainage structures in the project area are all less than 36 inches in diameter and therefore are not suitable for bat habitation.

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@41.63957935,-86.74892460754529,14z



DETERMINATION KEY RESULT

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the Indiana bat, northern long-eared bat or tricolored bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 et seq.) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the Programmatic Biological Opinion/Conference Opinion for Transportation Projects in the Range of the Indiana bat, northern long-eared bat, and tricolored bat, dated December 13, 2024.

QUALIFICATION INTERVIEW

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

   A) Federal Highway Administration (FHWA)

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

   Automatically answered
   Yes

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

   Automatically answered
   Yes

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

   No

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

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

   Automatically answered
   No

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

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

   No

7. Is your project located within a karst area?

   No

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

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

   No

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

   Yes

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

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

    Yes

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

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

    No

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

    Yes

13. Will any tree removal or trimming occur during the bat pup season?

    Note: For more information about bat pup seasons please visit https://www.fws.gov/sites/default/files/documents/2024-10/2024_usfws_rangewide_ibat-nleb_survey_guidelines.pdf

    No

14. Will the removal or trimming of trees occur **within documented habitat** for the Indiana bat, NLEB, or TCB?

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

    No

15. Will all tree removal or trimming occur within 100 feet of the road or rail surface?

    Yes

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

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

    No

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

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

    Yes

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

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

    Yes

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

    Yes

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

    Yes

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

    Yes

22. Will your project include percussive activities?

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

    Yes

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

    No

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

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

    No

25. Will the project involve the removal or trimming of more than 20 acres of Indiana bat, NLEB, or TCB suitable habitat per 5-mile section of road/rail?

    No

26. Will the removal or trimming of trees occur within 0.5 miles of a known Indiana bat, NLEB, or TCB hibernaculum?

    No

27. Will the removal or trimming of these trees occur during the active season?

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

    No

28. Will the removal or trimming of trees occur **beyond 100 feet** of the existing road/rail surfaces?

    No

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

    Automatically answered
    Yes

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

    Automatically answered
    No

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

    Automatically answered
    Yes

PROJECT QUESTIONNAIRE

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

   Yes

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

   No

3. How many acres of trees are proposed for removal/trimming **outside of documented habitat** for the Indiana bat, NLEB, or TCB within 100 feet of the existing road/rail surfaces during the inactive season (NLAA)?

   Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number. If all the tree removal will occur in the year-round active area, answer "0."

   0.95

4. How many acres of trees are proposed for removal/trimming **outside of documented habitat** for the Indiana bat, NLEB, or TCB within 100 feet of the existing road/rail surfaces during the active season **(outside the pup season and not between Dec 15th-Feb 15th in Zone 1 of the NLEB and TCB YR active areas)** (LAA)?

   Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   0

5. How many acres of trees are proposed for removal/trimming **outside of documented habitat** for the Indiana bat, NLEB, or TCB within 100 feet of the existing road/rail surfaces during the pup season **(trees must be <9 in DBH, and not between Dec 15th-Feb 15th in Zone 1 of the NLEB and TCB YR active areas)** (LAA)?

   Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   0

6. How many acres of trees are proposed for removal/trimming **either outside or within documented habitat** for the Indiana bat, NLEB, or TCB between 100-300 feet of the existing road/rail surface during the inactive season (LAA)? Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number. If all the tree removal will occur in the year-round active area, answer "0."

   0

7. How many acres of trees are proposed for removal/trimming **either outside or within documented habitat** for the Indiana bat, NLEB, or TCB between 100-300 feet of the existing road/rail surfaces during the active season **(outside the pup season, and not between Dec 15-Feb 15 in Zone 1 of the NLEB and TCB YR active areas)** (LAA)?

   Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   0

8. How many acres of trees are proposed for removal/trimming **either outside or within documented habitat** for the Indiana bat, NLEB, or TCB beyond 300 feet of the existing road/rail surfaces during the inactive season (LAA)?

   Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number. If all the tree removal will occur in the year-round active area, answer "0."

   0

9. How many acres of trees are proposed for removal/trimming **either outside or within documented habitat** for the Indiana bat, NLEB, or TCB beyond 300 feet of the existing road/rail surfaces during the active season **(outside the pup season, and not between Dec 15th-Feb 15th in Zone 1 of the NLEB and TCB YR active areas)** (LAA)?

   Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   0

AVOIDANCE AND MINIMIZATION MEASURES (AMMS)

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

GAMM1

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

LAMM1

Direct temporary lighting away from suitable habitat during the active season

LAMM2

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

TRTAMM1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal/trimming in excess of what is required to implement the project safely.

TRTAMM2

Ensure tree removal/trimming is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree removal/trimming to ensure contractors stay within clearing limits

TRTAMM3

Ensure tree removal/trimming is limited to the inactive season, occurs within 100 ft of the road/rail surface, and is outside of documented habitat for the Indiana bat, NLEB, and TCB

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

This key was last updated in IPaC on May 14, 2026. Keys are subject to periodic revision.

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

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

IPAC USER CONTACT INFORMATION

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

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

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

- BIPARTISAN INFRASTRUCTURE LAW (BIL) (OTHER)

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: 05/19/2026 14:52:04 UTC
Project Code: 2025-0132798
Project Name: Des. No. 2200046, US 35 and Johnson Road/Severs Road, Intersection Improvement Project

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 purpose of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.), is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Act.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. You can complete this verification formally or informally or request an updated list by visiting the IPaC website at regular intervals during project planning and implementation.

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

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

Other Trust Resources and Activities?

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

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

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

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

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

Attachment(s):

- Official Species List
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

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

This species list is provided by:

Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
(812) 334-4261

PROJECT SUMMARY

Project Code: 2025-0132798

Project Name: Des. No. 2200046, US 35 and Johnson Road/Severs Road, Intersection Improvement Project

Project Type: Road/Hwy - Maintenance/Modification

Project Description: The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), intends to proceed with an intersection improvement project (Des. No. 2200046) in northcentral LaPorte County, Indiana. The project is located along United States Highway (US 35) at the intersection of Johnson Road and Severs Road near the City of La Porte, in Section 22, Township 37 North, Range 3 West, in Center Township as depicted on the Springville and Michigan City East U.S. Geographical Survey (USGS) Quadrangles. Adjacent land use consists of commercial properties, and forested land and residential properties along Pine Lake.

The proposed project involves the conversion of the existing signalized intersection of US 35, Johnson Road (west of US 35) and Severs Road (east of US 35) into a roundabout. The proposed roundabout is primarily a single-lane roundabout with a double-lane entry from northbound US 35 and a dedicated right turn lane for eastbound traffic on Johnson Road turning right onto southbound US 35. The proposed work also includes pavement of the approach roadways with HMA, construction of concrete curb and gutter and concrete center curb, and installation of light poles and drainage infrastructure. Installation of a new stormwater outlet to Pine Lake is proposed in the southwest quadrant of the intersection.

The project is anticipated to require approximately 2.73 acres of new permanent right-of-way (ROW) and 0.75 acre of temporary ROW. The maintenance of traffic (MOT) will involve a full closure of the intersection and establishment of detour routes. Access to all properties with be maintained. Construction is anticipated to being in Winter/Spring 2029.

Suitable summer habitat is located within and adjacent to the project area. Forested areas are present in the northeast and southeast quadrants of the intersection, and trees suitable for bat roosting are present in the northwest quadrant and in the southwest quadrant along Pine Lake. The project is anticipated to require approximately 0.95 acre of tree removal/ trimming for construction access and grading. All tree removal/trimming will take place during inactive bat season and within 100 feet of the existing roadway. Dominant tree species to be removed/trimmed include sugar maple (Acer saccharum), eastern cottonwood (Populus deltoides), and black walnut (Juglans nigra). Mitigation is not anticipated to be

required.

Existing permanent lighting within the project area appears to include two light poles with downward-facing lighting along US 35. 13 light poles are anticipated to be installed as a part of the project. The proposed lights are INDOT LED Cobra Head lights mounted on 30-40 foot poles. Temporary lighting may be used during construction, but will be pointed away from suitable habitat. The project is anticipated to require percussive activities; however, the percussive activities would occur within 100 feet of the existing roadways and are not anticipated to involve noise/vibration above existing background levels.

A review of the USFWS database by INDOT LaPorte District on November 4, 2025, did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The existing drainage structures in the project area are all less than 36 inches in diameter and therefore are not suitable for bat habitation.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@41.639571000000004,-86.7488948630383,14z



Counties: LaPorte County, Indiana

ENDANGERED SPECIES ACT SPECIES

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

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

MAMMALS

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

BIRDS

NAME	STATUS
Whooping Crane *Grus americana* Population: Eastern Migratory NEP - U.S.A. (AL, AR, FL, GA, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, OH, SC, TN, VA, WI, WV) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/758	Experimental Population, Non-Essential

CLAMS

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

INSECTS

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

CRITICAL HABITATS

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

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

BALD & GOLDEN EAGLES

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

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

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

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

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

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

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

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

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

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

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

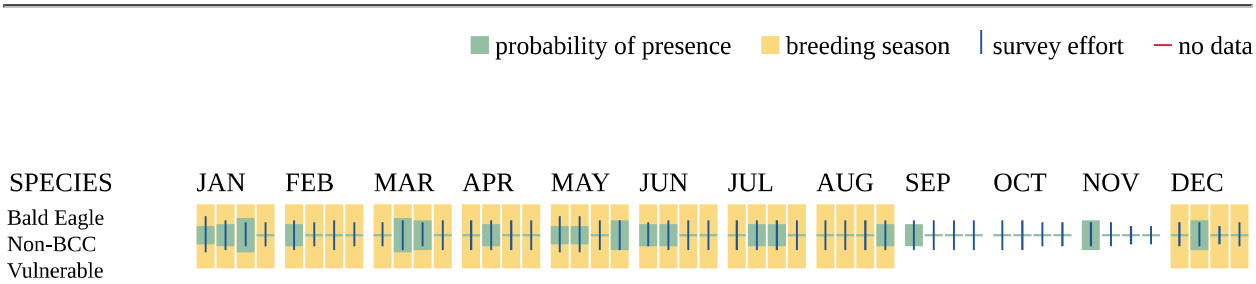
Probability of Presence (▪)

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

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

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

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



Additional information can be found using the following links:

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

MIGRATORY BIRDS

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

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

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

NAME	BREEDING SEASON
American Golden-plover *Pluvialis dominica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10561	Breeds elsewhere
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
Black Tern *Chlidonias niger surinamenisis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3093	Breeds May 15 to Aug 20
Black-billed Cuckoo *Coccyzus erythropthalmus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10
Canada Warbler *Cardellina canadensis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9643	Breeds May 20 to Aug 10
Cerulean Warbler *Setophaga cerulea* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974	Breeds Apr 22 to Jul 20

NAME	BREEDING SEASON
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
Eastern Whip-poor-will *Antrostomus vociferus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10678	Breeds May 1 to Aug 20
Golden-winged Warbler *Vermivora chrysoptera* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8745	Breeds May 1 to Jul 20
Lesser Yellowlegs *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
Ruddy Turnstone *Arenaria interpres morinella* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/10633	Breeds elsewhere
Semipalmated Sandpiper *Calidris pusilla* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9603	Breeds elsewhere
Wood Thrush *Hylocichla mustelina* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental

Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

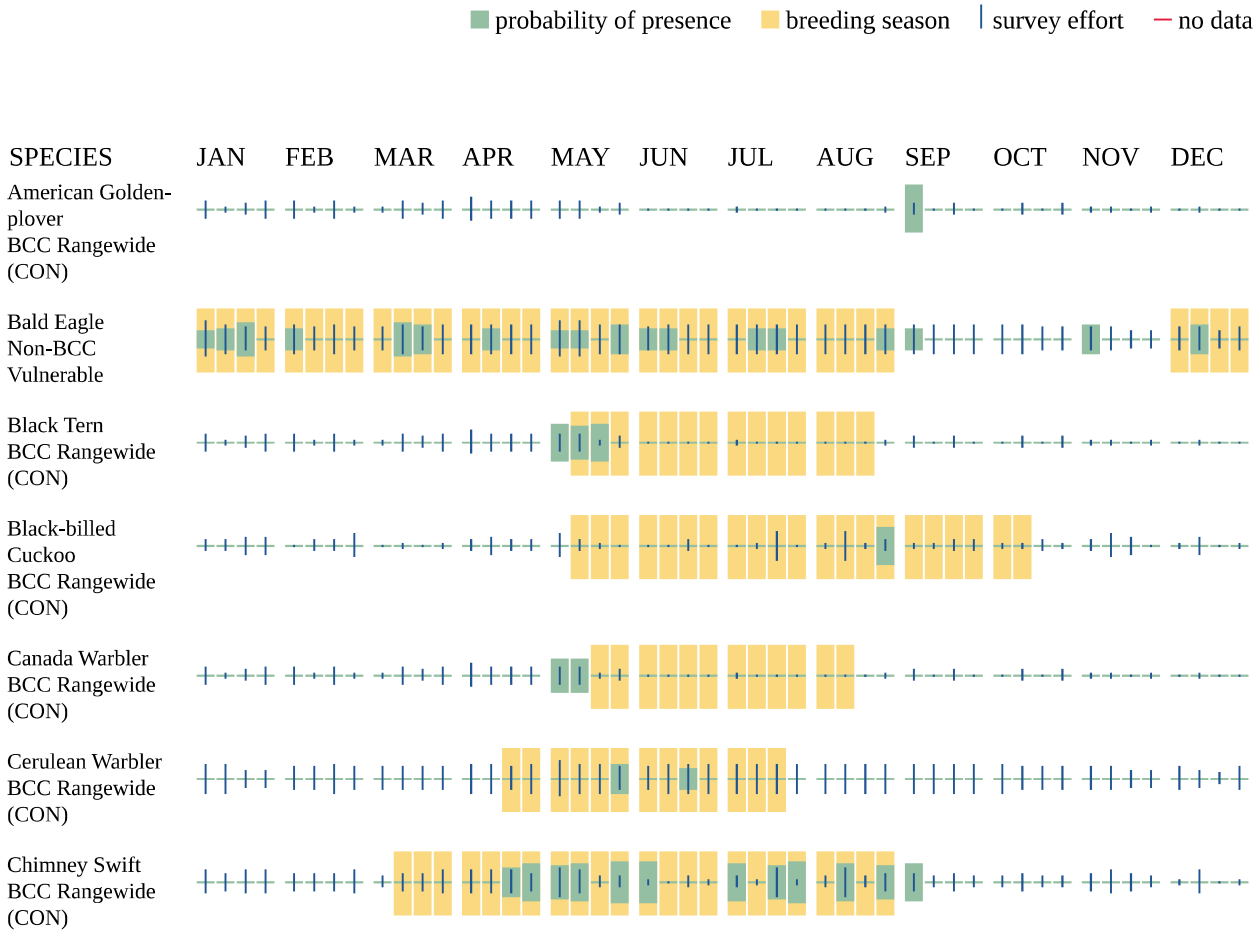
Probability of Presence (■)

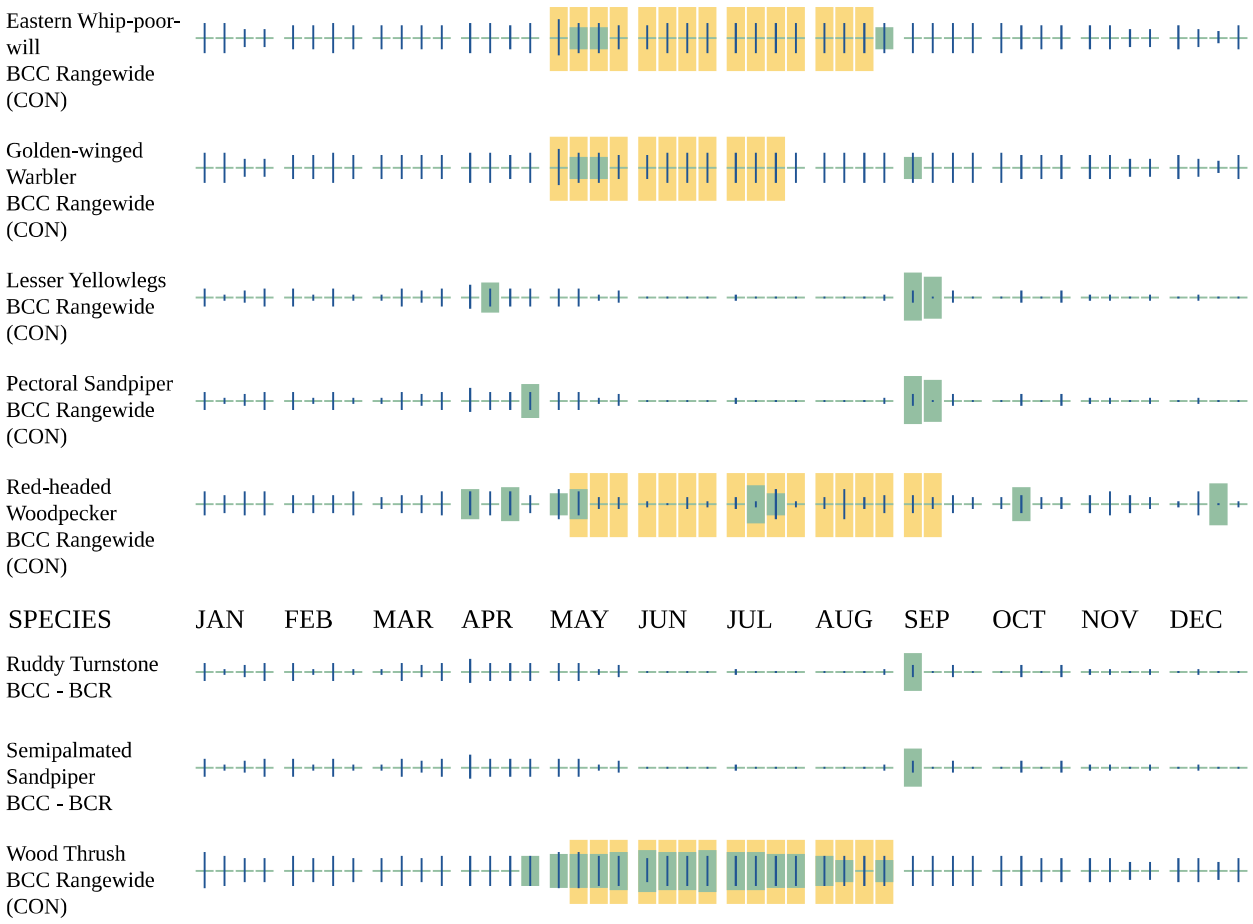
Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

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.

LAKE

- L1UBH

IPAC USER CONTACT INFORMATION

Agency: Private Entity
Name: Marissa Harless
Address: 5750 Conventry Lane
City: Indianapolis
State: IN
Zip: 46804
Email mharless@usiconsultants.com
Phone: 2604507539

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

APPENDIX D

Section 106 of the National Historic Preservation Act

FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
U.S. 35 & JOHNSON/SEVERS ROAD INTERSECTION IMPROVEMENT
DES. NO.: 2200046; DHPA No. 32167

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

The Area of Potential Effects (APE) includes the existing and proposed right-of-way, immediately adjacent properties, and those areas where a visual differentiation may occur between an existing structure and the project area. The APE generally consists largely of a one-property-deep corridor around the intersection and approaches (Appendix B, B3). The Archaeological APE is represented by the 14.29-acre survey area that includes the project right-of-way.

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

The APE contains two properties eligible for listing in the National Register of Historic Places:

IHSSI #091-606-35006/CR-46: (Pine Lake Cemetery): 1858, rural/lawn park cemetery; National Register-eligible under Criterion C for significance in landscape architecture

IHSSI #091-405-30017 (W. A. Jones Farm): c. 1910. Colonial Revival; National Register-eligible under Criterion C for significance in architecture

EFFECT FINDING

IHSSI #091-606-35006/CR-46: (Pine Lake Cemetery): "No Adverse Effect"

IHSSI #091-405-30017 (W. A. Jones Farm): "No Adverse Effect"

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

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

IHSSI #091-606-35006/CR-46: (Pine Lake Cemetery)- This undertaking will convert property from IHSSI #091-606-35006/CR-46: (Pine Lake Cemetery), a Section 4(f) historic property, to a transportation use; the INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore FHWA hereby intends to issue a "*de minimis*" finding for IHSSI #091-606-35006/Pine

Lake Cemetery pursuant to SAFETEA-LU, thereby satisfying FHWA's responsibilities under Section 4(f) for this historic property.

IHSSI #091-405-30017 (W. A. Jones Farm)- This undertaking will not convert property from IHSSI #091-405-30017 (W. A. Jones Farm), a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for this property.



Matthew S. Coon, for FHWA
Manager
INDOT Cultural Resources

October 14, 2025
Approved Date

FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO ADVERSE EFFECT
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.5(c)
U.S. 35 & JOHNSON/SEVERS ROAD INTERSECTION IMPROVEMENT
DES. NO.: 2200046; DHPA No. 32167

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT) LaPorte District, with funding from the Federal Highway Administration (FHWA), proposes to proceed with Indiana Department of Transportation (INDOT) LaPorte District. The undertaking is located at the intersection of U.S. 35 and Johnson/Severs Road in LaPorte County, Indiana. The project is within Center Township, USGS Springville and Michigan City East Quadrangles, in Section 22, Township 37 North, Range 3 West.

U.S. 35 is a two-lane, north-south principal arterial with a speed limit of 45 miles per hour. Severs Road is a major collector and Johnson Road is a minor arterial, both with speed limits of 35 miles per hour. All three streets carry one 12-foot lane of traffic in each direction. The southbound U.S. 35 and eastbound Johnson Road approaches each have a dedicated right-turn-lane. Northbound U.S. 35 also has a dedicated left-turn-lane. The intersection is currently controlled by a traffic signal.

The southern project terminus is on U.S. 35 approximately 675 feet south of Johnson/Severs Road The northern project terminus is on U.S. 35 approximately 625 feet north of Johnson/Severs Road. The western project terminus is on Johnson Road approximately 525 feet west of U.S. 35. The eastern project terminus is on Severs Road approximately 600 feet east of U.S. 35.

The need for the project derives from the high crash rate at the intersection of U.S. 35 and Johnson/Severs Road. Analysis using INDOT's RoadHat program produced an Index of Crash Frequency (ICF) of 0.70 (where 0 indicates the roadway is performing as expected). An ICF of 0.70 translates to approximately 24% more accidents when compared with similar intersection types and traffic across the state. According to INDOT data, rear end and turning crashes make up 65% of recorded crashes. In addition, motorist delays at this intersection are becoming significant and are expected to increase in the future. The purpose of the project is to reduce the potential for crashes and improve the operation of the of U.S. 35 and Johnson/Severs Road intersection.

The preferred alternative is the construction of a 2 x 1 hybrid lane roundabout at the intersection of U.S. 35 and Johnson/Severs Road. The roundabout will have a dedicated left turn lane for northbound traffic turning west and a dedicated right turn lane for eastbound traffic turning south. The remaining legs will be single-lane. The roundabout will be offset slightly to the northeast of the existing intersection in order to develop deflection and minimize impacts. The roundabout will have a diameter of approximately 140 feet, consisting of a center island of approximately 84 feet, a 10-foot truck apron, a 2-foot roll curb, and one 16-foot-wide asphalt-paved travel lane. Concrete splitter islands of varying width will be constructed on each approach. Lighting will be installed on the roundabout. An approximately 5-foot-wide concrete sidewalk will be constructed in the northeast, northwest, and southwest quadrants of the roundabout (Appendix B, B22). A retaining wall with a maximum height of 10 feet may be constructed in the northeast quadrant to limit impacts to the adjacent property.

The project area is approximately 0.25 mile long on U.S. 35 and 0.21 mile long on Johnson/Severs Road. Approximately 3.2 acres of right-of-way acquisition is anticipated. Approximately 0.44 acres of tree clearing is expected.

The Area of Potential Effects (APE), as defined in 36 CFR 800.16(d), is "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties if any such properties exist." The APE includes the existing and proposed ROW, immediately

adjacent properties, and those areas where a visual differentiation may occur between an existing structure and the project area (Appendix B, B4).

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

The National Register of Historic Places (National Register) and the Indiana Register of Historic Sites and Structures (State Register) were consulted by Butler, Fairman, & Seufert, Inc. (BF&S) on February 16, 2024. No listed properties were found within the APE.

The Indiana State Historic Architectural and Archaeological Research Database (SHAARD), and the Indiana Historic Buildings, Bridges, and Cemeteries (IHBBC) Map which contains the Indiana Historic Sites and Structures Inventory (IHSSI) data, were checked by BF&S on February 16, 2024. There were two previously surveyed properties within the APE.

The Indiana State Historic Preservation Officer (SHPO) is considered an automatic consulting party, and Section 106 Early Coordination was sent to the SHPO on April 15, 2024. In addition, the following individuals and organizations were sent an early coordination letter via email and a copy of the letter was posted on INSCOPE on the same date (Appendix D, D1-D7):

Indiana State Historic Preservation Officer
Indiana Landmarks Northern Regional Office
LaPorte County Historian
La Porte County Historical Society
Northwestern Indiana Regional Planning Commission
Preserve Historic La Porte
LaPorte County Commissioners
LaPorte County Highway Department
La Porte Mayor
La Porte County Genealogical Society
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
Forest County Potawatomi Community
Turtle Mountain Band of Chippewa Indians

The Northwestern Indiana Regional Planning Commission (NIRPC) responded to Section 106 early coordination on April 16, 2024, and accepted consulting party status (Appendix D, D8).

The Miami Tribe of Oklahoma responded on May 7, 2024, and stated they had no objection to the project (Appendix D, D9).

The Pokagon Band of Potawatomi Indians responded on May 10, 2024, and accepted consulting party status (Appendix D, D10).

The SHPO responded on May 14, 2024, and stated they were not aware of any additional consulting parties that should be invited (Appendix D, D11).

No other responses to the Section 106 early coordination letter were received.

An Indiana Division of Historic Preservation and Archaeology (DHPA)-Qualified Professional Architectural Historian with BF&S conducted a site visit on March 14, 2024. Information from the site visit and research regarding historic resources were compiled into a Historic Property Report (HPR; BF&S, August 17, 2024, Appendix C, C1-C3). The HPR recommended two properties eligible for listing in the National Register:

IHSSI #091-606-35006/ CR-46-9: Pine Lake Cemetery, southeast quadrant of U.S. 35 and Severs Road; Rural Cemetery, 1858; Architecture, Exploration/Settlement/Religion; rated “notable.”

IHSSI #091-405-30017: W. A. Jones Farm; Johnson Road; Colonial Revival c. 1910; Agriculture, Architecture, Vernacular/Construction; rated “notable.”

Consulting parties were sent instructions on how to access the HPR in INSCOPE, INDOT’s Section 106 Consultation and Outreach Portal Enterprise, on August 29, 2024. A Report Distribution Letter was included and was dated August 28, 2024, and distributed August 29, 2024 (Appendix D, D12-D16).

The Forest County Potawatomi Community (FCPC) responded on September 18, 2024 and requested a copy of the archaeology report (Appendix D, D17)

The Miami Tribe of Oklahoma responded on September 30, 2024, and stated they had no objection to the project (Appendix D, D18).

The SHPO concurred with the size of the APE and that the recommended properties were eligible for the National Register on September 30, 2024 (Appendix D, D19-D20). The SHPO disagreed with the proposed boundaries for Pine Lake Cemetery. For the purposes of this project, INDOT elected to defer to SHPO’s recommendation for Pine Lake Cemetery. The SHPO further stated they anticipated the project would have impacts on historic properties.

No other responses to the HPR were received.

In regard to archaeology, a Phase Ia archaeological reconnaissance conducted by NS Services, LLC on May 15, 2024, did not locate any archaeological sites within the project area. No further work was recommended in the resulting archaeological report (Appendix C, C4-C5). The archaeological report was sent to consulting parties on November 6, 2024 (Appendix D, D21). Due to an initial oversight, the archaeology report was sent to Tribal consulting parties on July 14, 2025 (Appendix D, D33).

The SHPO responded to the archaeology report on December 6, 2024, stating, in part, “*we concur with the opinion of the archaeologist [….] that no further archaeological investigations appear necessary at the project area*,” (Appendix D, D22-D23). The SHPO also noted a Cemetery Development Plan would be necessary if ground disturbing activities take place within 100 feet of Pine Lake Cemetery.

The FCPC responded on August 12, 2025 and stated the project would have no impact on sites of significance to the FCPC (Appendix D, D35)

The Match-e-be-nash-she-wish Band of Pottawatomi Indians of Michigan (MBPI; Gun Lake Tribe) responded on September 5, 2025 and stated they have not identified any information concerning the presence of any significant cultural resources within the APE (Appendix D, D36).

No other responses to the archaeology report were received.

3. DESCRIBE AFFECTED HISTORIC PROPERTIES

Pine Lake Cemetery (IHSSI #091-606-35006/CR-46-9) was founded in 1856. It is located in the southeast quadrant of U.S. 35 and Severs Road, with the main entrance on U.S. 35. The original design was in the rural cemetery style while later sections are more in line with the lawn park movement. The cemetery drives were laid out in the areas of lower elevation, retaining the higher ground for burials. The cemetery also has a 1904 Gothic chapel and an 1897 Italianate barn. The boundaries are the property lines south of Severs Road, excluding the utility niche in the northwest corner (Appendix B, B5). Pine Lake Cemetery is recommended eligible for the National Register under Criterion C for significance in

The property is located at 263 West Johnson Road

landscape architecture. It is subject to Criterion Consideration D, as it is a cemetery that derives its primary significance from distinctive design features.

The W. A. Jones Farm (IHSSI #091-405-30017) is a Neoclassical House constructed c. 1910 and located at 236 West Johnson Road. The two-story Flemish bond brick house has T-plan and a long setback from Johnson Road with a looped driveway. The cross-gable roof has six gabled roof dormers, two on either side of the front (south) leg of the T and one on the (south) façade of each cross leg. The house has a full-height front porch with four Ionic columns. A c. 1920 English dairy barn northwest of the house is no longer part of the same parcel. The W. A. Jones Farm is recommended eligible for listing in the National Register under Criterion C. The recommended boundaries are the property lines with a northern extension to include the "contributing" barn (Appendix B, B6).

4. DESCRIBE THE UNDERTAKING'S EFFECTS ON HISTORIC PROPERTIES

Pine Lake Cemetery (IHSSI #091-606-35006/CR-46-9): The new roundabout will be constructed at the northwest corner of the cemetery (Appendix B19-B23). Approximately 1.12 acres of permanent ROW acquisition from the northwest corner of the property is proposed in order to accommodate the roundabout. This area is currently forested and maintained lawn alongside the road (Appendix A, A2-A4). Approximately 0.04 acre of temporary ROW, consisting of forested area, will be required for access to the existing utility boxes near the intersection of U.S. 35 and Severs Road. Approximately 0.44 acre of tree clearing is anticipated. On the west side of the cemetery, U.S. 35 will begin to widen for the roundabout approach approximately 200 feet north of the barn. No areas with marked burials will be impacted.

W. A. Jones Farm (IHSSI #091-405-30017): The project will change the property's viewshed by converting the intersection from a signal to a roundabout. The pavement on the western approach to the intersection will be widened between approximately 8 and 18 feet. The project will end approximately 500 feet east of the property boundary.

5. EXPLAIN APPLICATION OF CRITERIA OF ADVERSE EFFECT -- INCLUDE CONDITIONS OR FUTURE ACTIONS TO AVOID, MINIMIZE OR MITIGATE ADVERSE EFFECTS

An effect is the "alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility to the National Register" [36 CFR 800.16(i)]. In determining the effects of the undertaking upon historic properties, the finding will be either: no historic properties affected, or historic properties affected [36 CFR 800. 4(d)(1) and (2)]. The results of an historic properties affected assessment will be either: no adverse effect or adverse effect [36 CFR 800.5(d)(1) and (2)]. According to 36 CFR 800.5(a)(2), "[a]dverse effects on historic properties include but are not limited to:

(i) Physical destruction or damage to all or part of the property;
(ii) Alteration of the property including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines;
(iii) Removal of a property from its historic location;
(iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic features;
(v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
(vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance."

Pine Lake Cemetery (IHSSI #091-606-35006/CR-46-9):
Regarding 36 CFR § 800.5(a)(2)(i), the project will not result in the destruction of or damage to Pine Lake Cemetery.

Regarding 36 CFR § 800.5(a)(2)(ii), the project will alter the property through approximately 1.12 acres of permanent ROW acquisition from the northwest corner of the property. This area is currently forested and maintained lawn alongside the road (Appendix B, B21). The approximately 0.04 acre of temporary ROW acquisition for access to the existing utility boxes near the intersection of U.S. 35 and Severs Road will be restored following construction and will not result in permanent changes to the cemetery. Based on aerial photography, the impacted area contained dirt drives in the mid-twentieth century. No other modifications to the area are documented.

Regarding 36 CFR § 800.5(a)(2)(iii), the project will no remove Pine Lake Cemetery from its historic location.

Regarding 36 CFR § 800.5(a)(2)(iv), the project will not change the use of Pine Lake Cemetery.

Regarding 36 CFR § 800.5(a)(2)(v), the project will introduce a new roundabout adjacent to Pine Lake Cemetery. However, the change to the viewshed of Pine Lake Cemetery from the installation of the roundabout will be largely shielded by the forested area in the northwest corner of the property. The removal of approximately 0.44 acres of trees will not significantly reduce the heavy tree cover. This further change in the property's setting will not be significant, as the intersection has already transitioned from rural to suburban.

Regarding 36 CFR § 800.5(a)(2)(vi), the project will not lead to neglect of Pine Lake Cemetery.

Regarding 36 CFR § 800.5(a)(2)(vii), the project will not cause the transfer, lease, or sale of property out of Federal ownership or control.

The roundabout construction and 1.12 acres of ROW acquisition will not interfere with Pine Lake Cemetery's ability to convey its significance under Criterion C. Therefore, INDOT and FHWA consider the taking of permanent ROW from Pine Lake Cemetery to constitute a Section 4(f) *de minimis* use of the property.

W. A. Jones Farm (IHSSI #091-405-30017:
Regarding 36 CFR § 800.5(a)(2)(i), the project will not result in the destruction of or damage to the W.A. Jones Farm. No ROW will be acquired from the W. A. Jones Farm and not physical impacts to the property will occur.

Regarding 36 CFR § 800.5(a)(2)(ii), the project will not result in destruction or damage to the W.A. Jones Farm.

Regarding 36 CFR § 800.5(a)(2)(iii), the project will no remove the W.A. Jones Farm from its historic location.

Regarding 36 CFR § 800.5(a)(2)(iv), the project will not change the use of the W.A. Jones Farm.

Regarding 36 CFR § 800.5(a)(2)(v), the project will cause a minor change to the viewshed of the W.A. Jones Farm. The introduction of the roundabout to the property's setting will not reduce the existing suburban feeling and will not interfere with the house's ability to convey its significance in architecture under Criterion C.

Regarding 36 CFR § 800.5(a)(2)(vi), the project will not lead to neglect of the W.A. Jones Farm.

Regarding 36 CFR § 800.5(a)(2)(vii), the project will not cause the transfer, lease, or sale of property out of Federal ownership or control.

Therefore, “No Adverse Effect” will occur to the W.A. Jones Farm

6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS

Consulting Parties were sent an early coordination letter via email and a copy of the letter was posted on INSCOPE on April 15, 2024 (Appendix D, D1-D7).

The Northwestern Indiana Regional Planning Commission (NIRPC) responded to Section 106 early coordination on April 16, 2024, and accepted consulting party status (Appendix D, D8).

The Miami Tribe of Oklahoma responded on May 7, 2024, and stated they had no objection to the project (Appendix D, D9).

The Pokagon Band of Potawatomi Indians responded on May 10, 2024, and accepted consulting party status (Appendix D, D10).

The SHPO responded on May 14, 2024, and stated they were not aware of any additional consulting parties that should be invited (Appendix D, D11).

No other responses to the Section 106 early coordination letter were received.

Consulting parties were sent instructions on how to access the HPR in INSCOPE, INDOT’s Section 106 Consultation and Outreach Portal Enterprise, on August 28, 2024 (Appendix D, D12-D16).

The FCPC responded on September 18, 2024 and requested a copy of the archaeology report (Appendix D, D17).

The Miami Tribe of Oklahoma responded on September 30, 2024, and stated they had no objection to the project (Appendix D, D18).

The SHPO concurred with the size of the APE and that the recommended properties were eligible for the National Register on September 30, 2024 (Appendix D, D19-D20). The SHPO disagreed with the proposed boundaries for Pine Lake Cemetery. For the purposes of this project, INDOT elected to defer to SHPO’s recommendation for Pine Lake Cemetery. The SHPO further stated they anticipated the project would have impacts on historic properties.

The archaeological report was sent to consulting parties on November 6, 2024 (Appendix D, D21). Due to an initial oversight, the archaeology report was sent to Tribal consulting parties on July 14, 2025 (Appendix D, D33).

The SHPO responded to the archaeology report on December 6, 2024 stating, in part, “*we concur with the opinion of the archaeologist [….] that no further archaeological investigations appear necessary at the project area*,” (Appendix D, D22-D23). The SHPO also noted a Cemetery Development Plan would be necessary if ground disturbing activities take place within 100 feet of Pine Lake Cemetery.

The Shawnee Tribe responded on July 28, 2025 and stated no known historic properties would be impacted by the project (Appendix D, D34).

The FCPC responded on August 12, 2025 and stated the project would not impact sites of significance to the FCPC (Appendix D, D35).

The MBPI responded on September 5, 2025 and stated they have not identified any information concerning the presence of any significant cultural resources within the APE (Appendix D, D36).

No other responses to the archaeology report were received.

A Section 106 Effects Report completed by BF&S, recommending a 'No Adverse Effect" finding (Appendix C, C6-C8) was sent to consulting parties on June 2 and 3, 2025 (Appendix D, D22-D28). The Effects Report also signaled the intention of INDOT and FHWA to issue a Section 4(f) *de minimis* finding concerning the ROW acquisition from Pine Lake Cemetery.

The SHPO responded on July 2, 2025, and stated, in part, "*While the project will change the viewshed of the W.A. Jones Farm and acquire right of way from the Pine Lake Cemetery, we agree with the conclusions of the effects report that it does not appear changes would be adverse of alter the characteristics which qualify them for inclusion in the National Register*," (Appendix D, D31-D32).
No other responses to the Effects Report were received.

The Shawnee Tribe responded on July 28, 2025 and stated no known historic properties would be impacted by the project (Appendix D, D34).

A Section 106 public notice will be published in the *LaPorte Herald-Dispatch* offering the public the opportunity to make comments on INDOT's "No Adverse Effect" finding. A thirty (30) day comment period will be given. The document will be revised, if necessary, after the public notice to reflect any comments received.

APPENDIX

Appendix A: Invited Section 106 Consulting Parties
Appendix B: Graphics
Appendix C: Report Excerpts
Appendix D: Correspondence

Appendix A
Invited Consulting Parties

Indiana State Historic Preservation Officer

Indiana Landmarks Northern Regional Office

LaPorte County Historian

La Porte County Historical Society

Northwestern Indiana Regional Planning Commission

Preserve Historic La Porte

LaPorte County Commissioners

LaPorte County Highway Department

La Porte Mayor

La Porte County Genealogical Society

Eastern Shawnee Tribe of Oklahoma

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Shawnee Tribe

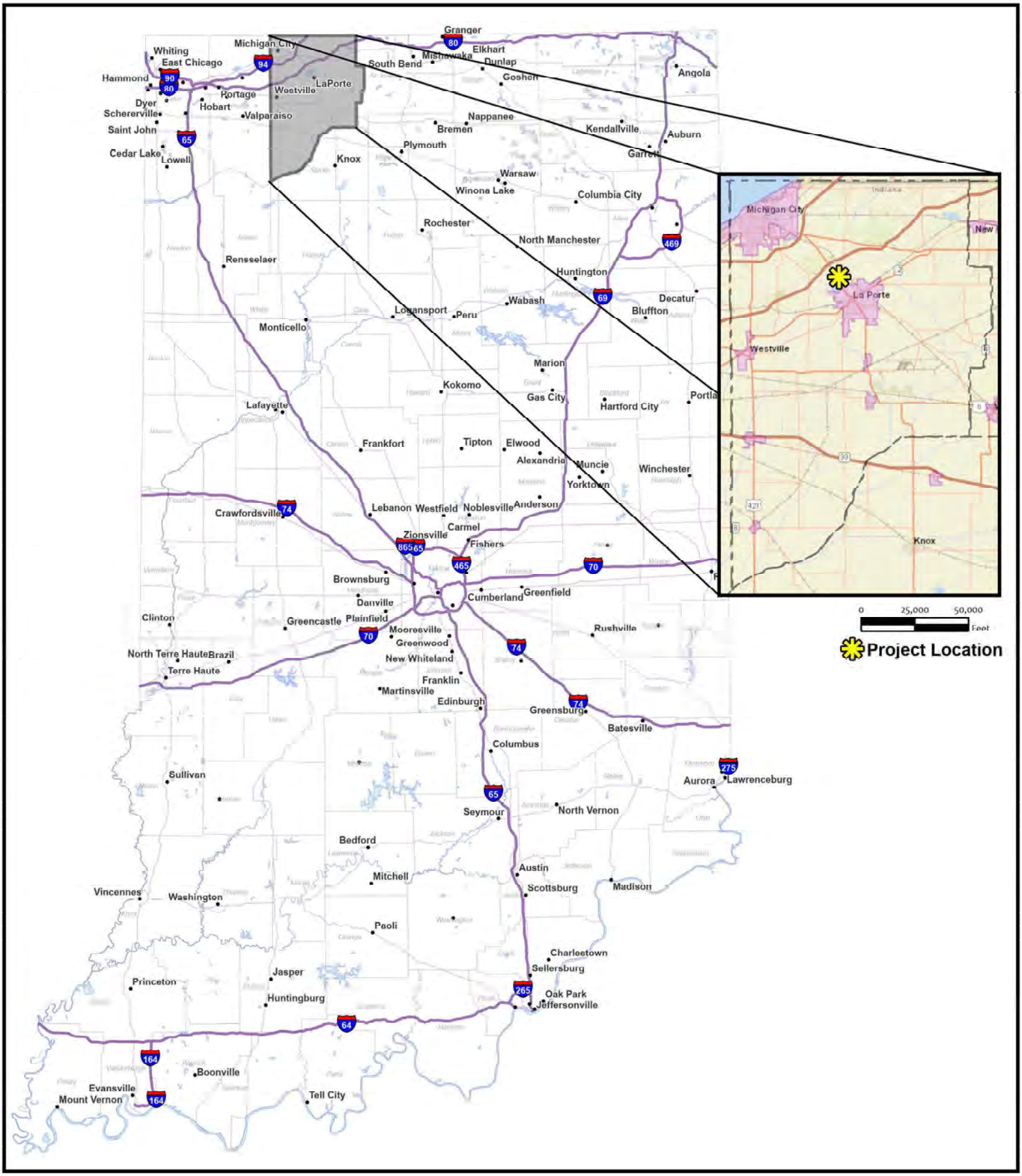
Forest County Potawatomi Community

Turtle Mountain Band of Chippewa Indians

City of Fort Wayne

Match-e-be-nash-she-wish Band of Pottawatomi Indians of Michigan (Gun Lake Tribe)

Parties in bold responded to consulting party invitation.



0 79,445 158,890 317,780
Feet

BF&S CIVIL ENGINEERS

Map Source: Indiana Map

State Map

US 35 & Johnson/Severs Road Roundabout
LaPorte County, Indiana
Section 21, 22, 23, 26, 27, 28, Township 37N, Range 3W
Des. No. 2200046, Intersection Improvement





Legend

Project Area

Map Source: Indiana Geological Survey (IGS), IndianaMap, 2019
ArcGIS Online (ESRI) USA Topo Maps

0 1,000 2,000 3,000 4,000 Feet

USGS Michigan City East and Springville Quadrangle

US 35 & Johnson/Severs Road Roundabout
LaPorte County, Indiana
Section 21, 22, 23, 26, 27, 28, Township 37N, Range 3W
Des. No. 2200046, Intersection Improvement

BF&S CIVIL ENGINEERS





Legend

Project Area

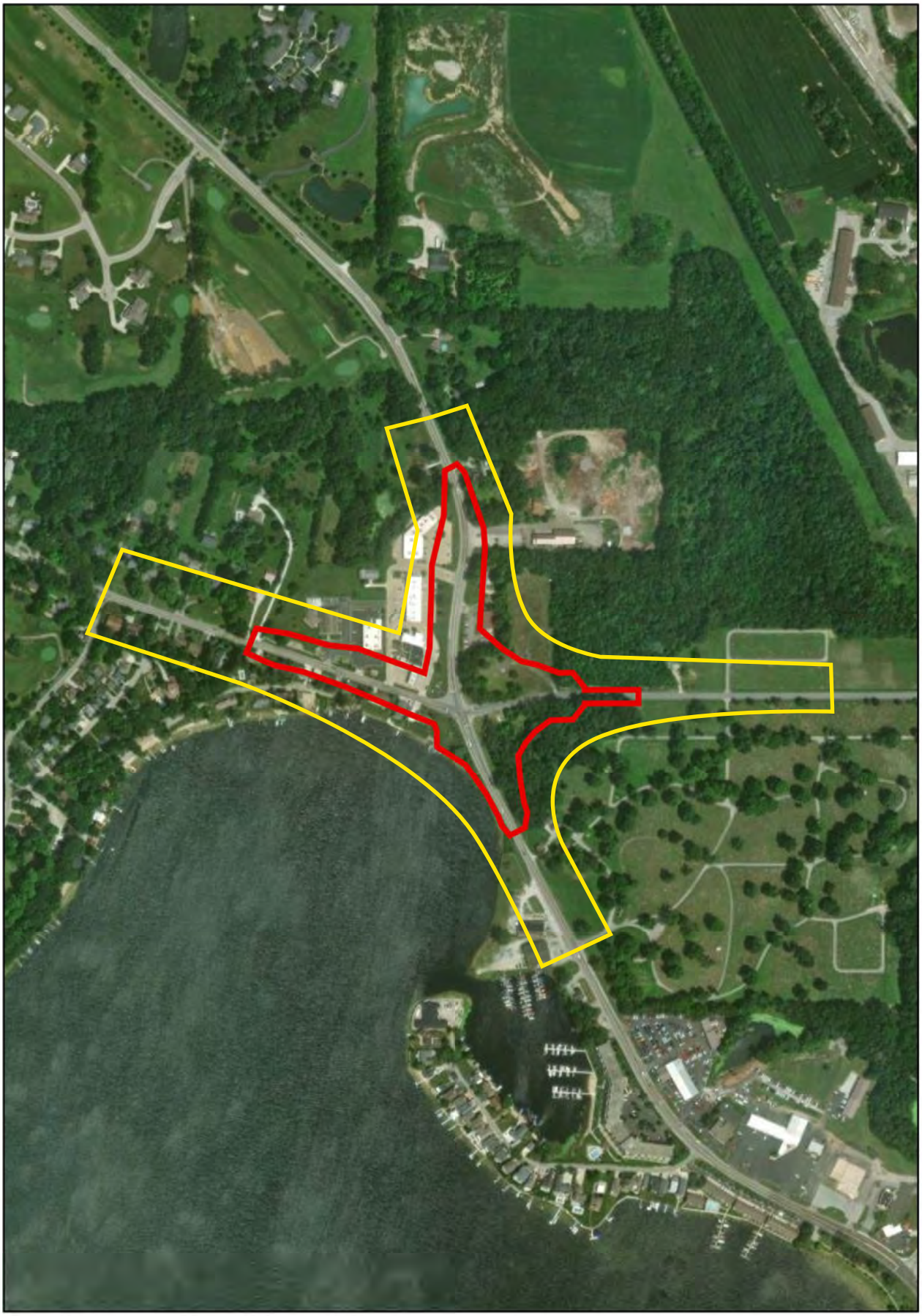
Map Source: Indiana Geological Survey (IGS), Indiana Map, 2019 ArcGIS Online (ESRI) World Imagery.

0 175 350 525 700 Feet

Aerial Map

US 35 & Johnson/Severs Road Roundabout
LaPorte County, Indiana
Des. No. 2200046, Intersection Improvement

BF&S CIVIL ENGINEERS



APE Map

U.S. 35 and Severs/Johnson Rd Intersection Improvement
City of La Porte, LaPorte County, Indiana
Des. No. 2200046





Recommended Boundary

0 0.020.04 0.09 0.14 0.18

Miles

Pine Lake Cemetery/IHSSI #091-606-35006

BF&S CIVIL ENGINEERS

U.S. 35 and Severs/Johnson Rd Intersection Improvement
City of La Porte, LaPorte County, Indiana
Des. No. 2200046





Recommended Boundary

0 0 0.01 0.02 0.03 0.04

Miles

W. A. Jones Farm/IHSSI #091-405-30017

BF&S CIVIL ENGINEERS

U.S. 35 and Severs/Johnson Rd Intersection Improvement
City of La Porte, LaPorte County, Indiana
Des. No. 2200046

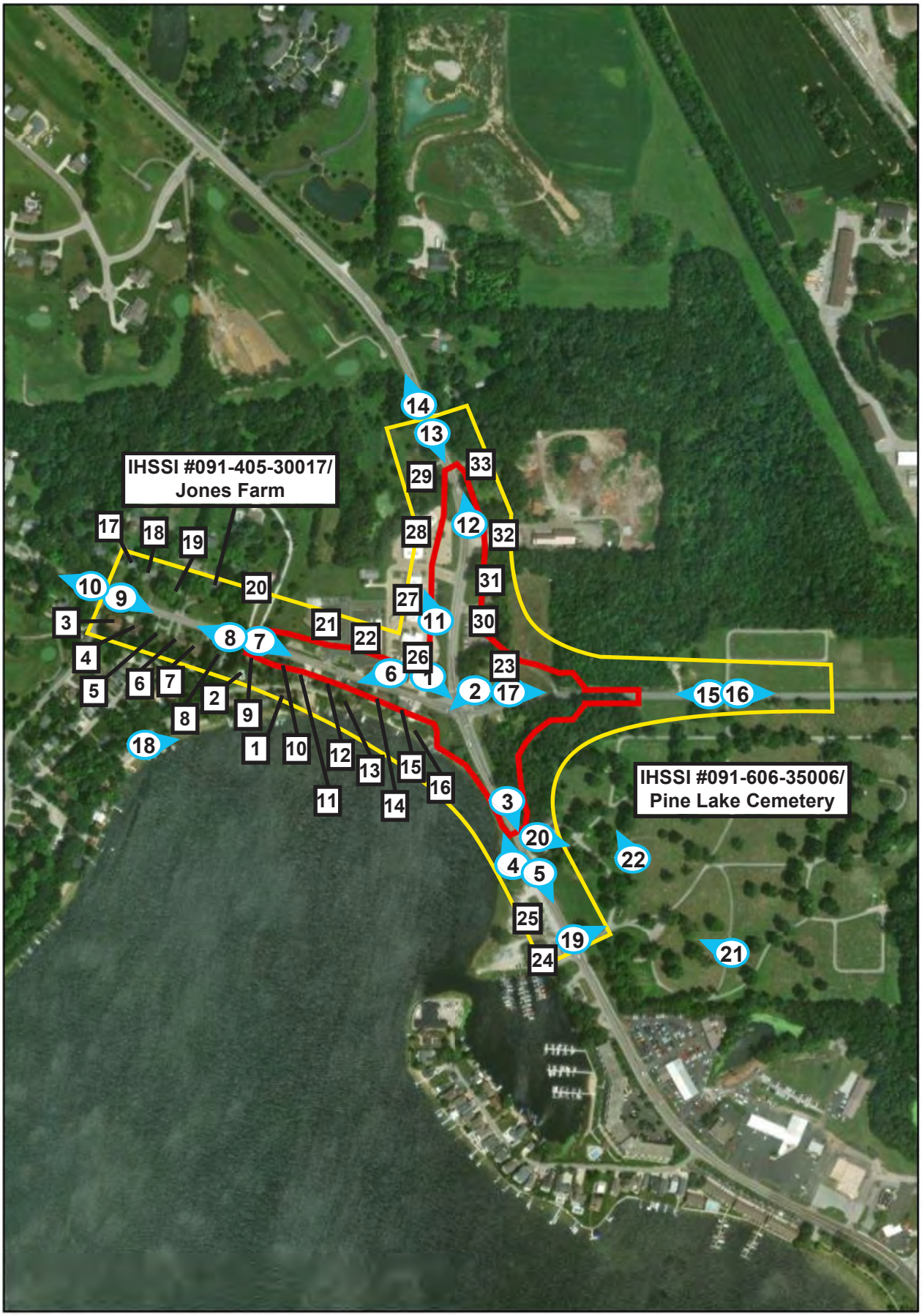


Photo Key

BF&S CIVIL ENGINEERS

U.S. 35 and Severs/Johnson Rd Intersection Improvement
City of La Porte, LaPorte County, Indiana
Des. No. 2200046



Photo 1: Looking southeast across the intersection of U.S. 35 and Johnson/Severs Road.

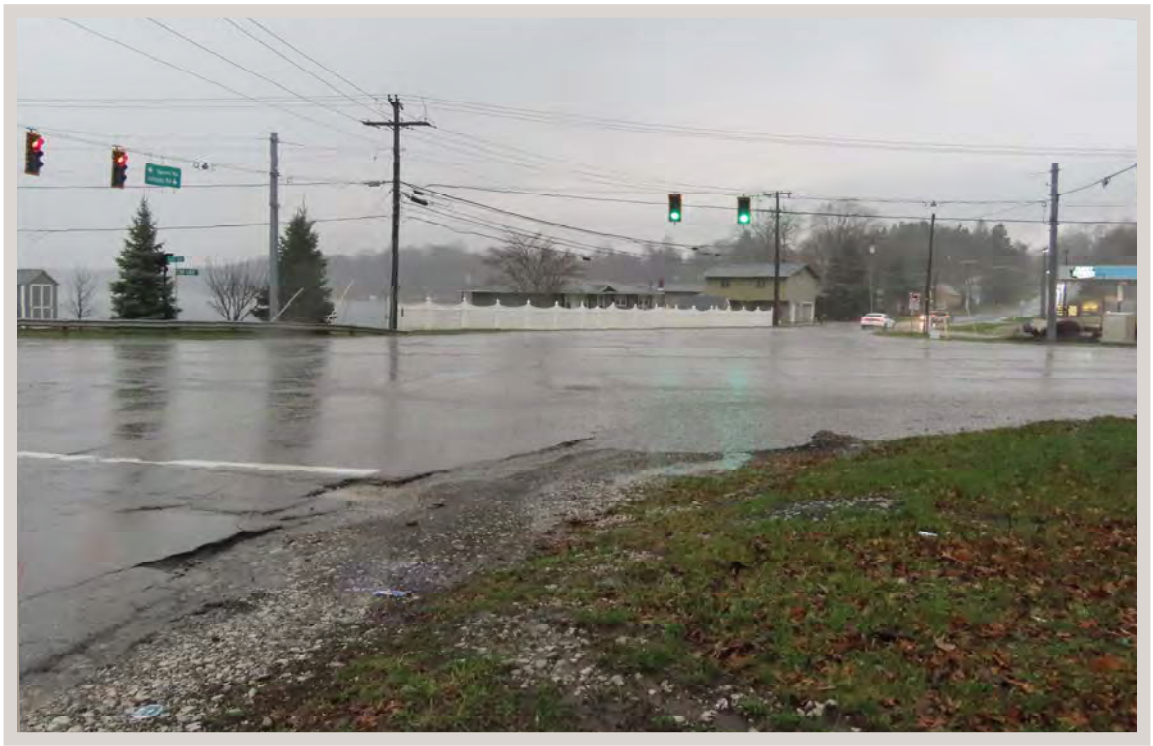


Photo 2: Looking southwest across the intersection of U.S. 35 and Johnson/Severs Road.



Photo 3: Looking southeast along U.S. 35. The Pine Lake Cemetery Barn is at left.



Photo 4: Looking northwest along U.S. 35 towards Johnson Road.



Photo 5: Looking southeast along U.S. 35 towards the edge of the APE.



Photo 6: Looking southwest along Johnson Road.



Photo 7: Looking southeast along Johnson Road from the western project terminus.



Photo 8: Looking northwest along Johnson Road from teh western project terminus.



Photo 9: Looking southeast along Johnson Road from Holton Road.



Photo 10: Looking northwest along Johnson Road from Holton Road.



Photo 11: Looking northwest at the buildings on the west side of U.S. 35 north of Johnson/ Severs Road.



Photo 12: Looking north along U.S. 35 north of Johnson/Severs Road.



Photo 13: Looking south along U.S. 35 from the north end of the APE.



Photo 14: Looking northwest along U.S. 35 from the north end of the APE.



Photo 15: Looking west along Severs Road from the Pine Lake Cemetery driveway.



Photo 16: Looking east along Severs Road from the Pine Lake Cemetery driveway.



Photo 17: Looking east along Severs Road.



Photo 18: Looking east along the north shore of {ne Lake from Bluffside Road.



Photo 19: Pine Lake Cemetery Gate.



Photo 20: Pine Lake Cemetery Caretaker's House with the brick barn at right.



Photo 21: Rose family mausoleum and Kreidler-Rees family plot.

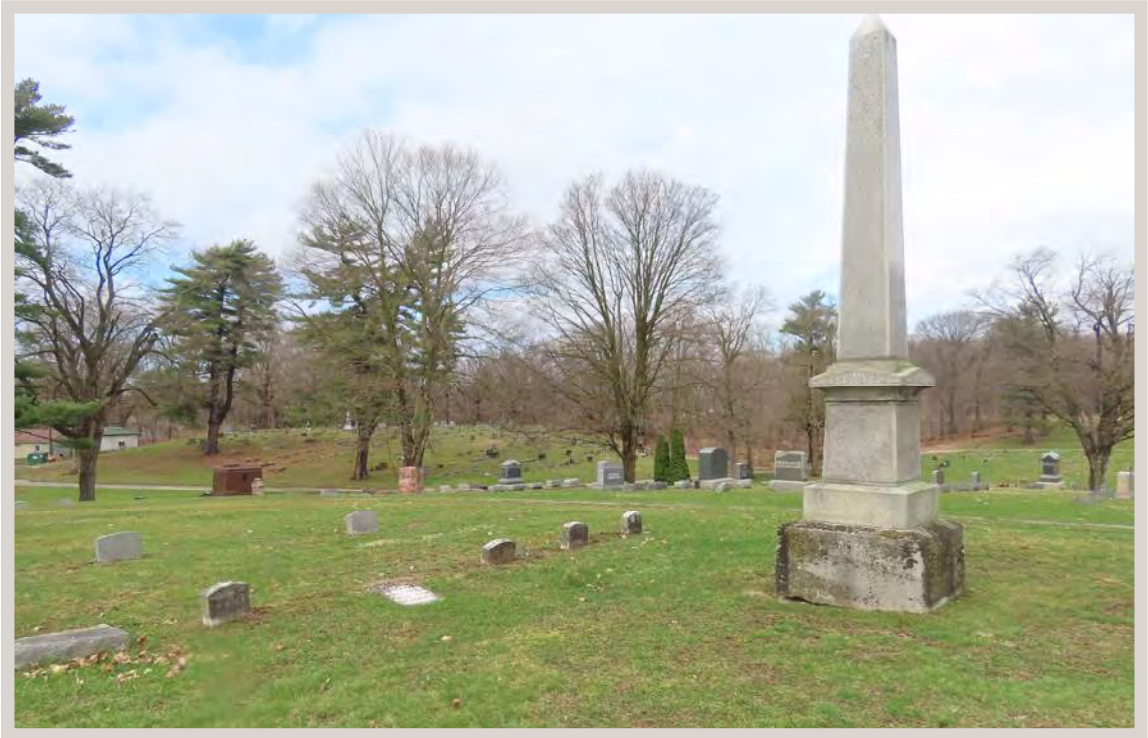
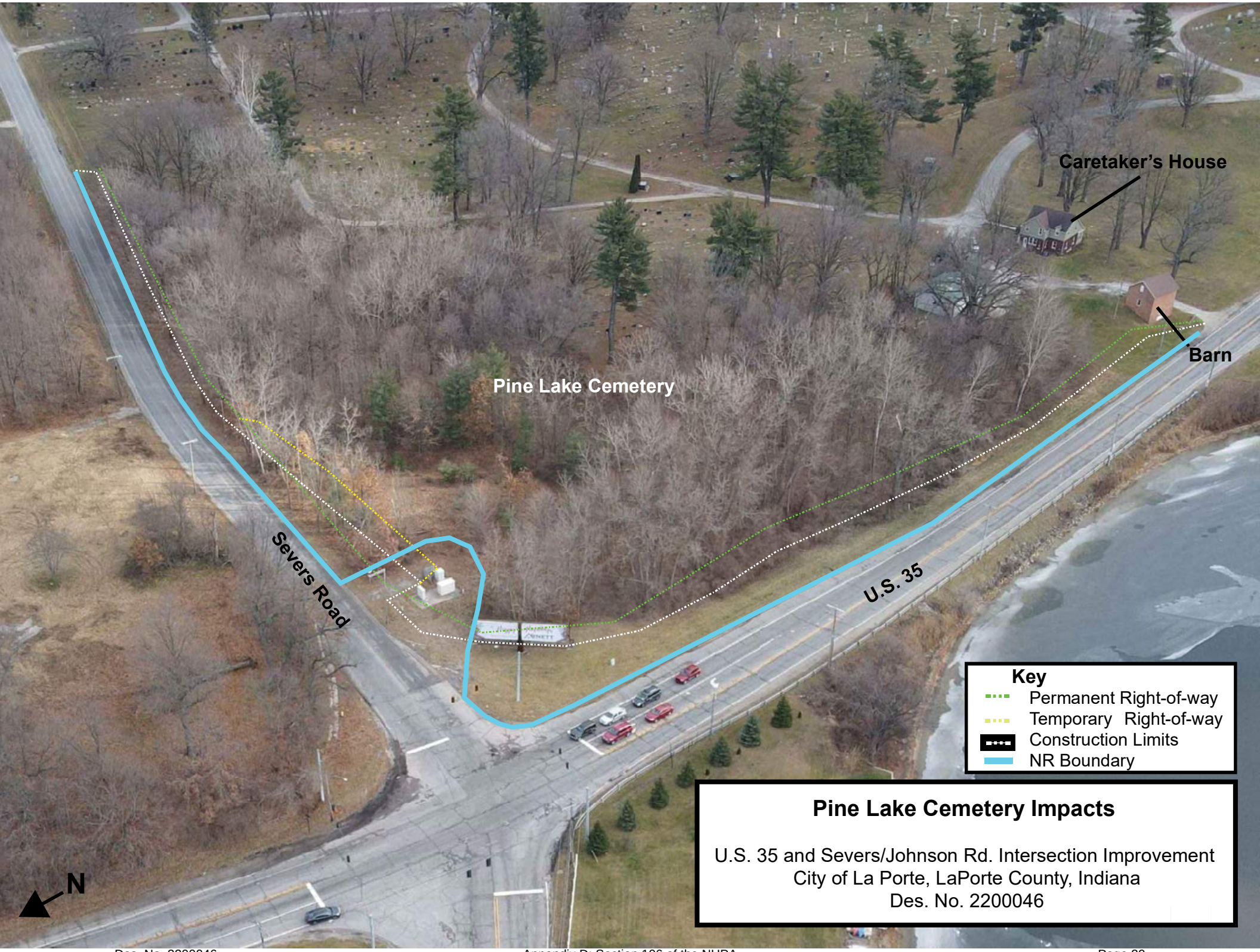
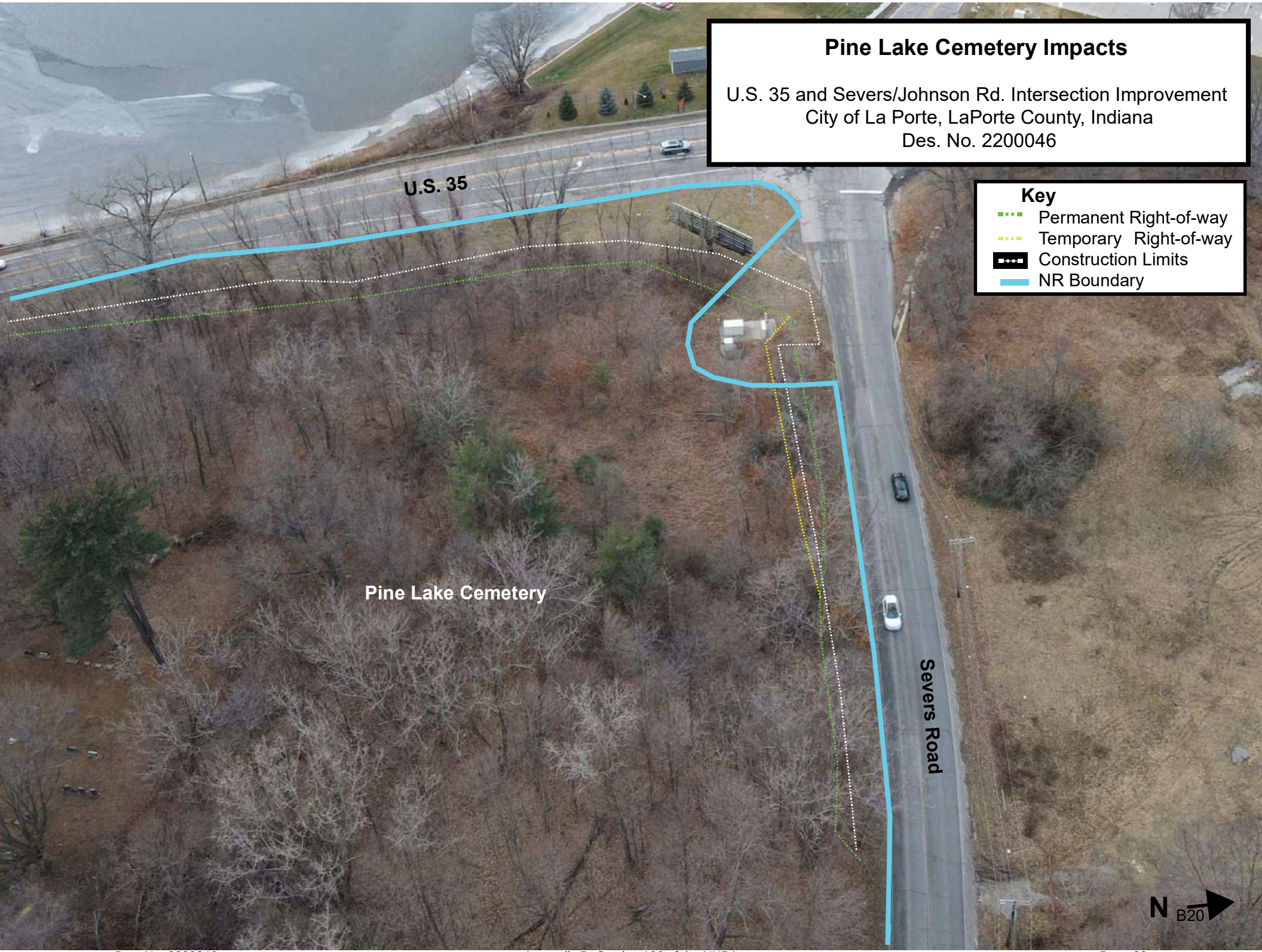
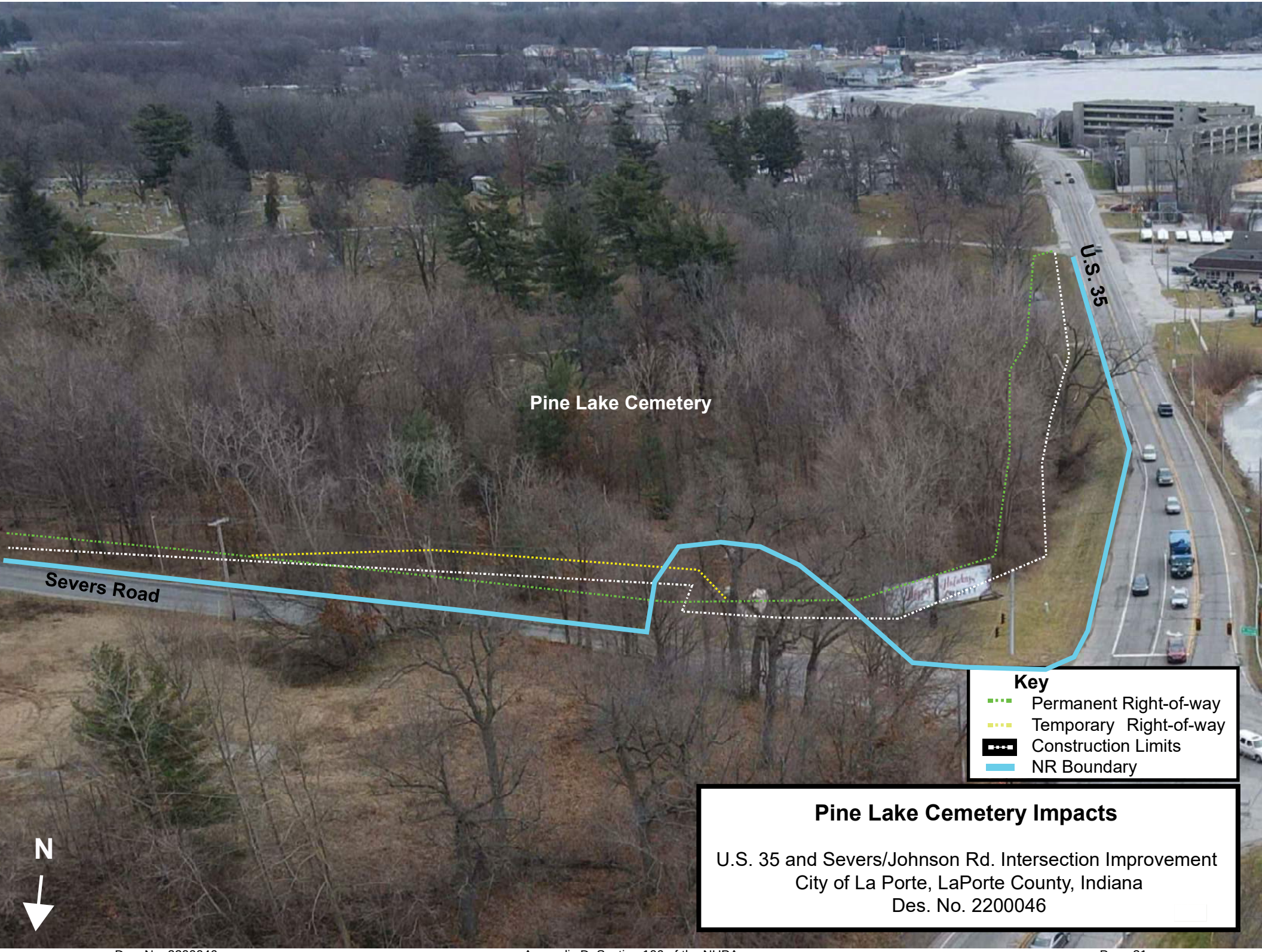
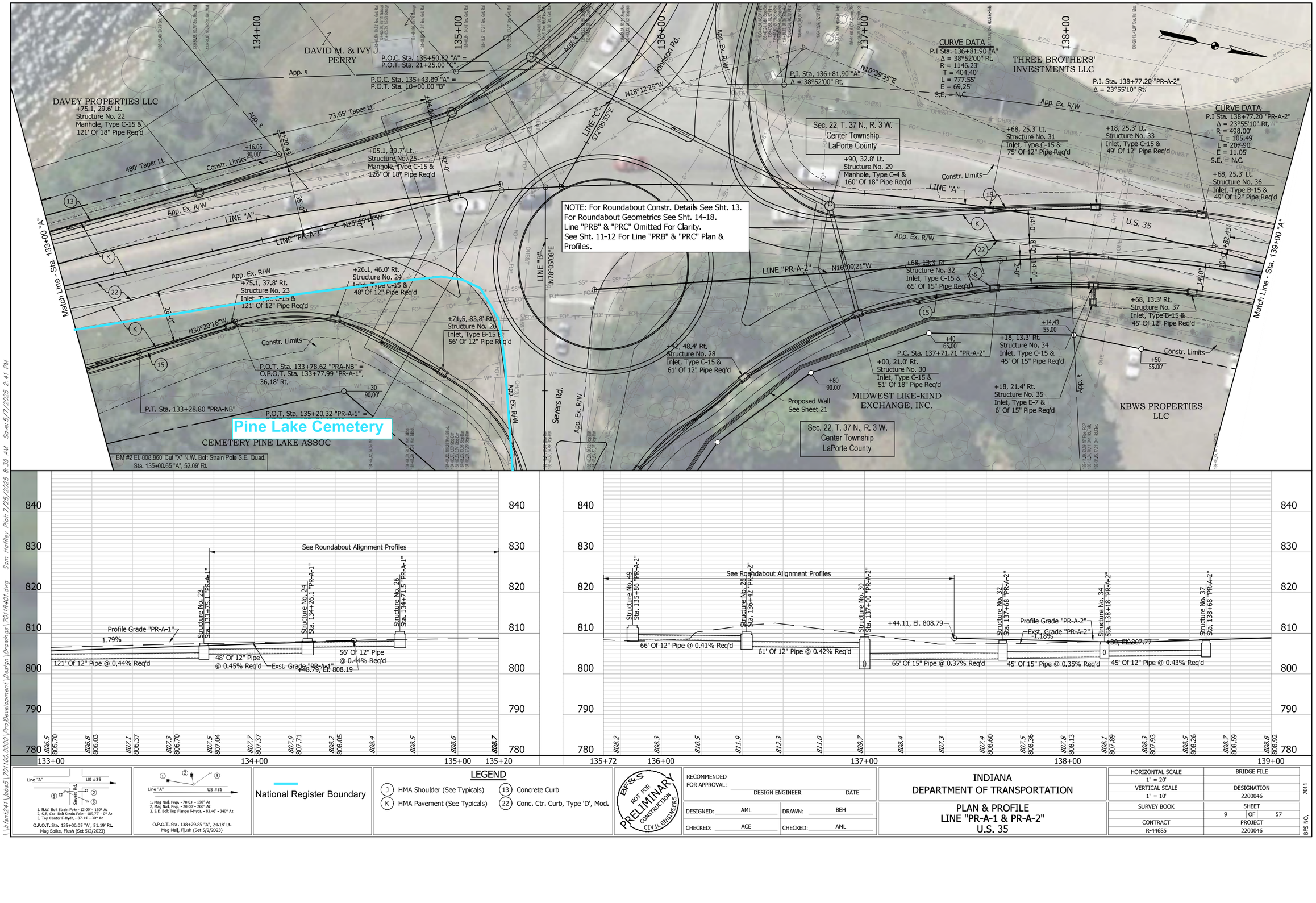


Photo 22: Looking northwest within the Cherry Hill section of Pine Lake Cemetery.

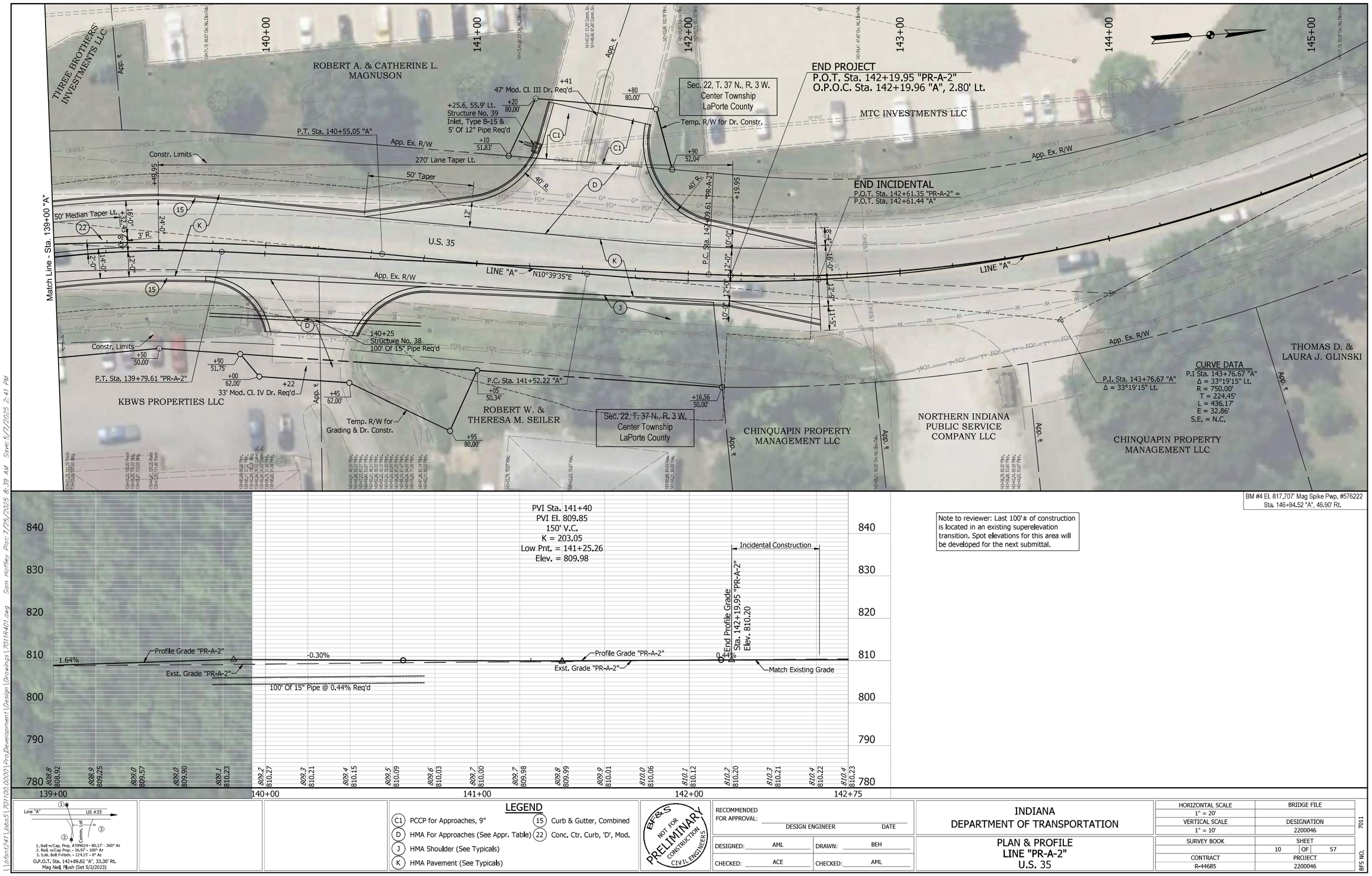

Caretaker's House
Barn
Pine Lake Cemetery
Severs Road
U.S. 35
Key
Permanent Right-of-way
Temporary Right-of-way
Construction Limits
NR Boundary
Pine Lake Cemetery Impacts
U.S. 35 and Severs/Johnson Rd. Intersection Improvement
City of La Porte, LaPorte County, Indiana
Des. No. 2200046
N

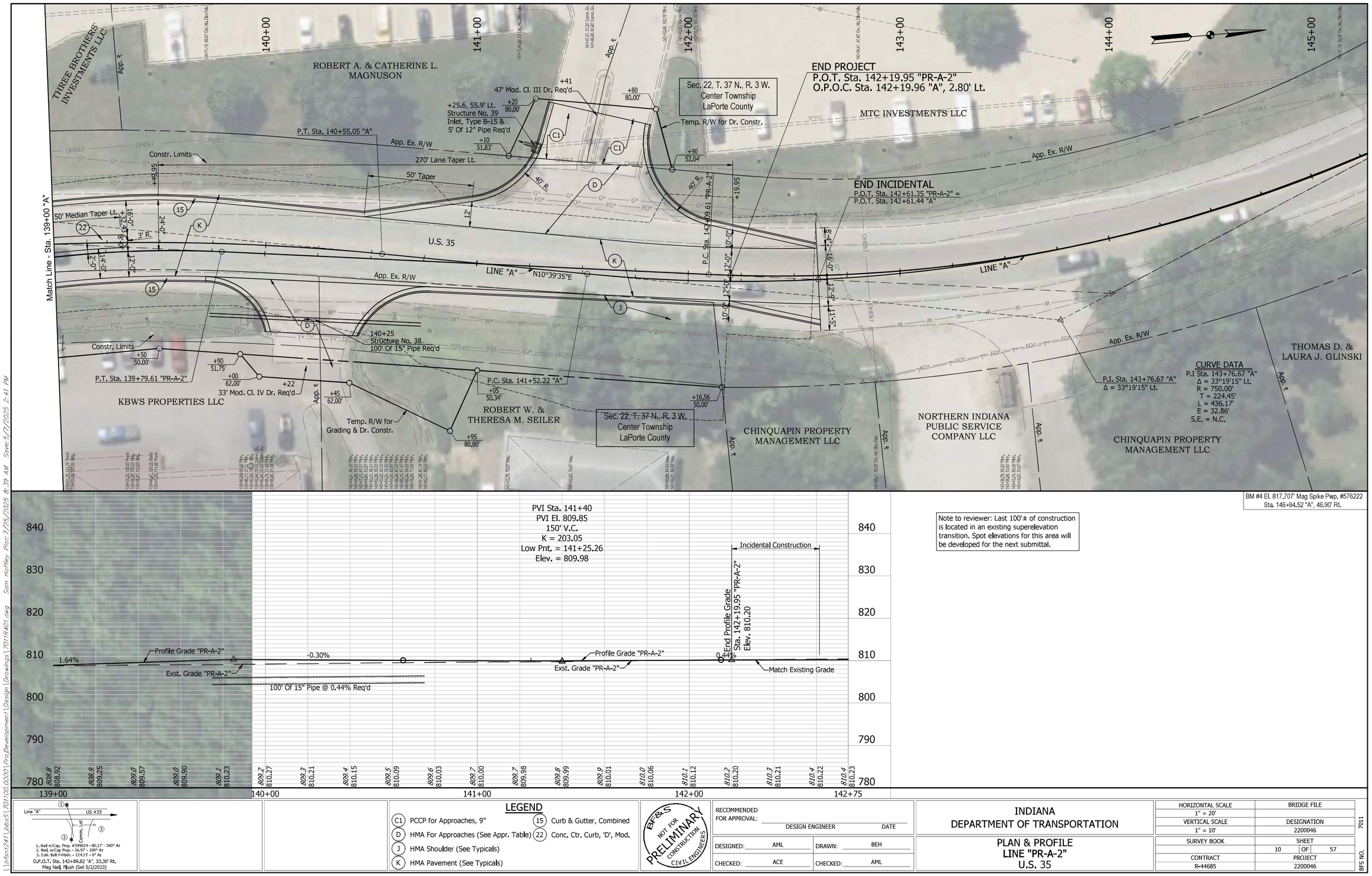

Pine Lake Cemetery Impacts
U.S. 35 and Severs/Johnson Rd. Intersection Improvement
City of La Porte, LaPorte County, Indiana
Des. No. 2200046
Key
Permanent Right-of-way
Temporary Right-of-way
Construction Limits
NR Boundary
U.S. 35
Pine Lake Cemetery
Severs Road
N
B20


Pine Lake Cemetery
U.S. 35
Severs Road
Key
Permanent Right-of-way
Temporary Right-of-way
Construction Limits
NR Boundary
N
Pine Lake Cemetery Impacts
U.S. 35 and Severs/Johnson Rd. Intersection Improvement
City of La Porte, LaPorte County, Indiana
Des. No. 2200046



Des. No. 2200046 Appendix D: Section 106 of the NHPA Page 32


THREE BROTHERS' INVESTMENTS LLC
ROBERT A. & CATHERINE L. MAGNUSON
MTC INVESTMENTS LLC
THOMAS D. & LAURA J. GLINSKI
KBWS PROPERTIES LLC
ROBERT W. & THERESA M. SEILER
CHINQUAPIN PROPERTY MANAGEMENT LLC
NORTHERN INDIANA PUBLIC SERVICE COMPANY LLC
Sec. 22, T. 37 N., R. 3 W. Center Township LaPorte County
END PROJECT
P.O.T. Sta. 142+19.95 "PR-A-2"
O.P.O.C. Sta. 142+19.96 "A", 2.80' Lt.
END INCIDENTAL
P.O.T. Sta. 142+61.35 "PR-A-2" =
P.O.T. Sta. 142+61.44 "A"
Match Line - Sta. 139+00 "A"
U.S. 35
LINE "A" N10°39'35"E
P.T. Sta. 140+55.05 "A"
P.T. Sta. 139+79.61 "PR-A-2"
P.C. Sta. 141+52.22 "A"
P.C. Sta. 142+09.61 "PR-A-2"
P.I. Sta. 143+76.67 "A"
Δ = 33°19'15" Lt.
140+25 Structure No. 38 100' Of 15" Pipe Req'd
+25.6, 55.9' Lt. Structure No. 39 Inlet, Type B-15 & 5' Of 12" Pipe Req'd
47' Mod. Cl. III Dr. Req'd
33' Mod. Cl. IV Dr. Req'd
Temp. R/W for Dr. Constr.
Temp. R/W for Grading & Dr. Constr.
Constr. Limits
App. Ex. R/W
50' Median Taper Lt.
50' Taper
270' Lane Taper Lt.
CURVE DATA
P.I Sta. 143+76.67 "A"
Δ = 33°19'15" Lt.
R = 750.00'
T = 224.45'
L = 436.17'
E = 32.86'
S.E. = N.C.
PVI Sta. 141+40
PVI El. 809.85
150' V.C.
K = 203.05
Low Pnt. = 141+25.26
Elev. = 809.98
Profile Grade "PR-A-2"
Exst. Grade "PR-A-2"
1.64%
-0.30%
0.44%
100' Of 15" Pipe @ 0.44% Req'd
Incidental Construction
End Profile Grade Sta. 142+19.95 "PR-A-2" Elev. 810.20
Match Existing Grade
BM #4 El. 817.707' Mag Spike Pwp. #576222 Sta. 146+94.52 "A", 46.90' Rt.
Note to reviewer: Last 100'± of construction is located in an existing superelevation transition. Spot elevations for this area will be developed for the next submittal.
1. Nail w/Cap, Pvp. #599024 - 80.17' - 260° Az
2. Nail w/Cap Pvp. - 16.97' - 100° Az
3. S.W. Bolt F-Hydr. - 124.15' - 0° Az
O.P.O.T. Sta. 142+89.82 "A", 33.30' Rt.
Mag Nail, Flush (Set 5/2/2023)
LEGEND
C1 PCCP for Approaches, 9"
D HMA For Approaches (See Appr. Table)
J HMA Shoulder (See Typicals)
K HMA Pavement (See Typicals)
15 Curb & Gutter, Combined
22 Conc. Ctr. Curb, 'D', Mod.
BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS
RECOMMENDED FOR APPROVAL:
DESIGN ENGINEER
DATE
DESIGNED: AML
DRAWN: BEH
CHECKED: ACE
CHECKED: AML
INDIANA DEPARTMENT OF TRANSPORTATION
PLAN & PROFILE LINE "PR-A-2" U.S. 35
HORIZONTAL SCALE 1" = 20'
VERTICAL SCALE 1" = 10'
BRIDGE FILE
DESIGNATION 2200046
SURVEY BOOK
SHEET 10 OF 57
CONTRACT
PROJECT R-44685 2200046
BFS NO. 7011
\\bfs\t2\41\Jobs\7011\00.0000\Pre Development\Design\Drawings\7011f401.dwg Sam Hoffey Plot: 7/25/2025 8:39 AM Saved: 5/7/2025 2:41 PM



BM #4 El. 817.707' Mag Spike Pwp. #576222
Sta. 146+94.52 "A", 46.90' Rt.

Note to reviewer: Last 100'± of construction is located in an existing superelevation transition. Spot elevations for this area will be developed for the next submittal.

LEGEND

C1	PCCP for Approaches, 9"	15	Curb & Gutter, Combined
D	HMA For Approaches (See Appr. Table)	22	Conc. Ctr. Curb, 'D', Mod.
J	HMA Shoulder (See Typicals)		
K	HMA Pavement (See Typicals)		

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: AML DRAWN: BEH

CHECKED: ACE CHECKED: AML

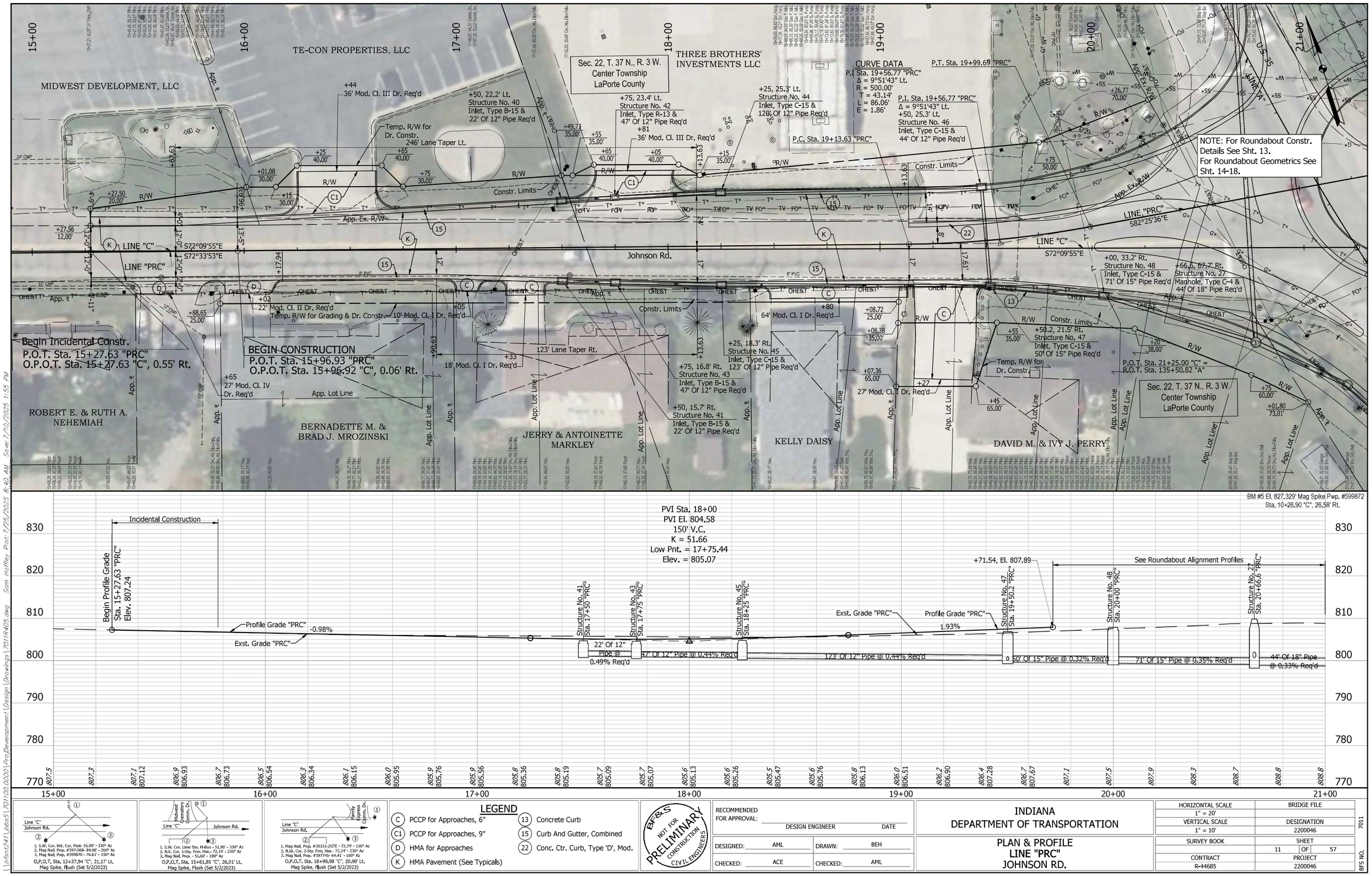
INDIANA DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE
LINE "PR-A-2"
U.S. 35

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	
VERTICAL SCALE	DESIGNATION
1" = 10'	2200046
SURVEY BOOK	SHEET
	10 OF 57
CONTRACT	PROJECT
R-44685	2200046

BFS NO. 7011

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Line "C"
Johnson Rd.
1- S.W. Cor. Wd. Cor. Post- 55.00' - 330° Az
2. Mag Nail Pwp. #597-568- 94.00' - 260° Az
3. Mag Nail, Pwp. #599870 - 76.61' - 150° Az
O.P.O.T. Sta. 12+37.94 "C", 21.17' Lt.
Mag Spike, Flush (Set 5/2/2023)

Midwest Crematory Comm. Dr.
Line "C"
Johnson Rd.
1. S.W. Cor. Line Stn. Manhole - 51.90' - 330° Az
2. N.E. Cor. 1-Sty. Frm. Hse.- 72.34' - 230° Az
3. Mag Nail, Pwp. - 51.60' - 180° Az
O.P.O.T. Sta. 15+61.85 "C", 26.01' Lt.
Mag Spike, Flush (Set 5/2/2023)

Jerry Express Comm. Dr.
Line "C"
Johnson Rd.
1. Mag Nail, Pwp. #30331-2GTE - 72.79' - 110° Az
2. N.W. Cor. 2-Sty. Frm, Hse.- 72.34' - 230° Az
3. Mag Nail, Pwp. #597741- 64.41' - 160° Az
O.P.O.T. Sta. 18+99.98 "C", 20.00' Lt.
Mag Spike, Flush (Set 5/2/2023)

LEGEND

C	PCCP for Approaches, 6"	13	Concrete Curb
C1	PCCP for Approaches, 9"	15	Curb And Gutter, Combined
D	HMA for Approaches	22	Conc. Ctr. Curb, Type 'D', Mod.
K	HMA Pavement (See Typicals)		

BFS-S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED:	AML	DRAWN:	BEH
CHECKED:	ACE	CHECKED:	AML

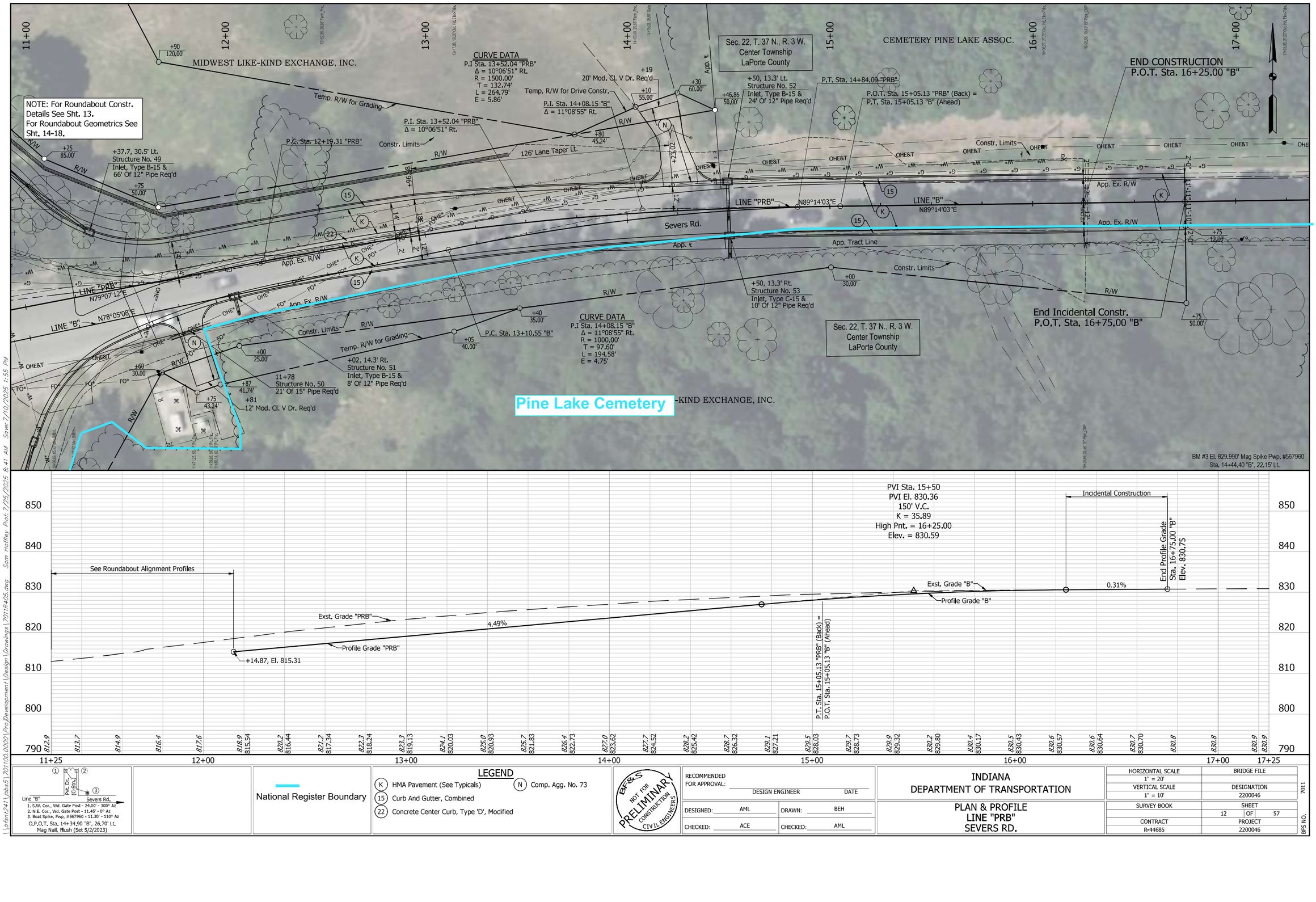
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE
LINE "PRC"
JOHNSON RD.

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	
VERTICAL SCALE	DESIGNATION
1" = 10'	2200046
SURVEY BOOK	SHEET
	11 OF 57
CONTRACT	PROJECT
R-44685	2200046

BFS NO. 7011

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Pvt. Dr. (C-5th.)
Line "B"
Severs Rd.
1. S.W. Cor., Wd. Gate Post - 24.00' - 300° Az
2. N.E. Cor., Wd. Gate Post - 11.45' - 0° Az
3. Boat Spike, Pwp. #567960 - 11.30' - 110° Az
O.P.O.T. Sta. 14+34.90 "B", 26.70' Lt.
Mag Nail, Flush (Set 5/2/2023)

National Register Boundary

LEGEND

- (K) HMA Pavement (See Typicals)
- (15) Curb And Gutter, Combined
- (22) Concrete Center Curb, Type 'D', Modified
- (N) Comp. Agg. No. 73

BF&S NOT FOR CONSTRUCTION PRELIMINARY CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: AML DRAWN: BEH

CHECKED: ACE CHECKED: AML

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE
LINE "PRB"
SEVERS RD.

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	
VERTICAL SCALE	DESIGNATION
1" = 10'	2200046
SURVEY BOOK	SHEET
	12 OF 57
CONTRACT	PROJECT
R-44685	2200046

BFS NO. 7011

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EXCERPT

HISTORIC PROPERTY REPORT

U.S. 35 and Severs/Johnson Road Intersection Improvement
City of La Porte, LaPorte County, Indiana
Des. No.: 2200046
DHPA No. 32167
July 17, 2024



Elizabet Biggio
Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300
Indianapolis, IN 46240
(317) 713-4615
ebiggio@bfsengr.com

Executive Summary

This Historic Property Report (HPR) documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for a project at the intersection of U.S. 35 and Johnson/Severs Road in the City of La Porte LaPorte County, Indiana. Above-ground resources located within the APE were identified and evaluated according to Section 106, National Historic Preservation Act (NHPA) of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

As a result of the NHPA, as amended, and CFR part 800, federal agencies are required to take into account the impact of federal undertakings upon historic properties in the area of the undertaking. Historic properties include buildings, structures, sites, objects, and/or districts included in or eligible for inclusion in the National Register of Historic Places (National Register). As this project is receiving funding from the Federal Highway Administration (FHWA), it is subject to a Section 106 review.

The APE contains no properties listed in the National Register. Two properties identified in the APE are recommended eligible for listing in the National Register: Pine Lake Cemetery and the W. A. Jones Farm.

Society Museum.



Photo 5: Looking northeast at the W.A. Jones Farm from Johnson Road.



Photo 6: Looking north at the English barn on the W.A. Jones Farm from Johnson Road.

The W. A. Jones Farm retains strong overall integrity. Minor changes to the porch, replacement of the entry, and the loss of outbuildings are detrimental. However, The house retains its characteristic Neoclassical details in the windows, porch, and roof. The setting has become more suburban, but the house retains its elevated position over the road and continues to express its significant features.

The W. A. Jones Farm is associated with growth and development patterns of early-twentieth century La Porte such as increasing population and recreation surrounding local lake. However, no explicit connections between this property and such pattens is evident. Since this property lacks sufficient significance, it is not recommended eligible under Criterion A. This property is associated with W. A. Jones, a well-known local figure. However, research conducted for this document was unable to establish Jones as a historically significant person. Therefore, the property is not recommended National Register-eligible under Criterion B. This property is an excellent example of the Neoclassical Style. The porch and roof details are emblematic of period design details. Therefore, this property is recommended National Register-eligible under Criterion C. HPRs do not evaluate for National Register Criterion D. The W. A. Jones Farm is recommended eligible for listing in the National Register under Criterion C. The recommended boundaries are the property lines with a northern extension to include the “contributing” barn (Appendix A, A6).

Conclusions

The APE does not contain any properties currently listed in the National Register. As a result of identification and evaluation efforts for this project, two properties, Pine Lake Cemetery and the W. A. Jones Farm, are recommended eligible for listing in the National Register.

INDIANA ARCHAEOLOGICAL SHORT REPORT

State Form 54566 (R3 / 3-22)

EXCERPT

INDIANA DEPARTMENT OF NATURAL RESOURCES
DIVISION OF HISTORIC PRESERVATION AND ARCHAEOLOGY
402 West Washington Street, Room W274
Indianapolis, Indiana 46204-2739
Telephone Number: (317) 232-1646
Fax Number: (317) 232-0693
E-mail: dhpa@dnr.IN.gov

Where applicable, the use of this form is recommended but not required by the Division of Historic Preservation and Archaeology (DHPA).

Name(s) of author(s)	Date *(month, day, year)*
Jeffrey A. Plunkett	10/29/2024

Title of project
A Phase Ia Archaeological Field Reconnaissance for the U.S. 35 and Johnson Road/Severs Road Intersection Improvement Project in Center Township, LaPorte County, Indiana (INDOT Des. No. 2200046)

This document is being used to report on the results of:
☐ Records check only ☒ Records check and Phase 1a archaeological reconnaissance
☐ An addendum to a previous archaeological report. *For an addendum, provide the following information.*

Name(s) of author(s) of previous report

Title of previous report

Date of previous report *(month, day, year)*	DHPA number

PROJECT OVERVIEW

Description of project
The proposed undertaking is at the intersection of U.S. 35 and Johnson/Severs Road from approximately 1,000 feet west to 550 feet east of the intersection and 1,100 feet north to 550 feet south of the intersection in in LaPorte County, Indiana. It is within Center Township, USGS Springville and Michigan City East Quadrangles, in Section 22, Township 37 North, Range 3 West.

The preferred alternative is the construction of a double lane roundabout at the intersection of U.S. 35 and Johnson/Severs Road. The roundabout would be offset slightly to the northeast of the existing intersection in order to develop deflection and minimize impacts. The project area is approximately 0.30 mile long on U.S. 35 and 0.30 mile long on Johnson/Severs Road. Maintenance of traffic would keep the intersection open as long as possible but may require a short-term closure and a detour. Approximately 2.2 acres of right-of-way acquisition is anticipated. Construction would begin in the spring of 2026

The need for the project derives from the high crash rate at the intersection of U.S. 35 and Johnson/Severs Road. Analysis using INDOT's RoadHat program produced an Index of Crash Frequency (ICF) of 0.70 (where 0 indicates the roadway is performing as expected). An ICF of 0.70 translates to approximately 24% more accidents when compared with similar intersection types and traffic across the state. According to INDOT data, rear end and turning crashes make up 65% of recorded crashes. In addition, motorist delays at this intersection are becoming significant and are expected to increase in the future. The purpose of the project is to reduce the potential for crashes and improve the operation of the of U.S. 35 and Johnson/Severs Road intersection.

Some right-of-way will be needed from the Pine Lake Cemetery property in the southeast quadrant of the intersection, however, at this time the amount needed is undetermined.

INDOT designation number(s)	Project number	DHPA number	DHPA plan number
2200046	24325		

Prepared for: *(Company / Institution / Agency)*
Butler, Fairman & Seufert, Inc.

Name of contact
Elizabet Biggio

Address *(number and street, city, state, and ZIP code)*
8450 Westfield Blvd., Suite 300, Indianapolis, Indiana 46240-8302

Telephone number	E-mail address
(317) 713-4615	EBiggio@bfsengr.com

Name of principal investigator
Jeffrey A. Plunkett

Name of company / institution
NS Services, LLC

Address *(number and street, city, state, and ZIP code)*
4974 S. Cobblestone Drive, Zionsville, Indiana 46077

Telephone number	E-mail address
(317) 773-5581	j.plunkett@nsenvservices.com

Phase 1a archaeological reconnaissance *(Check all that apply)*

- ☐ No Phase 1a reconnaissance was conducted.
- ☒ Phase 1a reconnaissance located no archaeological resources.
- ☐ Previously recorded sites were in the project area.
  - ☐ Artifacts and/or features at a previously recorded site(s) within the project area were not discovered. *List the site(s) below.*
- ☐ Phase 1a reconnaissance has identified landforms conducive to buried archaeological deposits. *Describe below.*

List sites.

Describe landforms.

Number of shovel probes excavated	Number of cores / auger probes
58	

Describe disturbances. Attach photographs documenting disturbances.

Disturbances within the survey area were the result of the construction of the existing roadways, driveways, sidewalks, and parking lots; the excavation and installation of various buried utilities (i.e., gas, telephone, water, and sewer); the construction of drainage provisions, and residential landscaping. In addition, historical records indicate that most of the northwest quadrant of the survey area was formerly a large lake. This lake was filled sometime between 1958 and 1997, and commercial properties were built at its location.

Actual area surveyed *(hectares)*	Actual area surveyed *(acres)*
5.78	14.29

Explain results of fieldwork.

Most of the survey area was found to be previously disturbed, either by visual inspection or shovel probing (Figure 3). Disturbed shovel probes had soil profiles exhibiting a thin layer of sod and grass over a mix of topsoil (10YR 3/3 sandy loam) and subsoil (10YR 5/3 sandy loam). In the northeast quadrant 22 shovel probes were excavated, 12 of which were found to be disturbed. The undisturbed shovel probes in this quadrant had soil profiles consisting of about 20 cm of dark brown (10YR 3/3) sandy loam over a subsoil consisting of brown (10YR 5/3) sandy loam. In the northwest quadrant ten shovel probes were excavated, five of which were found to be disturbed. The undisturbed shovel probes in this quadrant had soil profiles consisting of about 12 cm of dark grayish brown (10YR 4/2) sandy loam over a subsoil consisting of dark yellowish brown (10YR 4/6) sandy loam. In the southwest quadrant three shovel probes were excavated. These shovel probes had soil profiles consisting of about 20 cm of dark brown (10YR 3/3) sandy loam over a subsoil consisting of brown (10YR 5/3) sandy loam. In the southeast quadrant 23 shovel probes were excavated. These shovel probes had soil profiles consisting of about 6 cm of dark grayish brown (10YR 4/2) sandy loam over a subsoil consisting of dark yellowish brown (10YR 4/6) sandy loam. Athough this quadrant of the project is located on property owned by the Pine Lake Cemetery Association, all cleared areas that might contain burials and all visible headstones are located more than 100 ft. from the edge of the current survey area (see Figure 2). In addition, no evidence of burials or headstone were found within the survey area during shovel probing conducted in this quadrant.

RECOMMENDATIONS

Records check *(Check all that apply)*

- ☐ No archaeological investigation is recommended before the project is allowed to proceed because the records check has determined that the project area does not have the potential to contain archaeological resources.
- ☐ A Phase 1a archaeological reconnaissance is recommended.
- ☒ Based upon the records check results, a Phase 1a archaeological reconnaissance was recommended and has been conducted.
- ☐ A cemetery development plan may be required under Indiana Code 14-21-1-26.5 because project ground disturbance will be within 100 feet of a cemetery.

Phase 1a archaeological reconnaissance *(Check all that apply)*

- ☒ It is recommended that the project be allowed to proceed as planned because the Phase 1a archaeological reconnaissance has located no archaeological sites within the project area and/or previously recorded sites that were investigated warrant no additional investigation.
- ☐ It is recommended that Phase 1c archaeological subsurface reconnaissance be conducted before the project is allowed to proceed. The Phase 1a archaeological reconnaissance has determined that the project area includes landforms which have the potential to contain buried archaeological deposits.

Other recommendations / commitments

Pursuant to IC-14-21-1, if any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646.

REQUIRED ATTACHMENTS

EXCERPT

Section 106 Effects Report

U.S. 35 & Johnson/Severs Road Intersection Improvement
City of La Porte, LaPorte County, IN
Des. No. 2200046

Prepared by:
Elizabet Biggio, Architectural Historian II
Butler, Fairman, & Seufert, Inc.
8450 Westfield Blvd., Suite 300
Indianapolis, IN 46240-8302
(317) 713-4615
ebiggio@bfsengr.com

May 29, 2025

Introduction

The Indiana Department of Transportation (INDOT) LaPorte District, with funding from the Federal Highway Administration (FHWA), proposes to proceed with improvements to the intersection of U.S. 35 & Johnson/Severs Road (Des. No. 2200046 DHPA No. 32167). Butler, Fairman, and Seufert (BF&S) is under contract with INDOT to advance the environmental documentation for the referenced project.

The proposed undertaking is at the intersection of U.S. 35 and Johnson/Severs Road in LaPorte County, Indiana. It is within Center Township, USGS Springville and Michigan City East Quadrangles, in Section 22, Township 37 North, Range 3 West. U.S. 35 is a two-lane, north-south principal arterial with a speed limit of 45 miles per hour. Severs Road is a major collector and Johnson Road is a minor arterial, both with speed limits of 35 miles per hour. All three streets carry one 12-foot lane of traffic in each direction. The southbound U.S. 35 and eastbound Johnson Road approaches each have a dedicated right-turn-lane. Northbound U.S. 35 has a dedicated left-turn-lane. The intersection is currently controlled by a traffic signal.

The preferred alternative is the construction of a 2 x 1 hybrid lane roundabout at the intersection of U.S. 35 and Johnson/Severs Road (Appendix A, A10). The roundabout will have a dedicated left turn lane for northbound traffic turning west and a dedicated right turn lane for eastbound traffic turning south. The remaining legs will be single-lane. The roundabout will be offset slightly to the northeast of the existing intersection in order to develop deflection and minimize impacts. The roundabout will have a diameter of approximately 140 feet, consisting of a center island of approximately 84 feet, a 10-foot truck apron, a 2-foot roll curb, and one 16-foot-wide asphalt-paved travel lane. Concrete splitter islands of varying width will be constructed on each approach.

The southern project terminus is on U.S. 35 approximately 675 feet south of Johnson/Severs Road The northern project terminus is on U.S. 35 approximately 625 feet north of Johnson/Severs Road. The western project terminus is on Johnson Road approximately 525 feet west of U.S. 35. The eastern project terminus is on Severs Road approximately 600 feet east of U.S. 35.

The project area is approximately 0.25 mile long on U.S. 35 and 0.21 mile long on Johnson/Severs Road. Approximately 3.2 acres of right-of-way acquisition is anticipated. Approximately 0.44 acres of tree clearing is expected.

Construction is anticipated to begin in the spring of 2028 and last approximately 12 months, with lane closures and restructures lasting no longer than 6 months. Maintenance of traffic (MOT) will have three phases. Phase 1 will shift traffic on U.S. 35 to the west side of the street while construction takes place on the east side. Severs Road and westbound Johnson Road will be closed. Phase 2 will be the reverse, shifting traffic to the east side of U.S. 35 for construction on the west side. Severs Road and westbound Johnson Road will remain closed. Phase 3 will split traffic on U.S. 35 to the outside for the construction of additional pavement, tie-ins, and raised medians, as needed.

The need for the project derives from the high crash rate at the intersection of U.S. 35 and Johnson/Severs Road. Analysis using INDOT's RoadHat program produced an Index of Crash Frequency (ICF) of 0.70 (where 0 indicates the roadway is performing as expected). An ICF of 0.70 translates to approximately 24% more accidents when compared with similar intersection types and traffic across the state. According to INDOT data, rear end and turning crashes make up 65% of recorded crashes. In addition, motorist delays at this intersection are becoming significant and are expected to increase in the future. The purpose of the project is to reduce the potential for crashes and improve the operation of the of U.S. 35 and Johnson/Severs Road intersection.

Regarding 36 CFR § 800.5(a)(2)(v), the project will cause a minor change to the viewshed of the W.A. Jones Farm. The introduction of the roundabout to the property's setting will not reduce the existing suburban feeling and will not interfere with the house's ability to convey its significance in architecture under Criterion C.

Regarding 36 CFR § 800.5(a)(2)(vi), the project will not lead to neglect of the W.A. Jones Farm.

Regarding 36 CFR § 800.5(a)(2)(vii), the project will not cause the transfer, lease, or sale of property out of Federal ownership or control.

Therefore, "No Adverse Effect" will occur to the W.A. Jones Farm

Conclusion

This project will not alter the characteristics of Pine Lake Cemetery (IHSSI #IHSSI #091-606-35006/CR-46-9): and the W.A. Jones Farm (IHSSI #091-405-30017) which qualify them as eligible for the National Register. Therefore, this project with have "No Adverse Effect" on Pine Lake Cemetery (IHSSI #IHSSI #091-606-35006/CR-46-9) and the W.A. Jones Farm (IHSSI #091-405-30017).

Appendix

- Revised Historic Properties Map
- Aerial Photographs
- Pages from Preliminary Project Plans
- Post-HPR Consulting Party Correspondence

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

April 15, 2024

This letter was sent to the listed parties.

RE: U.S. 35 & Johnson/Severs Road Intersection Improvement, Des. No. 2200046, City of La Porte, LaPorte County, Indiana

Dear Consulting Party (see attached list),

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the U.S. 35 & Johnson/Severs Road Intersection Improvement, Des No. 2200046. Butler, Fairman, & Seufert, Inc. is under contract with INDOT to advance the environmental documentation for the referenced project.

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

The proposed undertaking is at the intersection of U.S. 35 and Johnson/Severs Road from approximately 1,000 feet west to 550 feet east of the intersection and 1,100 feet north and 550 feet south of the intersection in in LaPorte County, Indiana. It is within Center Township, USGS Springville and Michigan City East Quadrangles, in Section 22, Township 37 North, Range 3 West. The project area can be viewed online at https://arcg.is/jqueP (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

The need for the project derives from the high crash rate at the intersection of U.S. 35 and Johnson/Severs Road. Analysis using INDOT's RoadHat program produced an Index of Crash Frequency (ICF) of 0.70 (where 0 indicates the roadway is performing as expected). An ICF of 0.70 translates to approximately 24% more accidents when compared with similar intersection types and traffic across the state. According to INDOT data, rear end and turning crashes make up 65 percent of recorded crashes. In addition, motorist delays at this intersection are becoming significant and are expected to increase in the future. The purpose of the project is to reduce the potential for crashes and improve the operation of the of U.S. 35 and Johnson/Severs Road intersection.

The preferred alternative is the construction of a double lane roundabout at the intersection of U.S. 35 and Johnson/Severs Road. The roundabout would be offset slightly to the northeast of the existing intersection in order to develop deflection and minimize impacts. The project area is approximately 0.30 mile long on U.S. 35 and 0.30 mile long on Johnson/Severs Road. Maintenance of traffic would keep the intersection open as long as possible but may require a short closure and a detour. Approximately 2.2 acres of right-of-way is anticipated. Construction would begin in the spring of 2026.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. In accordance with 36 CFR 800.2 (c), you are hereby requested to be a consulting party to participate in the Section 106 process. Entities that have been invited to participate in the Section 106 consultation

process for this project are identified in the attached list. Per 36 CFR 800.3(f), we hereby request that the Indiana State Historic Preservation Officer (SHPO) notify this office if the SHPO staff is aware of any other parties that may be entitled to be consulting parties or should be contacted as potential consulting parties for the project.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf .

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. At this time, no cultural resource investigations have occurred; however, the results of cultural resource identification and evaluation efforts, both above-ground and archaeological, will be forthcoming. Consulting parties will receive notification when these reports are completed.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party, or if you do not respond, you will not be included on the list of consulting parties for this project. If we do not receive your response in the time allotted, the project will proceed consistent with the proposed design and you will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Elizabet Biggio of Butler, Fairman, & Seufert at 317-713-4615 or ebiggio@bfsengr.com. All future responses regarding the proposed project should be forwarded to Butler, Fairman, & Seufert at the following address:

Elizabet Biggio
Architectural Historian II
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard
Indianapolis, IN 46240
ebiggio@bfsengr.com

Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon mcoon@indot.in.gov; (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Sincerely,



Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Enclosure:
Topographic Map of Project Area

Distribution List:

Indiana State Historic Preservation Officer
Indiana Landmarks Northern Regional Office
LaPorte County Historian
La Porte County Historical Society
Northwestern Indiana Regional Planning Commission
Preserve Historic La Porte
LaPorte County Commissioners
LaPorte County Highway Department
La Porte Mayor
La Porte County Genealogical Society
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
Forest County Potawatomi Community
Turtle Mountain Band of Chippewa Indians

From:	Elizabet Biggio
To:	Slider, Chad (DNR); north@indianalandmarks.org; mrjsc@csinet.net; LaPorte County Historical Museum; nirpc@nirpc.org; "preservehistoriclaporte@gmail.com"; "cgramarossa@laporteco.in.gov"; "jhaney@laporteco.in.gov"; rmrozinski@laporteco.org; astevens@laporteco.org; "tdermody@cityoflaportin.gov"; "lpgensocworkgroup@gmail.com"
Cc:	Kelly, Clint; Blum, Kaylee; Grylewicz, Michael J; Andrea Langille
Subject:	FHWA Project: Des. No. 2200046; U.S. 35 & Johnson/Severs Road Intersection Improvement, LaPorte County, Indiana
Date:	Monday, April 15, 2024 10:01:37 AM
Attachments:	US 35 & Johnson-Severs_Des2200046_CP-and-Tribal-ECL_2024-04-15.pdf

Des. No.: 2200046

Project Description: Roundabout Construction

Location: U.S. 35 & Johnson/Severs Road, City of La Porte

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with construction of a roundabout at the intersection of U.S. 35 & Johnson/Severs Road in the City of La Porte, La Porte County, Indiana, Des. 200046.

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

Indiana State Historic Preservation Officer
Indiana Landmarks Northern Regional Office
LaPorte County Historian
La Porte County Historical Society
Northwestern Indiana Regional Planning Commission
Preserve Historic La Porte
LaPorte County Commissioners
LaPorte County Highway Department
La Porte Mayor
La Porte County Genealogical Society
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
Forest County Potawatomi Community
Turtle Mountain Band of Chippewa Indians

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

Please review the attached letter, which is also located in IN SCOPE at http://erms12c.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.
Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.

Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon at mcoon@indot.in.gov (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).
Thank you in advance for your input,

Logo

Elizabet Biggio
Architectural Historian
Butler, Fairman & Seufert, Inc.
p 317-713-4615
EBiggio@bfsengr.com | www.bfsengr.com

8450 Westfield Blvd., Suite 300, Indianapolis, IN 46240-8302

www.bfsengr.com

From:	Payne, Taylor
To:	thpo@estoo.net; THPO@MiamiNation.com; bfletcher@peoriatribe.com; Matthew.Bussler@pokagonband-nsn.gov; Section106@shawnee-tribe.com; Larus Longie; olivia.nunway@fcp-nsn.gov
Cc:	Branigin, Susan; Coon, Matthew; Blum, Kaylee; Grylewicz, Michael J; Carmany-George, Karstin (FHWA); Kelly, Clint; Elizabet Biggio
Subject:	RE: FHWA Project: Des. No. 2200046; U.S. 35 & Johnson/Severs Road Intersection Improvement, LaPorte County, Indiana
Date:	Monday, April 15, 2024 1:39:48 PM
Attachments:	US 35 & Johnson-Severs_Des2200046_CP-and-Tribal-ECL_2024-04-15.pdf

Des. No.: 2200046
Project Description: Roundabout Construction
Location: U.S. 35 & Johnson/Severs Road, City of La Porte

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with construction of a roundabout at the intersection of U.S. 35 & Johnson/Severs Road in the City of La Porte, La Porte County, Indiana, Des. 200046.

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

Indiana State Historic Preservation Officer
Indiana Landmarks Northern Regional Office
LaPorte County Historian
La Porte County Historical Society
Northwestern Indiana Regional Planning Commission
Preserve Historic La Porte
LaPorte County Commissioners
LaPorte County Highway Department
La Porte Mayor
La Porte County Genealogical Society
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
Forest County Potawatomi Community
Turtle Mountain Band of Chippewa Indians

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

Please review the attached letter, which is also located in IN SCOPE at

http://erms12c.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.
Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.

Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon at mcoon@indot.in.gov (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).
Thank you in advance for your input,

Elizabet Biggio
Architectural Historian
Butler, Fairman & Seufert, Inc.
p 317-713-4615
EBiggio@bfsengr.com | www.bfsengr.com

8450 Westfield Blvd., Suite 300, Indianapolis, IN 46240-8302

www.bfsengr.com

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This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**.

From: Jennifer Birchfield
To: Elizabet Biggio
Subject: DES 2200046
Date: Tuesday, April 16, 2024 1:51:52 PM

Hello Ms. Biggio,

Regarding DES 2200046, please incorporate green infrastructure practices to buffer and protect Pine Lake, which appears directly adjacent to the project.

Thank you

Jen Birchfield
Natural Resources Planner

Phone:
219-254-2511
Email:
jbirchfield@nirpc.org

6100 Southport Rd
Portage, IN 46368

www.nirpc.org

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

Via email: mcoon@indot.in.gov

May 07, 2024

Matt Coon
Manager, Cultural Resources Office
Interim Archaeology Team Lead
Acting Tribal Liaison
Indiana Department of Transportation
Central Office

Re: Des. No. 2200046 – Comments of the Miami Tribe of Oklahoma

Dear Mr. Coon,

Aya, kweehsitoolaanki – I show you respect. The Miami Tribe of Oklahoma, a federally recognized Indian tribe with a Constitution ratified in 1939 under the Oklahoma Indian Welfare Act of 1936, respectfully submits the following comments regarding Des. No. 2200046.

The Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. Given the Miami Tribe's deep and enduring relationship to its historic lands and cultural property within present day Indiana, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case please contact me at 918-541-7885 or by email at THPO@miamination.com to initiate consultation.

The Miami Tribe requests to serve as a consulting party to the proposed project. In my capacity as Tribal Historic Preservation Officer, I am the point of contact for all Section 106 consultation.

Respectfully,

Logan York

Logan York
Tribal Historic Preservation Officer

Pokégnek Bodéwadmik
POKAGON BAND OF POTAWATOMI
HISTORY & CULTURE CENTER

05/10/2024

Matt Coon
100 North Senate Avenue
Indianapolis
INDIANA
46204
317-697-9752
mcoon@indot.in.gov

FHWA Project Des. No. 2200046 – Intersection Improvement – LaPorte County, IN

Dear Responsible Party:

Migwėtth for contacting me regarding this project. As THPO, I am responsible for handling Section 106 Consultations on behalf of the tribe. I am writing to inform you that I have reviewed the details for the project referenced above. The proposed work is occurring within a mile of known archaeological sites, historic sites or features that are considered sensitive or recorded in the Pokagon Band Historic Inventory Database. I have made the determination that the project will have **No Adverse Effect** on any historic, religious, or culturally significant resources to the Pokagon Band of Potawatomi Indians.

If any cultural or archaeological resources are uncovered during construction, please stop work, and contact me immediately. Should you have any other questions, please don't hesitate to contact me at your earliest convenience.

Sincerely,

Matthew Bussler

Matthew J.N. Bussler
Tribal Historic Preservation Officer
Pokagon Band of Potawatomi Indians
Office: (269) 462-4316
Cell: (269) 519-0838
Matthew.Bussler@Pokagonband-nsn.gov

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

May 14, 2024

Elizabet Biggio
Architectural Historian II
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard
Indianapolis, Indiana 46240

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

Re: Early coordination letter for the proposed U.S. 35 and Johnson/Severs Road Intersection Improvement Project
(Des. No. 2200046; DHPA No. 32167)

Dear Ms. Biggio:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your April 15, 2024, submission, which enclosed INDOT's early coordination letter, and which was received by our office April 15, 2024, for this project, which s proposed for locations in the City of La Porte, Center Township, La Porte County, Indiana.

We are not aware of any parties who should be invited to participate in the Section 106 consultation on this federal undertaking, beyond those whom INDOT already has invited. However, if right-of-way is likely to be taken from a potentially historic property, it might be advisable to invite the owner of that property as soon as possible. In your next regular correspondence on this project, please advise us as to which of the invited consulting parties has accepted the invitation.

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

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

In all future correspondence about the proposed U.S. 35 & Johnson/Severs Road intersection improvement project in the City of La Porte, Center Township, La Porte County, Indiana (Des. No. 2200046), please refer to DHPA No. 32167.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:WTT:wtt

emc: Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Elizabet Biggio, Butler, Fairman, & Seufert, Inc.
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

August 28, 2024

This letter was sent to the listed parties.

RE: U.S. 35 & Johnson/Severs Road Intersection Improvement, Des. No. 2200046, DHPA No. 32167, City of La Porte, LaPorte County, Indiana

Dear Consulting Party (see attached list),

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the U.S. 35 & Johnson/Severs Road Intersection Improvement, Des No. 2200046.

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on April 15, 2024.

The proposed undertaking is at the intersection of U.S. 35 and Johnson/Severs Road from approximately 1,000 feet west to 550 feet east of the intersection and 1,100 feet north to 550 feet south of the intersection in in LaPorte County, Indiana. It is within Center Township, USGS Springville and Michigan City East Quadrangles, in Section 22, Township 37 North, Range 3 West. The project area can be viewed online at https://arcg.is/jqueP (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

The need for the project derives from the high crash rate at the intersection of U.S. 35 and Johnson/Severs Road. Analysis using INDOT's RoadHat program produced an Index of Crash Frequency (ICF) of 0.70 (where 0 indicates the roadway is performing as expected). An ICF of 0.70 translates to approximately 24% more accidents when compared with similar intersection types and traffic across the state. According to INDOT data, rear end and turning crashes make up 65% of recorded crashes. In addition, motorist delays at this intersection are becoming significant and are expected to increase in the future. The purpose of the project is to reduce the potential for crashes and improve the operation of the of U.S. 35 and Johnson/Severs Road intersection.

The preferred alternative is the construction of a double lane roundabout at the intersection of U.S. 35 and Johnson/Severs Road. The roundabout would be offset slightly to the northeast of the existing intersection in order to develop deflection and minimize impacts. Please note the project limits have changed slightly on the east leg since the distribution of the early coordination letter to reflect avoidance of burial plots in Pine Lake Cemetery. The project area is approximately 0.30 mile long on U.S. 35 and 0.30 mile long on Johnson/Severs

Road. Maintenance of traffic would keep the intersection open as long as possible but may require a short-term closure and a detour. Approximately 2.2 acres of right-of-way acquisition is anticipated. Construction would begin in the spring of 2026.

Butler, Fairman, & Seufert, Inc. is under contract with INDOT to advance the Section 106 documentation for the referenced project. NS Services has been contracted to complete the archaeological documentation for this project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, Pine Lake Cemetery (IHSSI #091-606-35006) and the W.A. Jones Farm (IHSSI #091-405-30017) are recommended as eligible for listing in the NRHP.

An archaeologist who meets the Secretary of the Interior's Professional Qualification Standards is conducting a survey of archaeological resources within the APE for potential eligibility for listing in the NRHP. A report of that investigation is forthcoming and will be distributed to the appropriate consulting parties for review at a later date.

The Historic Property Report is available for review in IN SCOPE at http://erms12c.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Elizabet Biggio of Butler, Fairman, & Seufert at 317-713-4615 or ebiggio@bfsengr.com. All future responses regarding the proposed project should be forwarded to Butler, Fairman, & Seufert at the following address:

Elizabet Biggio
Architectural Historian II
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard
Indianapolis, IN 46240
ebiggio@bfsengr.com

Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon mcoon@indot.in.gov; (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Sincerely,



Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Enclosures:
Area of Potential Effects Map
Historic Property Report

Distribution List:
Indiana State Historic Preservation Officer
Northwest Indiana Regional Planning Commission
Pine Lake Cemetery
Thomas and Patricia Rioux (owners of the W.A. Jones House)
Miami Tribe of Oklahoma
Pokagon Band of Potawatomi Indians

From:	Elizabet Biggio
To:	Jennifer Birchfield; Tharp, Wade; Giffin, Toni L
Cc:	Kelly, Clint
Subject:	FHWA Project: Des. No. 2200046; HPR, U.S. 35 & Johnson/Severs Road Intersection Improvement, LaPorte County, Indiana
Date:	Thursday, August 29, 2024 10:59:01 AM

Des. No.: 2200046
Project Description: Roundabout Construction
Location: U.S. 35 & Johnson/Severs Road, City of La Porte

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with construction of a roundabout at the intersection of U.S. 35 & Johnson/Severs Road in the City of La Porte, La Porte County, Indiana, Des. 200046. The Section 106 Early Coordination Letter for this project was originally distributed on April 15, 2024

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at http://erms12c.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon mcoon@indot.in.gov; (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Thank you in advance for your input,

Elizabet Biggio
Architectural Historian

From:	Kelly, Clint
To:	thpo; Luke.Heider@fcp-nsn.gov
Cc:	Coon, Matthew; Branigin, Susan; Blum, Kaylee; Elizabet Biggio; Grylewicz, Michael J; Carmany-George, Karstin (FHWA)
Subject:	FHWA Project: Des. No. 2200046; HPR, U.S. 35 & Johnson/Severs Road Intersection Improvement, LaPorte County, Indiana
Date:	Thursday, August 29, 2024 11:51:20 AM
Attachments:	image001.png image002.png image003.png image004.png image006.png

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Des. No.: 2200046
Project Description: Roundabout Construction
Location: U.S. 35 & Johnson/Severs Road, City of La Porte

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with construction of a roundabout at the intersection of U.S. 35 & Johnson/Severs Road in the City of La Porte, La Porte County, Indiana, Des. 200046. The Section 106 Early Coordination Letter for this project was originally distributed on April 15, 2024

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at http://erms12c.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

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Thank you in advance for your input,

Clint Kelly
Section 106 Specialist/Historian
Cultural Resources Office
Environmental Services
100 N. Senate Ave., Rm. N758-ES
Indianapolis, IN 46204
Office: (317) 447-8707

Elizabet Biggio

From: Luke Heider <Luke.Heider@fcp-nsn.gov>
Sent: Wednesday, September 18, 2024 5:00 PM
To: Kelly, Clint
Subject: RE: FHWA Project: Des. No. 2200046; HPR, U.S. 35 & Johnson/Severs Road Intersection Improvement, LaPorte County, Indiana

Follow Up Flag: Follow up
Flag Status: Flagged

EXTERNAL EMAIL: This email was sent from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Dear Ms. Clint,

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

This project falls within the current geographic area of interest of the Forest County Potawatomi Community. Therefore, the Tribal Historic Preservation Office requests a copy of the archaeology report and SHPO comments for the project.

Your interest in protecting Indiana's cultural and historic properties is appreciated. If you have any questions or concerns, please contact me at the email or number listed below.

Respectfully,

Luke Heider | Tribal Historic Preservation Officer | Land & Natural Resources
Forest County Potawatomi | 5320 Wensaut Lane | PO Box 340, Crandon, WI 54520
P: 715-478-7354 | C: 715-889-0585 | Main: 715-478-7222
www.fcpotawatomi.com | luke.heider@fcp-nsn.gov
Please note the office hours are Monday – Thursday: 7:00 am – 5:00 pm. Our office is closed on Fridays

Miami Tribe of Oklahoma

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

Via email: mcoon@indot.in.gov

September 30, 2024

Matthew Coon
Manager, Cultural Resources Office
Acting Tribal Liaison
Indiana Department of Transportation
Central Office

Re: Des. No. 2200046 – Comments of the Miami Tribe of Oklahoma

Dear Mr. Coon,

Aya, kweehsitoolaanki – I show you respect. The Miami Tribe of Oklahoma, a federally recognized Indian tribe with a Constitution ratified in 1939 under the Oklahoma Indian Welfare Act of 1936, respectfully submits the following comments regarding Des. No. 2200046.

The Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, given the Miami Tribe's deep and enduring relationship to its historic lands and cultural property within present-day La Porte, Indiana, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case please contact me at 918-541-7885 or by email at THPO@miamination.com to initiate consultation.

The Miami Tribe requests to serve as a consulting party to the proposed project. In my capacity as Tribal Historic Preservation Officer, I am the point of contact for all Section 106 consultation.

Respectfully,

Logan York

Logan York
Tribal Historic Preservation Officer «CC»

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

September 30, 2024

Elizabet Biggio
Architectural Historian II
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard
Indianapolis, Indiana 46240

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

Re: Historic property report (Biggio, July 2024) for the proposed U.S. Route 35 and Johnson/Severs Road Intersection Improvement Project (Des. No. 2200046; DHPA No. 32167)

Dear Ms. Biggio:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO"/"Indiana DNR-DHPA") has reviewed your August 28, 2024, submission which enclosed the historic property report (Biggio, July 2024), received by our office August 28, 2024, for this project, which is proposed for areas located in the City of La Porte, Center Township, La Porte County, Indiana.

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

For the purposes of the Section 106 review of this federal undertaking, we agree with the HPR that there are no previously recorded National Register of Historic Places (NRHP) listed properties within the APE. Additionally, we agree with the HPR that the Pine Lake Cemetery (Indiana Historic Sites and Structures Inventory, "IHSSI" #091-606-35006/CR-46-9) and the W. A. Jones Farm (IHSSI #091-405-30017) are eligible for the NRHP. Furthermore, we agree with the conclusions in the HPR regarding the ineligibility of the remaining fifteen (15) historic aged properties surveyed within the APE for inclusion in the NRHP. However, if another consulting party disagrees with any of the conclusions in the HPR, then further consultation would be necessary.

The Pine Lake Cemetery (IHSSI #091-606-35006/CR-46-9) exhibits good integrity and characteristic features of mid-to-late nineteenth century cemetery design following the rural cemetery and lawn park cemetery movements, including the landscape, monument/plot types, and Gothic chapel. Therefore, we agree that the Pine Lake Cemetery (IHSSI #091-606-35006/CR-46-9) is eligible for the NRHP under Criterion C for landscape architecture. However, we disagree with the historic property boundary proposed. The whole of the parcel ownership extends to the intersection of U.S. 35 & Johnson/Severs Road and we believe that the property boundary includes the wooded area at the northeast corner of the parcel. We believe the historic boundary to include the whole of the depicted property boundary as shown on and depicted in Figure 6 "unidentified" 1921 plat book. This area also contributes to the eligibility of the cemetery as it is part of the setting and may include unmarked graves with the possibility future intentions of interments within this area as part of the original design. Additionally, the historic property boundary should include the area on the east side of the property on State Road (SR) 39 and further south to include the whole of the property as shown in property records.

W. A. Jones Farm (IHSSI #091-405-30017) is an excellent example of the Neoclassical Style (classified as Colonial Revival in the IHSSI survey). The porch and roof details are emblematic of period design details. Therefore, we agree that the W. A. Jones Farm is recommended eligible for the NRHP under Criterion C. Furthermore, we agree with the property boundary presented in the HPR.

We note that the "Photo Key" map also includes the labeling of properties within the APE. This is a very crowded map and thus difficult to discern. We request that in the future that there be separate maps indicating "Photo Key" and properties identified within the APE.

We believe that there will be effects on historic properties given the nature of the project and given the proposed scope of work. For the purpose of determining effect, alteration to features of a property's location, setting, or use may be relevant. Therefore, we recommend that an assessment of the effects to the above identified historic properties be conducted.

As INDOT's August 28, 2024, letter indicates, the report on investigations of archaeological resources is forthcoming. We look forward to reviewing and commenting on that report.

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

In all future correspondence about the proposed U.S. Route 35 and Johnson/Severs Road Intersection Improvement Project, which is proposed for areas located in the City of La Porte, Center Township, La Porte County, Indiana (Des. No. 2200046), please refer to DHPA No. 32167.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:WTT:wtt

emc: Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
David Walton, Indiana Department of Transportation
Elizabet Biggio, Butler, Fairman, & Seufert, Inc.
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

From:	Elizabet Biggio
To:	Tharp, Wade; Giffin, Toni L; Jennifer Birchfield
Cc:	Blum, Kaylee; Kelly, Clint; Sam Haffley; Courtney Haverbusch
Subject:	FHWA Project: Des. No. 2200046; Archaeology Report, U.S. 35 & Johnson/Severs Road Intersection Improvement, LaPorte County, Indiana
Date:	Wednesday, November 6, 2024 8:13:51 AM
Attachments:	US 35 & Johnson-Severs_Des2200046_ASR RDL_2024-11-06.pdf

Des. No.: 2200046
Project Description: Roundabout Construction
Location: U.S. 35 & Johnson/Severs Road, City of La Porte

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with construction of a roundabout at the intersection of U.S. 35 & Johnson/Severs Road in the City of La Porte, La Porte County, Indiana, Des. 200046. The Section 106 Early Coordination Letter for this project was originally distributed on April 15, 2024

As part of Section 106 of the National Historic Preservation Act, an archaeology report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at http://erms12c.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon mcoon@indot.in.gov; (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Thank you in advance for your input,

Elizabet Biggio

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

December 6, 2024

Elizabet Biggio
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard
Indianapolis, Indiana 46240

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

Re: Indiana archaeological short report (Plunkett, 10/29/2024) for the proposed U.S. Route 35 and Johnson/Severs Road Intersection Improvement Project (Des. No. 2200046; DHPA No. 32167)

Dear Ms. Biggio:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO"/"Indiana DNR-DHPA") has reviewed your November 6, 2024, submission which enclosed the Indiana archaeological short report (Plunkett, 10/29/2024), and which was received by our office November 6, 2024, for the above-referenced project, which has been proposed for areas located in the City of La Porte, Center Township, La Porte County, Indiana.

In terms of archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana DNR-DHPA, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places ("NRHP") within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in the Indiana archaeological short report (Plunkett, 10.29.2024), that no further archaeological investigations appear necessary at the proposed project area.

Additionally, the Indiana archaeological short report (Plunkett, 10.29.2024), which was uploaded to the Indiana DNR-DHPA SHAARD system database, and which was assigned the identifier *AR-46-00432*, has been reviewed and approved.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

We note that portions of the proposed project area appear to be within 100 feet of Pine Lake Cemetery (CR-46-9). If proposed project-related ground-disturbing activities are planned for areas within 100 feet of any cemetery or burial ground, please be aware of the cemetery development plan requirements in Indiana Code 14-21-1-26.5. Any cemetery or burial ground must be avoided by all proposed project-related ground-disturbing activities, and provisions of relevant state statutes regarding cemeteries (including IC 14-21-1 and IC 23-14) must be adhered to. Please also be aware of Indiana Code 23-14-44-1 and Indiana Code 23-14-44-2, regarding restrictions on roads and utility construction in cemeteries.

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

In all future correspondence about the proposed U.S. Route 35 and Johnson/Severs Road Intersection Improvement Project, which is proposed for areas located in the City of La Porte, Center Township, La Porte County, Indiana (Des. No. 2200046), please refer to DHPA No. 32167.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:WTT:wtt

emc: Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Elizabet Biggio, Butler, Fairman, & Seufert, Inc.
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

June 2, 2025

This letter was sent to the listed parties.

RE: U.S. 35 & Johnson/Severs Road Intersection Improvement, Des. No. 2200046, DHPA No. 32167, City of La Porte, LaPorte County, Indiana

Dear Consulting Party (see attached list),

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the U.S. 35 & Johnson/Severs Road Intersection Improvement, Des No. 2200046.

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on April 15, 2024. In addition, a letter distributed on August 28, 2024 notified consulting parties that a historic property report was available for review and comment. A letter distributed on November 6, 2024 notified consulting parties that archaeology report was available for review and comment.

The proposed undertaking is at the intersection of U.S. 35 and Johnson/Severs Road from approximately 525 feet west to 600 feet east of the intersection and 625 feet north to 675 feet south of the intersection in in LaPorte County, Indiana. It is within Center Township, USGS Springville and Michigan City East Quadrangles, in Section 22, Township 37 North, Range 3 West. The project area can be viewed online at https://arcg.is/jqueP (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

The need for the project derives from the high crash rate at the intersection of U.S. 35 and Johnson/Severs Road. Analysis using INDOT's RoadHat program produced an Index of Crash Frequency (ICF) of 0.70 (where 0 indicates the roadway is performing as expected). An ICF of 0.70 translates to approximately 24% more accidents when compared with similar intersection types and traffic across the state. According to INDOT data, rear end and turning crashes make up 65% of recorded crashes. In addition, motorist delays at this intersection are becoming significant and are expected to increase in the future. The purpose of the project is to reduce the potential for crashes and improve the operation of the of U.S. 35 and Johnson/Severs Road intersection.

The preferred alternative is the construction of a 2 x 1 hybrid roundabout at the intersection of U.S. 35 and Johnson/Severs Road. This is a change from the previously anticipated two-lane roundabout. The roundabout would be offset slightly to the northeast of the existing intersection in order to develop deflection and minimize impacts to surrounding properties. Please note the project limits have changed slightly on the east leg since the distribution of the early coordination letter to reflect avoidance of burial plots in Pine Lake Cemetery. The project area is approximately 0.25 mile long on U.S. 35 and 0.21 mile long on Johnson/Severs Road (previously estimated at 0.30 mile each). Maintenance of traffic would keep the intersection open as long as possible but may require a short-term closure and a detour. Approximately 3.2 acres of right-of-way acquisition is anticipated, up from the previous estimate of 2.2 acres. Construction would begin in the spring of 2028.

Butler, Fairman, & Seufert, Inc. is under contract with INDOT to advance the Section 106 documentation for the referenced project. NS Services has been contracted to complete the archaeological documentation for this project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, Pine Lake Cemetery (IHSSI #091-606-35006) and the W.A. Jones Farm (IHSSI #091-405-30017) are recommended as eligible for listing in the NRHP.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified no sites within the project area. As a result of these efforts, no sites were recommended as eligible for listing in the NRHP and no further work is recommended.

The Indiana State Historic Preservation Officer (SHPO) concurred that the recommended properties in the HPR were eligible for the National Register on September 30, 2024. The SHPO further stated that the boundaries of Pine Lake Cemetery should extend to include the wooded area at the northeast corner and the whole of the property as shown in property records. For the purposes of this project, INDOT has elected to defer to SHPO's recommendations for this property.

The Effects Report is available for review in IN SCOPE at http://erms12c.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be

considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Elizabet Biggio of Butler, Fairman, & Seufert at 317-713-4615 or ebiggio@bfsengr.com. All future responses regarding the proposed project should be forwarded to Butler, Fairman, & Seufert at the following address:

Elizabet Biggio
Architectural Historian II
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard
Indianapolis, IN 46240
ebiggio@bfsengr.com

Tribal Nation Representatives please respond to INDOT's Acting Tribal Liaison, Taylor Payne tapayne@indot.in.gov; (317-779-5775) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at erica.tait@dot.gov (317-226-7481).

Sincerely,



Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Enclosures:
Effects Report
SHPO Response Letter

Distribution List:
Indiana State Historic Preservation Officer
Northwest Indiana Regional Planning Commission
Miami Tribe of Oklahoma
Pokagon Band of Potawatomi Indians

Outlook

Des. No. 2200046; Effects Report, U.S. 35 & Johnson/Severs Road Intersection Improvement, LaPorte County, Indiana

From Elizabet Biggio <EBiggio@bfsengr.com>
Date Mon 6/2/2025 8:15 PM
To Jennifer Birchfield <jbirchfield@nirpc.org>; Tharp, Wade <wtharp1@dnr.in.gov>; Giffin, Toni L <tgiffin@dnr.in.gov>
Cc Clint Kelly <CKelly1@indot.IN.gov>; Neal Bennett <NBennett@bfsengr.com>

1 attachment (252 KB)
US 35 & Johnson-Severs_Des2200046_ERDL_2025-06-02.pdf;

Des. No.: 2200046
Project Description: Roundabout Construction
Location: U.S. 35 & Johnson/Severs Road, City of La Porte

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with construction of a roundabout at the intersection of U.S. 35 & Johnson/Severs Road in the City of La Porte, La Porte County, Indiana, Des. 200046. The Section 106 Early Coordination Letter for this project was originally distributed on April 15, 2024

As part of Section 106 of the National Historic Preservation Act, an Effects Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at http://erms12c.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

Tribal Nation Representatives please respond to INDOT's Tribal Liaison, Taylor Payne tapayne@indot.in.gov; (317-779-5775) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at erica.tait@dot.gov (317-226-7481).

Thank you in advance for your input,

Elizabet Biggio
Architectural Historian
Butler, Fairman & Seufert, Inc.
p 317-713-4615
EBiggio@bfsengr.com | www.bfsengr.com

500 East 96th St., Suite 500, Indianapolis, IN 46240-3767

Outlook

Des. No. 2200046; Effects Report, U.S. 35 & Johnson/Severs Road Intersection Improvement, LaPorte County, Indiana

From Kelly, Clint <CKelly1@indot.IN.gov>
Date Tue 6/3/2025 8:33 AM
To thpo <thpo@miamination.com>; matthew.bussler <matthew.bussler@pokagonband-nsn.gov>
Cc Coon, Matthew <mcoon@indot.IN.gov>; Branigin, Susan <SBranigin@indot.IN.gov>; Blum, Kaylee <KBlum@indot.IN.gov>; Elizabet Biggio <EBiggio@bfsengr.com>; Payne, Taylor <TaPayne@indot.IN.gov>; Tait, Erica (FHWA) <erica.tait@dot.gov>

1 attachment (251 KB)
US 35 & Johnson-Severs_Des2200046_ERDL_2025-06-02.pdf;

Des. No.: 2200046
Project Description: Roundabout Construction
Location: U.S. 35 & Johnson/Severs Road, City of La Porte

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As part of Section 106 of the National Historic Preservation Act, an Effects Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at http://erms12c.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

Tribal Nation Representatives please respond to INDOT's Tribal Liaison, Taylor Payne tapayne@indot.in.gov; (317-779-5775) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at erica.tait@dot.gov (317-226-7481).

Thank you in advance for your input,

Clint Kelly
Section 106 Specialist/Historian

Cultural Resources Office
Environmental Services
100 N. Senate Ave., Rm. N758-ES
Indianapolis, IN 46204
Office: (317) 447-8707
Email: ckelly1@indot.in.gov
Core Office Hours: M-F 7:30-3:30
Find us on social media!

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

July 2, 2025

Elizabet Biggio
Butler, Fairman & Seufert, Inc.
8450 Westfield Boulevard
Indianapolis, Indiana 46240

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

Re: Effects report for the proposed United State Route 35 and Johnson/Severs Road Intersection Improvement Project (Des. No. 2200046; DHPA No. 32167)

Dear Ms. Biggio:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your June 2, 2025, submission, which was received June 2, 2025, for the above-referenced project, which has been proposed for areas located at the City of La Porte, in Center Township, La Porte County, Indiana.

Thank you for providing the effects report detailing the impacts to historic properties identified within the area of potential effects of the project area. It is our understanding that the following are impacts from the proposed project on those historic properties.

- Pine Lake Cemetery (IHSSI #091-606-35006/CR-46-9): The project's new roundabout will be constructed at the northwest corner of the cemetery. Approximately 1.12 acres of permanent ROW acquisition from the northwest corner of the property is proposed in order to accommodate the roundabout of that approximately 0.44 acre of tree clearing is anticipated. Additionally, approximately 0.04 acre of temporary ROW, consisting of forested area, will be required for access to the existing utility boxes near the intersection of U.S. 35 and Severs Road. On the west side of the cemetery boundary, U.S. 35 will begin to widen for the roundabout approach approximately 200 feet north of the barn. Additionally, we note that INDOT and FHWA consider taking permanent ROW from Pine Lake Cemetery to constitute a Section 4(f) *de minimis* use of the property.

- W. A. Jones Farm (IHSSI #091-405-30017): The project will change the property's viewshed by converting the intersection from a signal to a roundabout. The pavement on the western approach to the intersection will be widened between approximately 8 and 18 feet. The project will end approximately 500 feet east of the property boundary.

While the project will change the viewshed of the W.A. Jones Farm and acquire right of way from the Pine Lake Cemetery, we agree with the conclusions of the effects report that it does not appear that the changes would be adverse or alter the characteristics which qualify them for inclusion in the National Register.

In terms of impacts of proposed project-related ground-disturbing activities to archaeological resources, as previously indicated, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places

("NRHP") within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in the Indiana archaeological short report (Plunkett, 10.29.2024), that no further archaeological investigations appear necessary at the proposed project area.

We note that portions of the proposed project area appear to be within 100 feet of Pine Lake Cemetery (CR-46-9). If proposed project-related ground-disturbing activities are planned for areas within 100 feet of any cemetery or burial ground, please be aware of the cemetery development plan requirements in Indiana Code 14-21-1-26.5. Any cemetery or burial ground must be avoided by all proposed project-related ground-disturbing activities, and provisions of relevant state statutes regarding cemeteries (including IC 14-21-1 and IC 23-14) must be adhered to. Please also be aware of Indiana Code 23-14-44-1 and Indiana Code 23-14-44-2, regarding restrictions on roads and utility construction in cemeteries.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

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

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

In all future correspondence about the proposed United States Route 35 and Johnson/Severs Road Intersection Improvement Project, which is proposed for areas located at the City of La Porte, in Center Township, La Porte County, Indiana (Des. No. 2200046), please refer to DHPA No. 32167.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:WTT:cws

emc: Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Elizabet Biggio, Butler, Fairman, & Seufert, Inc.
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

Outlook

Notification for FHWA Project: Des. No. 2200046, US 35 and Johnson/Severs Rd Intersection Improvement, LaPorte County, Indiana

From Blum, Kaylee <KBlum@indot.IN.gov>
Date Mon 7/14/2025 8:53 AM
To thpo <thpo@estoo.net>; thpo <thpo@miamination.com>; thpo@peoriatribe.com <thpo@peoriatribe.com>; matthew.bussler <matthew.bussler@pokagonband-nsn.gov>; section106 <section106@shawnee-tribe.com>; Luke Heider <luke.heider@fcp-nsn.gov>; Olivia Nunway <olivia.nunway@fcp-nsn.gov>
Cc Payne, Taylor <TaPayne@indot.IN.gov>; Blum, Kaylee <KBlum@indot.IN.gov>; Elizabet Biggio <EBiggio@bfsengr.com>; Tait, Erica (FHWA) <erica.tait@dot.gov>

Notification for FHWA Project: Des. No. 2200046, US 35 and Johnson/Severs Rd Intersection Improvement, LaPorte County, Indiana

Des. No.: 2200046
Project Description: US 35 and Johnson/Severs Rd Intersection Improvement
Location: LaPorte County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the US 35 and Johnson/Severs Rd Intersection Improvement (Des. No. 2200046). The Section 106 Early Coordination Letter for this project was originally distributed in a letter on March 21, 2024.

As part of Section 106 of the National Historic Preservation Act, an Archaeology report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at https://erms12c.indot.in.gov/Section106Documents (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days. Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment.

Tribal Contacts please respond to INDOT's Tribal Liaison, Taylor Payne TaPayne@indot.in.gov (317-779-5775) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. *The FHWA point of contact is Erica Tait at* ***erica.tait@dot.gov (317-226-7481).***

Thank you,

KayLee A. Blum, M.S.
Archaeologist
Indiana Department of Transportation, Cultural Resources Office
100 North Senate Ave., N758 — Environmental Services
Indianapolis, IN 46204
Office: (317) 439-3337
Email: kblum@indot.in.gov

Elizabet Biggio

From: Laserfiche Notification <donotreply@laserfiche.com>
Sent: Monday, July 28, 2025 4:47 PM
To: Payne, Taylor
Subject: Section 106 Consultation - Des. No. 2200046

EXTERNAL EMAIL: This email was sent from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

This email is in response to Des. No. 2200046.
The Shawnee Tribe's Tribal Historic Preservation Department concurs that no known historic properties will be negatively impacted by this project. However, there is still potential for the discovery of unknown resources.

We have no issues or concerns at this time. Please continue with the project as planned, but in the event archaeological materials are encountered during construction, use, or maintenance of this location, please re-notify us at that time as we would like to resume immediate consultation under such a circumstance.

If you have any questions, you may contact me via email at Section106@shawnee-tribe.com

Thank you for giving us the opportunity to comment on this project

Erin Paden
TRIBAL HISTORIC PRESERVATION SPECIALIST
Office: (918) 542-2441, x140
Email: epaden@shawnee-tribe.com
29 S Hwy 69A
Miami, OK 74354
shawnee-tribe.com

Outlook

RE: Notification for FHWA Project: Des. No. 2200046, US 35 and Johnson/Severs Rd Intersection Improvement, LaPorte County, Indiana

From luke.heider <luke.heider@fcp-nsn.gov>
Date Tue 8/12/2025 10:57 AM
To Blum, Kaylee <KBlum@indot.IN.gov>

EXTERNAL EMAIL: This email was sent from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

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

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

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

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

Best,

Luke Heider | Tribal Historic Preservation Officer | Land & Natural Resources
Forest County Potawatomi | 5320 Wensaut Lane | PO Box 340, Crandon, WI 54520
P: 715-478-7354 | C: 715-889-0202 | Main: 715-478-7222
www.fcpotawatomi.com | luke.heider@fcp-nsn.gov
Please note the office hours are Monday – Thursday: 7:00 am – 5:00 pm. Our office is closed on Fridays

From: Blum, Kaylee <KBlum@indot.IN.gov>
Sent: Monday, July 14, 2025 7:53 AM
To: thpo <thpo@estoo.net>; thpo <thpo@miamination.com>; thpo@peoriatribe.com; matthew.bussler <matthew.bussler@pokagonband-nsn.gov>; section106 <section106@shawnee-tribe.com>; Luke Heider <Luke.Heider@fcp-nsn.gov>; Olivia Nunway <Olivia.Nunway@fcp-nsn.gov>
Cc: Payne, Taylor <TaPayne@indot.IN.gov>; Blum, Kaylee <KBlum@indot.IN.gov>; Elizabet Biggio <ebiggio@bfsengr.com>; Tait, Erica (FHWA) <erica.tait@dot.gov>

2872 Mission Drive, Shelbyville, MI 49344 | {p} 269.397.1780 | gunlaketribe-nsn.gov

September 5, 2025

Taylor Payne
Tribal Liaison
Indiana Department of Transportation
100 North Senate Avenue, Room N758-ES, Indianapolis, Indiana 46204
tpayne@indot.in.gov

Re: No. 2200046 U.S 35 and Johnson Road/Severs Road Intersection Improvement Project

Dear Ms. Payne,

The Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians' Tribal Historic Preservation Office has received the Section 106 consultation request for comments regarding a proposed road intersection improvement project in Center, LaPorte County, Indiana. At present, we are not providing any additional comments. We have not identified any information concerning the presence of any cultural resources significant to the Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians within the Area of Potential Effect (APE). This is not to say that such a site may not exist, just that this office does not have any available information for the area(s) at this point in time.

This office will be available to assist you in the future or during the course of this project if there is an unanticipated encounter with human remains, funerary objects, and artifacts. The subsequent identification of additional historic properties affected by the undertaking will require reinitiating Section 106 consultation related to all ongoing and proposed project work and the handling of "discoveries" per the National Historic Preservation Act (NHPA) implementing regulations, 36 CFR Part 800, and, as applicable, the Native American Graves and Repatriation Act (NAGPRA) and its implementing regulations, 43 CFR Part 10. In the event of an encounter with unanticipated human remains, funerary objects, and artifacts we request to be notified within 72 hours. At that time, the Tribe will determine if further consultation is necessary.

Please contact our office with any further questions or requests at 269-397-1780 or Section106@glt-nsn.gov. Also, keep in mind that there may be other Tribal Nations that may have an interest or knowledge of cultural resources within the APE that we may not know about. We thank you for including the Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians in your consultation efforts and planning processes.

Sincerely,

Lakota Hobia

Lakota Hobia
Tribal Historic Preservation Officer
Lakota.Hobia@glt-nsn.gov
Section106@glt-nsn.gov

CC: Erica Tait, Federal Highway Administration, erica.tait@dot.gov

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

November 17, 2025

Colin Herron
Butler, Fairman and Seufert, Inc.
500 E. 96th Street, Suite 500
Indianapolis, Indiana 46240-3767

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

Re: Indiana Department of Transportation's finding of "no adverse effect," on behalf of the Federal Highway Administration, for the proposed United States Route 35 and Johnson/Severs Road Intersection Improvement (Des. No. 2200046; DHPA No. 32167)

Dear Mr. Herron:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your October 15, 2025, submission, which enclosed INDOT's finding and supporting documentation, and which was received by our office October 15, 2025, for the above-referenced project, which is proposed for areas located at the City of La Porte, in Center Township, LaPorte County, Indiana.

As we previously stated in our response to the effects report, it is our understanding that the following are impacts from the proposed project on those historic properties.

- Pine Lake Cemetery (IHSSI #091-606-35006/CR-46-9): The project's new roundabout will be constructed at the northwest corner of the cemetery. Approximately 1.12 acres of permanent ROW acquisition from the northwest corner of the property is proposed in order to accommodate the roundabout of that approximately 0.44 acre of tree clearing is anticipated. Additionally, approximately 0.04 acre of temporary ROW, consisting of forested area, will be required for access to the existing utility boxes near the intersection of U.S. 35 and Severs Road. On the west side of the cemetery boundary, U.S. 35 will begin to widen for the roundabout approach approximately 200 feet north of the barn. Additionally, we note that INDOT and FHWA consider taking permanent ROW from Pine Lake Cemetery to constitute a Section 4(f) de minimis use of the property.

- W. A. Jones Farm (IHSSI #091-405-30017): The project will change the property's viewshed by converting the intersection from a signal to a roundabout. The pavement on the western approach to the intersection will be widened between approximately 8 and 18 feet. The project will end approximately 500 feet east of the property boundary.

While the project will change the viewshed of the W.A. Jones Farm and acquire right of way from the Pine Lake Cemetery, we agree that it does not appear that the changes would be adverse or alter the characteristics which qualify them for inclusion in the National Register.

In terms of impacts of proposed project-related ground-disturbing activities to archaeological resources, as previously indicated, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified

any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places ("NRHP") within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in the Indiana archaeological short report (Plunkett, 10.29.2024), that no further archaeological investigations appear necessary at the proposed project area.

Accordingly, we concur with INDOT's October 14, 2025, Section 106 finding of "No Adverse Effect" on behalf of FHWA for this federal undertaking. Additionally, it is our understanding that the FHWA intends to issue a "*de minimis*" finding for the Pine Lake Cemetery (IHSSI #091-606-35006/CR-46-9) pursuant to SAFETEA-LU, thereby satisfying FHWA's responsibilities under Section 4(f) for this historic property.

We note that portions of the proposed project area appear to be within 100 feet of Pine Lake Cemetery (CR-46-9). If proposed project-related ground-disturbing activities are planned for areas within 100 feet of any cemetery or burial ground, please be aware of the cemetery development plan requirements in Indiana Code 14-21-1-26.5. Any cemetery or burial ground must be avoided by all proposed project-related ground-disturbing activities, and provisions of relevant state statutes regarding cemeteries (including IC 14-21-1 and IC 23-14) must be adhered to. Please also be aware of Indiana Code 23-14-44-1 and Indiana Code 23-14-44-2, regarding restrictions on roads and utility construction in cemeteries.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

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

In all future correspondence about the proposed United States Route 35 and Johnson/Severs Road Intersection Improvement Project, which is proposed for areas located at the City of La Porte, in Center Township, LaPorte County, Indiana (Des. No. 2200046), please refer to DHPA No. 32167.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:WTT:wtt

emc: Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Clint Kelly, Indiana Department of Transportation
Colin Herron, Butler, Fairman, and Seufert, Inc.
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

AFFP
Public Notice Des. No. 2200046

Affidavit of Publication

STATE OF IN }
COUNTY OF LA PORTE } SS

Meagan Hall, being duly sworn, says:

That she is Accounting Clerk of the La Porte County Herald Dispatch, a daily newspaper of general circulation, printed and published in Michigan City, La Porte County, IN; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following

October 23, 2025
October 30, 2025

Publication Fees: $ 95.31

That said newspaper was regularly issued and circulated on those dates.
SIGNED:

Subscribed to and sworn to me this 30th day of October 2025.

Heather Puk, Notary Public 11/22/2030

70141840 71343045

Public Notice
Des. No. 2200046

The Indiana Department of Transportation (INDOT) LaPorte District is planning to undertake an intersection project funded in part by the Federal Highway Administration (FHWA). The project is located at the intersection of U.S. 35 and Johnson/Severs Road in LaPorte County, Indiana. The project is within Center Township, USGS Springville and Michigan City East Quadrangles, in Section 22, Township 37 North, Range 3 West.

Under the preferred alternative, the proposed project will involve the construction of a 2 x 1 hybrid lane roundabout at the intersection of U.S. 35 and Johnson/Severs Road. The roundabout will have a dedicated left turn lane for northbound traffic turning west and a dedicated right turn lane for eastbound traffic turning south. The remaining legs will be single-lane. The roundabout will be offset slightly to the northeast of the existing intersection in order to develop deflection and minimize impacts. The roundabout will have a diameter of approximately 140 feet, consisting of a center island of approximately 84 feet, a 10-foot truck apron, a 2-foot roll curb, and one 16-foot-wide asphalt-paved travel lane. Concrete splitter islands of varying width will be constructed on each approach. Lighting will be installed on the roundabout. An approximately 5-foot-wide concrete sidewalk will be constructed in the northeast, northwest, and southwest quadrants of the roundabout. A retaining wall with a maximum height of 10 feet may be constructed in the northeast quadrant to limit impacts to the adjacent property. The project area is approximately 0.25 mile long on U.S. 35 and 0.21 mile long on Johnson/Severs Road. Approximately 3.2 acres of right-of-way acquisition is anticipated. Approximately 0.44 acres of tree clearing is expected.

Properties listed in or eligible for the National Register of Historic Places (NRHP) located within the Area of Potential Effects (APE) include Pine Lake Cemetery and the W.A. Jones Farm. INDOT, on behalf of the FHWA, has issued a "No Adverse Effect" finding for the because the project will not diminish the integrity of the characteristics that qualify the historic properties within the APE for inclusion in the NRHP. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(2), the documentation specified in 36 CFR 800.11(e) is available for inspection in the office of Butler, Fairman, & Seufert, Inc. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at http://erms12c.indot.in.gov/Section106Documents. This documentation serves as the basis for the "No Adverse Effect" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Colin Herron, Butler, Fairman, & Seufert, Inc., 500 East 96th St., Suite 500, Indianapolis, IN 46240, 317-713-4615, CHerron@bfsengr.com no later than November 29, 2025.

In accordance with the "Americans with Disabilities Act", if you have a disability for which INDOT needs to provide accessibility to the document(s) such as interpreters or readers, please contact Michael Grylewicz at 219-851-0169 or MGrylewicz@indot.IN.gov.

hspaxlp

LC
Butler, Fairman & Seufert, Inc.
500 East 96th St. Suite 500
Indianapolis, IN 46240-3767

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

May 19, 2026

Re: Note to File; Des. No. 2200046, U.S. 35 at Johnson/Severs Road Intersection Improvement Project, City of La Porte, LaPorte County, Indiana.

Please note the following changes have occurred to the above-named project:

Overview

This Note to File has been prepared for inclusion with the original CE documentation for the intersection improvement project located along U.S. 35 & Johnson/Severs Road, from approximately 1,000 feet west to 550 feet east of the intersection and 1,100 feet north and 550 feet south of the intersection. The original 800.11 documentation was approved by INDOT on behalf of the Federal Highway Administration (FHWA) on October 14, 2025.

Need for Additional Information

The purpose of this submittal is to communicate a project change to the design plan has occurred since the original 800.11 document was approved. The proposed change to the project scope consists of extending the project area in order to extend the southern leg of the project to be compliant with current Indiana Department of Transportation (INDOT) design criteria. The project will extend along U.S. 35 for 0.27 mile, increased from the original 0.25 mile. Furthermore, the project will now need 2.73 acre of permanent right-of-way acquisition and 0.75 acre of temporary right-of-way acquisition. This is an increase from the original scope of 3.2 acres of right-of-way acquisition. The changes occur within already disturbed soils. No additional impacts to historic properties will occur. Coordination occurred with INDOT Cultural Resource Office (CRO) on April 1, 2026. INDOT CRO determined that a Note to File is sufficient for the additional scope of work.

Change to the Design Plans

The additional project area will occur at the southern project terminus on the attached Design Plan Sheet. This project area increase is necessary to extend the southern leg of the project in order to be compliant with current Indiana Department of Transportation (INDOT) design criteria. Although the original project description was not fully accurate, an accurate graphic depiction of the project limits was included in the 800.11 documentation when assessing the effects of this project. This scope addition will have minor impacts to already disturbed soils.

Conclusion

This addendum is to be incorporated with the previously approved CE documentation for Des. No. 2200046. This addendum validates the original Section 106 documentation and reflects the current scope of the project as of the date of this Note to File. The "No Adverse Effect" finding from the original Section 106 documentation is still appropriate.

Colin Herron
Architectural Historian
Butler, Fairman, & Seufert, Inc

Attachments:

Aerial Map of the Project Area ..... Attachment 1

Design Page ..... Attachment 2



Legend

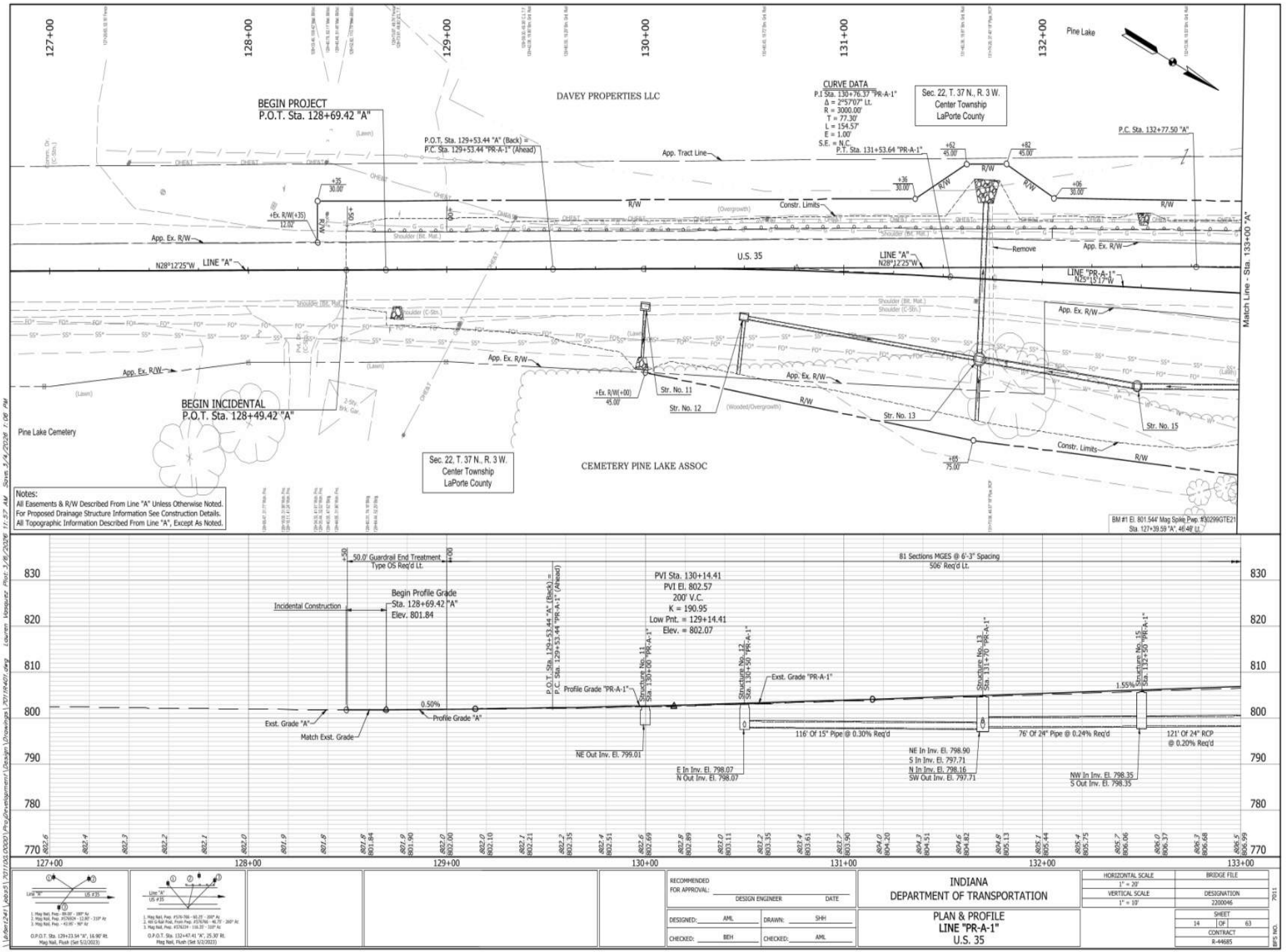
- Investigated Area
- Construction Limits
- Proposed Permanent ROW
- Temporary ROW
- Cemetery

N

Aerial Map
US 35 Intersection Improvement Project
US 35 at Johnson/Severs Rd, 0.62 mile N of SR 39
La Porte, LaPorte County, Indiana

Des. No. 2200046

0 150 300 Feet


127+00
128+00
129+00
130+00
131+00
132+00
Pine Lake
BEGIN PROJECT
P.O.T. Sta. 128+69.42 "A"
DAVEY PROPERTIES LLC
CURVE DATA
P.I Sta. 130+76.37 "PR-A-1"
Δ = 2°57'07" Lt.
R = 3000.00'
T = 77.30'
L = 154.57'
E = 1.00'
S.E. = N.C.
P.T. Sta. 131+53.64 "PR-A-1"
Sec. 22, T. 37 N., R. 3 W.
Center Township
LaPorte County
P.O.T. Sta. 129+53.44 "A" (Back) =
P.C. Sta. 129+53.44 "PR-A-1" (Ahead)
P.C. Sta. 132+77.50 "A"
App. Tract Line
Constr. Limits
R/W
App. Ex. R/W
Remove
U.S. 35
LINE "A"
N28°12'25"W
LINE "PR-A-1"
N25°15'17"W
Match Line - Sta. 133+00 "A"
BEGIN INCIDENTAL
P.O.T. Sta. 128+49.42 "A"
Pine Lake Cemetery
CEMETERY PINE LAKE ASSOC
Str. No. 11
Str. No. 12
Str. No. 13
Str. No. 15
Notes:
All Easements & R/W Described From Line "A" Unless Otherwise Noted.
For Proposed Drainage Structure Information See Construction Details.
All Topographic Information Described From Line "A", Except As Noted.
BM #1 El. 801.544' Mag Spike Pwp. #30299GTE21
Sta. 127+39.59 "A", 46.48' Lt.
50.0' Guardrail End Treatment
Type OS Req'd Lt.
Begin Profile Grade
Sta. 128+69.42 "A"
Elev. 801.84
Incidental Construction
PVI Sta. 130+14.41
PVI El. 802.57
200' V.C.
K = 190.95
Low Pnt. = 129+14.41
Elev. = 802.07
81 Sections MGES @ 6'-3" Spacing
506' Req'd Lt.
Profile Grade "PR-A-1"
Exst. Grade "PR-A-1"
Structure No. 11
Sta. 130+00 "PR-A-1"
Structure No. 12
Sta. 130+50 "PR-A-1"
Structure No. 13
Sta. 131+70 "PR-A-1"
Structure No. 15
Sta. 132+50 "PR-A-1"
Exst. Grade "A"
Match Exst. Grade
Profile Grade "A"
0.50%
1.55%
NE Out Inv. El. 799.01
E In Inv. El. 798.07
N Out Inv. El. 798.07
116' Of 15" Pipe @ 0.30% Req'd
NE In Inv. El. 798.90
S In Inv. El. 797.71
N In Inv. El. 798.16
SW Out Inv. El. 797.71
76' Of 24" Pipe @ 0.24% Req'd
121' Of 24" RCP
@ 0.20% Req'd
NW In Inv. El. 798.35
S Out Inv. El. 798.35
830
820
810
800
790
780
770
133+00
RECOMMENDED FOR APPROVAL:
DESIGN ENGINEER
DATE
DESIGNED: AML
DRAWN: SHH
CHECKED: BEH
CHECKED: AML
INDIANA
DEPARTMENT OF TRANSPORTATION
PLAN & PROFILE
LINE "PR-A-1"
U.S. 35
HORIZONTAL SCALE
1" = 20'
VERTICAL SCALE
1" = 10'
BRIDGE FILE
DESIGNATION
2200046
SHEET
14 OF 63
CONTRACT
R-44685
BFS NO.
7011

APPENDIX E

Red Flag Investigation 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: June 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: Courtney Haverbusch
USI Consultants, Inc.
8415 East 56th Street
Indianapolis, Indiana 46216
chaverbusch@usiconsultants.com

Re: RED FLAG INVESTIGATION
DES #2200046, State Project
Intersection Improvement Project
United States Highway (US) 35 at Johnson/Severs Road, 0.62 Mile North of State Road (SR) 39
LaPorte County, Indiana

PROJECT DETAILS

Brief Description of Project: The Indiana Department of Transportation (INDOT) LaPorte District and Federal Highway Administration (FHWA) intend to proceed with an intersection improvement project at US 35 and Johnson/Severs Road at the La Porte city limits in LaPorte County. The scope of work includes the improvement of the existing intersection into a multi-lane roundabout and improvement of the approaches to the intersection on US 35, Severs Road, and Johnson Road.

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

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

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

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

Proposed right of way: Temporary ☒ # Acres >0.5 acre Permanent ☒ # Acres >0.5 acre , Not Applicable ☐

Type and proposed depth of excavation: Excavation to a maximum depth of up to 10 feet is anticipated for the project.

Maintenance of traffic (MOT): The preliminary MOT anticipates phased construction utilizing temporary travel lanes and a temporary traffic light to maintain traffic along US 35 while minimizing closures on Johnson Road and Severs Road.

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	**1**	Recreational Facilities	**2**
Airports[1]	**N/A**	Pipelines	**4**
Cemeteries	**2**	Railroads	**2**
Hospitals	**N/A**	Trails	**1**
Schools	**1**	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:

Religious Facilities: One (1) religious facility is located within the 0.5 mile search radius. The facility, River Christian Fellowship Inc, is located approximately 0.49 mile northeast of the project area. No impact is expected.

Cemeteries: Two (2) cemeteries are located within the 0.5 mile search radius. Both icons are associated with Pine Lake Cemetery property, which is located within the project area. A Cemetery Development Plan may be required since this project is within 100 feet of the cemetery. Coordination with INDOT Cultural Resources will occur.

Schools: One (1) school is located within the 0.5 mile search radius. Although the icon associated with the school, F Willard Crichfield Elementary School, is mapped approximately 0.45 mile west of the project area, the school is actually located outside of the 0.5 mile search radius and approximately 0.66 mile west of the project area. No impact is expected.

Recreational Facilities: Two (2) recreational facilities are located within the 0.5 mile search radius. One of the recreational facility icons, associated with Kiwanis-Teledyne Park, is located south of the project area along US 35 outside of the 0.5-mile search radius, but a portion of the park property does lie within the 0.5-mile search radius. The nearest recreational facility, Beacon Hills Golf Club, is located approximately 0.15 mile west of the project area. No impact is expected.

Pipelines: Four (4) pipeline segments are located within the 0.5 mile search radius. One (1) pipeline segment, associated with Northern Indiana Public Service Co., crosses the project area. Coordination with INDOT Utilities and Railroads will occur.

Railroads: Two (2) railroads are located within the 0.5 mile search radius. The nearest railroad, associated with an unknown railroad company, is located approximately 0.29 mile northeast of the project area. No impact is expected.

Trails: One (1) trail segment is located within the 0.5 mile search radius. The trail segment, a potential trail associated with the Northern Indiana Regional Planning Commission, is located approximately 0.29 mile northeast of the project area. No impact is expected.

WATER RESOURCES TABLE AND SUMMARY

Water Resources Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Karst Springs	**N/A**	NWI - Wetlands	**15**
Canal Structures – Historic	**N/A**	Lakes	**8**
NPS NRI Listed	**N/A**	Floodplain - DFIRM	**1**
IDEM 303d Listed Streams and Lakes (Impaired)	**N/A**	Cave Entrance Density	**N/A**
Rivers and Streams	**N/A**	Sinkhole Areas	**N/A**
Canal Routes - Historic	**N/A**	Sinking-Stream Basins	**N/A**

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

Explanation:

NWI – Wetlands: Fifteen (15) NWI - wetlands are located within the 0.5 mile search radius. Three (3) NWI - wetlands are located adjacent to the project area. A Waters of the US Report is recommended based on the mapped features, and coordination with INDOT ESD Ecology and Waterway Permitting will occur.

Lakes: Eight (8) lakes are located within the 0.5 mile search radius. Two (2) lakes are located adjacent to the project area. A Waters of the US Report is recommended based on the mapped features, and coordination with INDOT ESD Ecology and Waterway Permitting will occur.

Floodplains: One (1) floodplain polygon is located within the 0.5 mile search radius. The project area is located adjacent to the floodplain polygon. Coordination with INDOT ESD Ecology and Waterway Permitting will occur.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

Mining/Mineral Exploration Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	**2**	Mineral Resources	**N/A**
Mines – Surface	**N/A**	Mines – Underground	**N/A**

Explanation:

Petroleum Wells: Two (2) petroleum wells are located within the 0.5 mile search radius. The nearest petroleum well is located approximately 0.24 mile east 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**	Open Dump Waste Sites	**N/A**
RCRA Generator/ TSD	**N/A**	Restricted Waste Sites	**N/A**
RCRA Corrective Action Sites	**N/A**	Waste Transfer Stations	**N/A**
State Cleanup Sites	**2**	Tire Waste Sites	**N/A**
Septage Waste Sites	**N/A**	Landfill Boundaries	**1**
Underground Storage Tank (UST) Sites	**4**	Confined Feeding Operations (CFO)	**N/A**
Voluntary Remediation Program	**1**	Brownfields	**N/A**
Construction Demolition Waste	**N/A**	Notice of Contamination Sites	**N/A**
Solid Waste Landfill	**N/A**	Institutional Controls	**3**
Infectious/Medical Waste Sites	**N/A**	NPDES Facilities	**3**
Leaking Underground Storage (LUST) Sites	**3**	NPDES Pipe Locations	**N/A**
Manufactured Gas Plant Sites	**N/A**		

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

Explanation:

State Cleanup Sites: Two (2) state cleanup sites are located within the 0.5 mile search radius. The nearest state cleanup site, Outlook Cove, 1310 Pine Lake Drive, AI ID #36896, is located approximately 0.20 mile southeast of the project area. Approximately 370 tons of petroleum contaminated soil was removed and disposed in 2011, and it was concluded that residual groundwater contamination was confined to an area of less than 1800 SF underneath the Phase II Building. In a September 19, 2028, Response to Non-Default Closure and No Further Action Determination, IDEM approved abandonment of the monitoring well network. No impact is expected.

Underground Storage Tank (UST) Sites: Four (4) UST sites are located within the 0.5 mile search radius. The nearest UST Site, Pine Lake Cemetery Association, 1367 Pine Lake Drive, AI ID #32475, is located adjacent to the southeast of the project area. According to the Certification for Underground Storage Tanks form and documentation received by IDEM on March 12, 1990, two (2) 275 gallon USTs, one (1) diesel and one (1) gasoline, were permanently taken out of service by removal from the ground on May 10, 1989. No further investigation has ever been done. In addition to petroleum contamination, it is possible that lead would be in the soil/groundwater. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

Voluntary Remediation Program Sites: One (1) Voluntary Remediation Program site is located within the 0.5 mile search radius. The Voluntary Remediation Program site, associated with North Shore Sales Incorporated, is located approximately 0.32 mile southeast of the project area. No impact is expected.

Leaking Underground Storage (LUST) Sites: Three (3) LUST sites are located within the 0.5 mile search radius. The nearest LUST site, associated with Head of the Pack Inc Dba Port Stop (also referred to as Family Express Corporation), Agency ID 31507, is located at 243 W Johnson Road adjacent to the northwest of the project area. IDEM issued a No Further Action Determination Approval Pursuant to IDEM RISC Guidance on November 21, 2014. The closure was RISC, non-default, industrial for subsurface soil and groundwater. Because soil and groundwater contamination remain on-site, an Environmental Restrictive Covenant (ERC) was recorded on October 7, 2014. The ERC places restrictions on land and groundwater uses. The ERC also requires that any soil disturbed as a result of excavation and construction activities be restored in a manner such that any remaining contaminants concentrations present at the property do not present a threat to human health or the environment. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Proper handling removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to management report contamination.

Landfill Boundaries: One (1) Landfill boundary is located within the 0.5 mile search radius. The landfill boundary, associated with the Johnson Road Teledyne Dump (also referred to as the Port Stop Citgo), Agency ID 31507, is located at 243 W Johnson Road adjacent to the northwest of the project area. The Port Stop Citgo (now the Family Express) is in the southern portion of the landfill boundary. The landfill boundary extends another 0.10 mile to the north of the Family Express. The Dump is not mentioned in VFC documents, but the GIS information lists the site as a 5.18 acre site that received industrial waste. Since this is potentially an antique landfill site, coordination is recommended with IDEM Office of Land Quality, Kim Vedder, kvedder@idem.in.gov. Depending on IDEM's response, further coordination may be necessary with INDOT SAM.

Institutional Controls: Three (3) Institutional Controls are located within the 0.5 mile search radius. The nearest Institutional Control, associated with Family Express 058, AI ID #31507, is located at 243 W Johnson Road adjacent to the northwest of the project area. Please see the LUST Sites section above for more information.

NPDES Facilities: Three (3) NPDES Facilities are located within the 0.5 mile search radius. The nearest NPDES Facility, associated with Legacy Woods LaPorte County, is mapped adjacent to the project area. Although the icon associated with the NPDES Facility is mapped approximately 0.03 mile northwest of the project area, the Legacy Woods site is actually located at Sneed Avenue and US 35, 0.34 mile northwest of the project area. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

The LaPorte 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_laporte.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.

Evidence of Birds in Bridge Report: Yes ☐ No ☐ N/A ☒
*If yes, further coordination with INDOT Ecology and Waterway Permitting may be necessary.

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

RECOMMENDATIONS SECTION

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

INFRASTRUCTURE:
Cemeteries: Pine Lake Cemetery is located within the project area. A Cemetery Development Plan may be required since this project is within 100 feet of the cemetery. Coordination with INDOT Cultural Resources will occur.

Pipelines: One (1) pipeline segment, associated with Northern Indiana Public Service Co., crosses the project area. Coordination with INDOT Utilities and Railroads will occur.

WATER RESOURCES: A Waters of the US Report is recommended based on the presence of mapped features, and coordination with INDOT ESD Ecology and Waterway Permitting will occur for the following features:

- Three (3) wetlands are located adjacent to the project area.
- Two (2) lakes are located adjacent to the project area.
- The project area is located adjacent to a floodplain (coordination only).

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS:
UST Sites: Pine Lake Cemetery Association, 1367 Pine Lake Drive, AI ID #32475, is located adjacent to the southeast of the project area. According to the Certification for Underground Storage Tanks form and documentation received by IDEM on March 12, 1990, two (2) 275 gallon USTs, one (1) diesel and one (1) gasoline, were permanently taken out of service by removal from the ground on May 10, 1989. No further investigation has ever been done. In addition to petroleum contamination, it is possible that lead would be in the soil/groundwater. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

LUST Sites/Institutional Controls: Head of the Pack Inc Dba Port Stop (also referred to as Family Express Corporation), Agency ID 31507, is located at 243 W Johnson Road adjacent to the northwest of the project area. IDEM issued a No Further Action Determination Approval Pursuant to IDEM RISC Guidance on November 21, 2014. The closure was RISC, non-default, industrial for subsurface soil and groundwater. Because soil and groundwater contamination remain on-site, an Environmental Restrictive Covenant (ERC) was recorded on October 7, 2014. The ERC places restrictions on land and groundwater uses. The ERC also requires that any soil disturbed as a result of excavation and construction activities be restored in a manner such that any remaining contaminants concentrations present at the property do not present a threat to human health or the environment. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Proper handling removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to management report contamination.

Landfill Boundaries: One (1) Landfill boundary, associated with the Johnson Road Teledyne Dump (also referred to as the Port Stop Citgo), Agency ID 31507, is located at 243 W Johnson Road adjacent to the northwest of the project area. The Port Stop Citgo (now the Family Express) is in the southern portion of the landfill boundary. The landfill boundary extends another 0.10 mile to the north of the Family Express. The Dump is not mentioned in VFC documents, but the GIS information lists the site as a 5.18 acre site that received industrial waste. Since this is potentially an antique landfill site, coordination is recommended with IDEM Office of Land Quality, Kim Vedder, kvedder@idem.in.gov. Depending on IDEM's response, further coordination may be necessary with INDOT SAM.

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”.

Prepared by: Courtney Haverbusch (Signature)
Courtney Haverbusch
Environmental Specialist
USI Consultants, Inc.

QAQC Completed by: Ruth Hook (Signature)
Ruth Hook, CPESC, CESSWI
Environmental Manager
USI Consultants, Inc.

INDOT ESD concurrence: Tracy Barnes Digitally signed by Tracy Barnes Date: 2024.06.11 15:46:22 -04'00' (Signature)

Graphics:

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

SITE LOCATION: YES

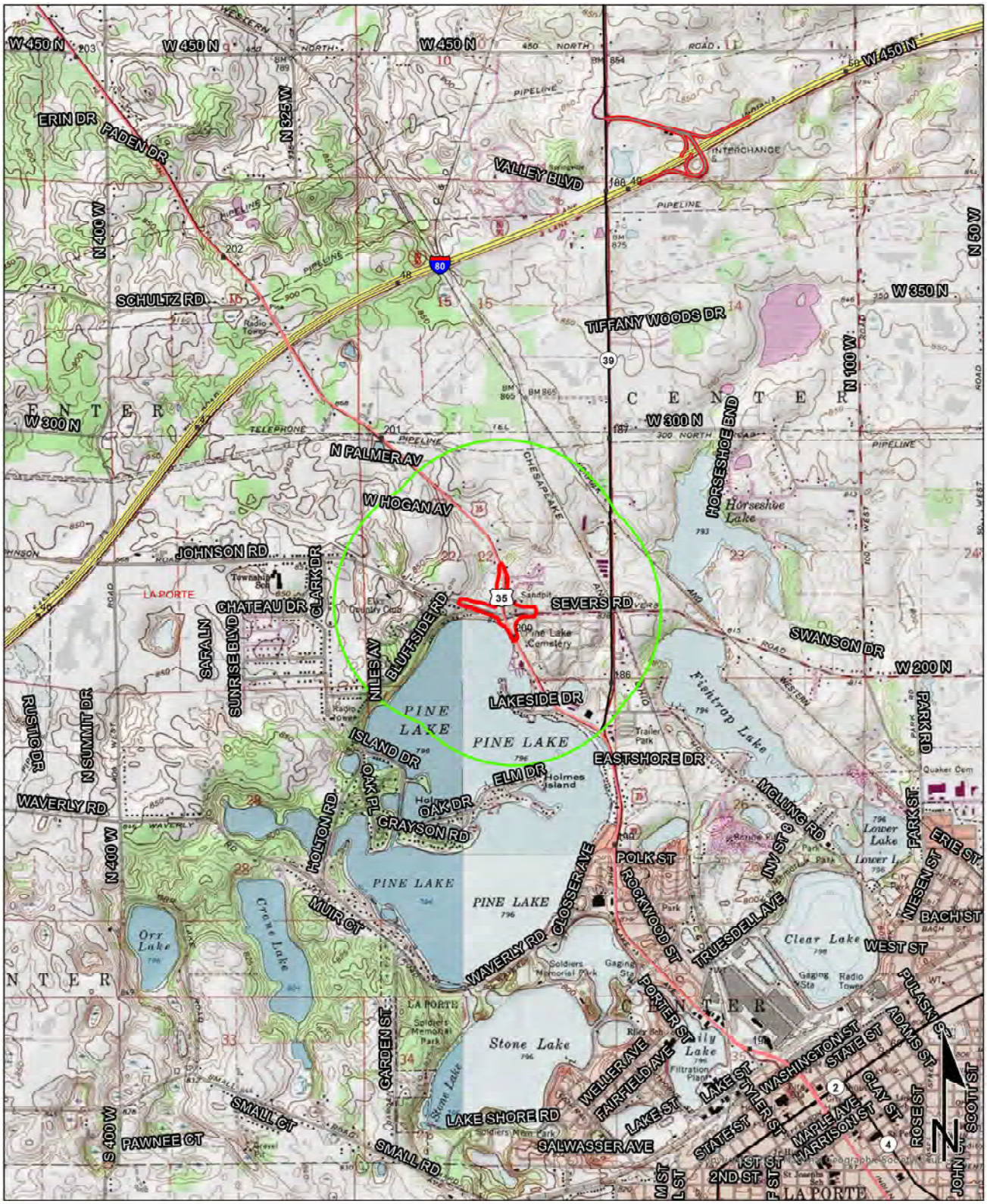
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: YES

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Site Location
US 35 at Johnson/Severs Road, 0.62 Mile North of SR 39
Des. No. 2200046, Intersection Improvement Project
LaPorte County, Indiana



0.45 0.23 0 0.45 Miles

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

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

SPRINGVILLE & MICHIGAN CITY EAST QUADRANGLES
INDIANA
7.5 MINUTE SERIES (TOPOGRAPHIC)

Red Flag Investigation - Infrastructure
US 35 at Johnson/Severs Road, 0.62 Mile North of SR 39
Des. No. 2200046, Intersection Improvement Project
LaPorte County, Indiana



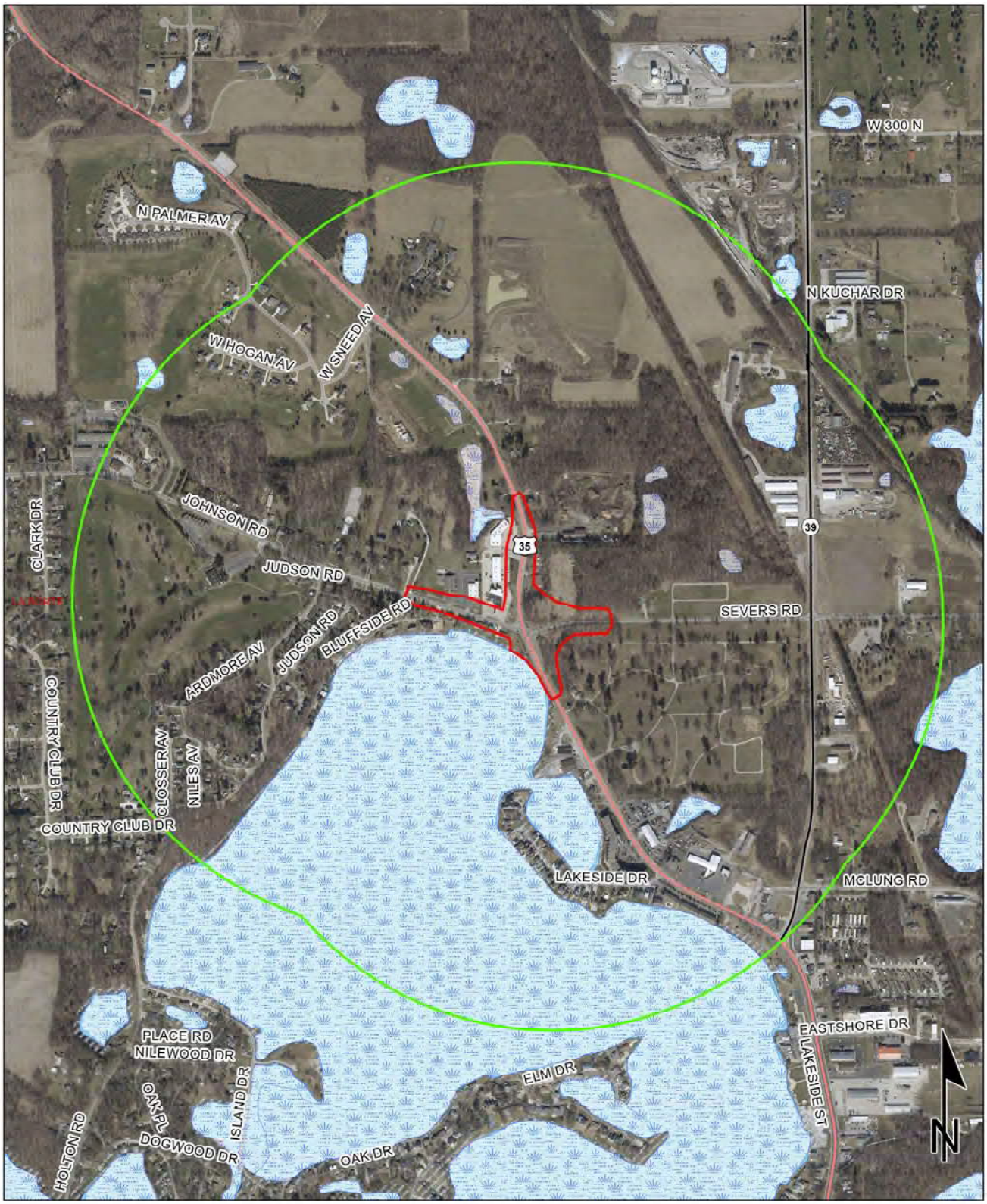
0.15 0.07 0 0.15 Miles

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
US 35 at Johnson/Severs Road, 0.62 Mile North of SR 39
Des. No. 2200046, Intersection Improvement Project
LaPorte County, Indiana



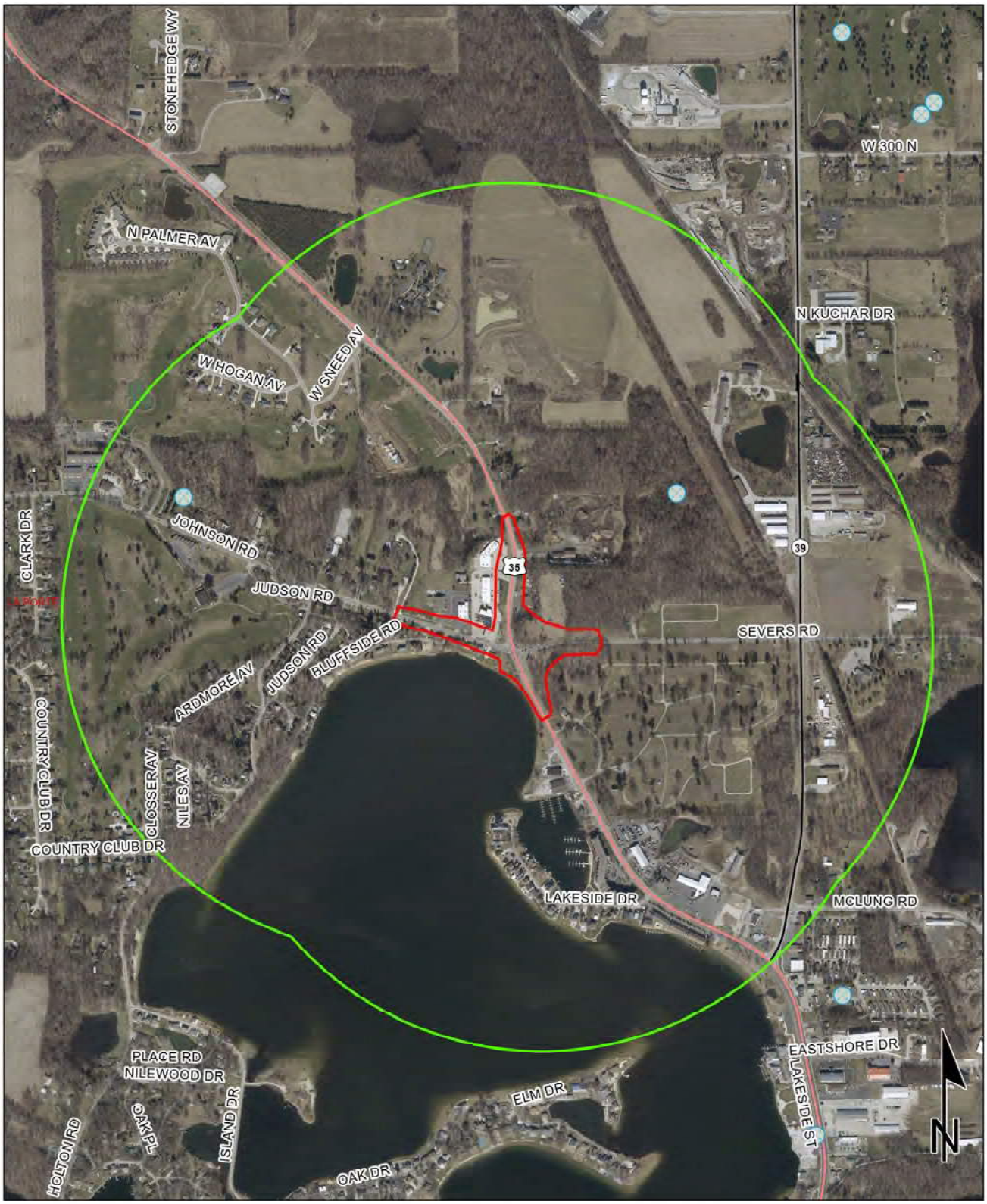
0.15 0.07 0 0.15 Miles

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.

NWI - Point
Karst Spring
NWI - Line
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 Exploration
US 35 at Johnson/Severs Road, 0.62 Mile North of SR 39
Des. No. 2200046, Intersection Improvement Project
LaPorte County, Indiana



0.15 0.07 0 0.15 Miles

Sources:

Non Orthophotography

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

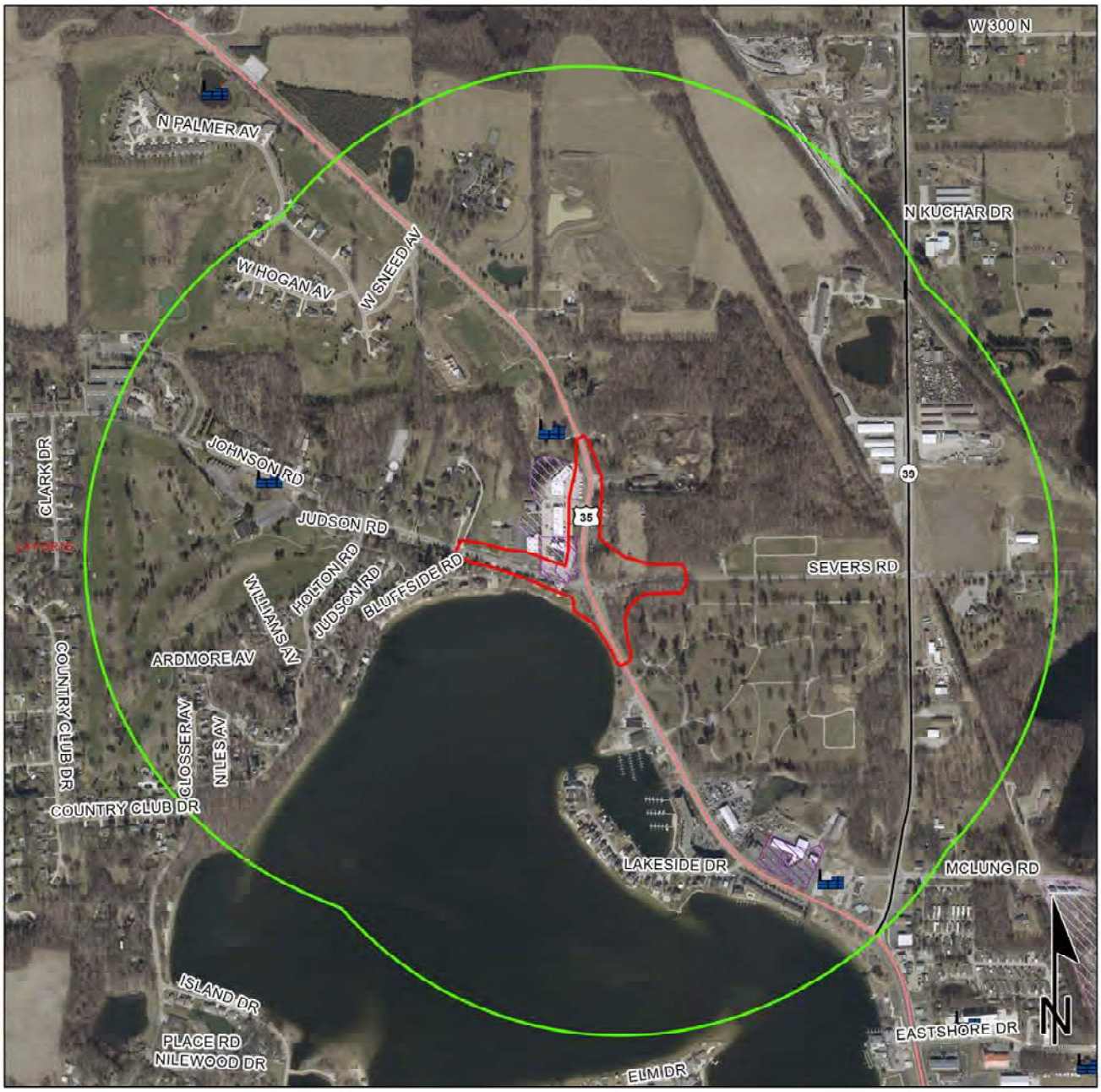
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

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
US 35 at Johnson/Severs Road, 0.62 Mile North of SR 39
Des. No. 2200046, Intersection Improvement Project
LaPorte 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:** NAD 1983

Courtney Haverbusch

From: VEDDER, KIM <KVEDDER@idem.IN.gov>
Sent: Thursday, December 5, 2024 3:23 PM
To: Courtney Haverbusch
Subject: RE: Des. no. 2200046 US 35 and Severs/Johnson Road Intersection Improvement Project in La Porte - Red Flag Investigation Landfill Coordination

Follow Up Flag: Follow up
Flag Status: Flagged

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

Hi Courtney,

We believe there is a former pond on the Citgo property, that was filled with foundry waste. The estimated waste boundary on our portal reflects the outline of that pond on a former topographic map.

We recommend the following before starting road construction:

- Initial exploratory test pits or borings should be advanced to confirm or deny the presence of waste and its composition in the anticipated area of proposed work.
- If waste is excavated, it needs to be properly disposed of in a permitted MSW Landfill. IDEM can provide guidance and approval for remediation/excavation or use of the dumps.
- Special attention should be given to leachate control during the excavation activity, including run-on and run-off controls for the excavated areas.
- Special attention should be given to the potential for explosive gas to be present.
- All exposed waste not removed will need to be recovered with 2 feet of soil, graded, and vegetated.

Please let me know if you have additional questions about this particular waste deposit.

Kim Vedder
Geologist | Antique Landfill Coordinator
Permits Geology Section | Office of Land Quality
(317) 232-8714 kvedder@idem.in.gov
www.idem.IN.gov



From: Courtney Haverbusch <chaverbusch@usiconsultants.com>
Sent: Thursday, December 5, 2024 2:44 PM

To: VEDDER, KIM <KVEDDER@idem.IN.gov>
Subject: Des. no. 2200046 US 35 and Severs/Johnson Road Intersection Improvement Project in La Porte - Red Flag Investigation Landfill Coordination

> **EXTERNAL EMAIL:** This email was sent from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Hi Kim,

Earlier this year, USI completed a Red Flag Investigation (RFI) as part of the NEPA process for the above referenced project in La Porte, Indiana, located along US 35 and Severs/Johnson Road. As part of the RFI completed for the project in conjunction with INDOT SAM, a landfill boundary adjacent to the project was identified. The following information is what we collected and have for the site including the recommendations required by INDOT SAM:

Landfill Boundaries: One (1) Landfill boundary is located within the 0.5 mile search radius. The landfill boundary, associated with the Johnson Road Teledyne Dump (also referred to as the Port Stop Citgo), Agency ID 31507, is located
at 243 W Johnson Road adjacent to the northwest of the project area. The Port Stop Citgo (now the Family Express) is in the southern portion of the landfill boundary. The landfill boundary extends another 0.10 mile to the north of the Family Express. The Dump is not mentioned in VFC documents, but the GIS information lists the site as a 5.18 acre site that received industrial waste. Since this is potentially an antique landfill site, coordination is recommended with IDEM Office of Land Quality, Kim Vedder, kvedder@idem.in.gov. Depending on IDEM's response, further coordination may be necessary with INDOT SAM.

So, this email is my follow-up to complete the required coordination with you about the landfill site identified. I have attached the approved RFI report. I have also attached a general early coordination letter we provided to early coordination recipients earlier this year which provides some general project details as well as a couple of other maps and photos showing the project area.

Please let me know if there is any additional project information you need or if you have any questions for me in order to complete the required coordination.

Thank you!

Courtney Haverbusch

Courtney Haverbusch
Environmental Specialist
513.917.0331
8415 East 56th Street, Indianapolis, IN 46216

consultants
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INDIANA TRANSPORTATION TEAM

Marissa Harless

From: Barnes, Tracy <TraBarnes@indot.IN.gov>
Sent: Friday, January 9, 2026 12:37 PM
To: Marissa Harless; Barnes, Tracy
Cc: Courtney Haverbusch; INDOT esd.sam
Subject: RE: Des. No. 2200046 US 35 Intersection Improvement Project - Red Flag Investigation - Updated Project Area

Follow Up Flag: Follow up
Flag Status: Flagged

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

Hi Marissa,

Thank you for the email. Since there are no additional resource impacted, an Addendum is not needed. You can put a note in the document.

Have a great afternoon.

Tracy

"If you want to be happy in life, consider yourself a student. Every day of your life, think: how can I improve?" — Nick Offerman

Tracy Barnes, CHMM
Team Lead, Site Assessment and Management (SAM) Team
Indiana Department of Transportation
100 North Senate Ave., N758 — Environmental Services Division (ESD)
Indianapolis, IN 46204
Cell: 317-607-4958
Email: trabarnes@indot.in.gov
Find us on social media!



From: Marissa Harless <mharless@usiconsultants.com>
Sent: Tuesday, January 6, 2026 9:48 AM
To: Barnes, Tracy <TraBarnes@indot.IN.gov>
Cc: Courtney Haverbusch <chaverbusch@usiconsultants.com>; INDOT esd.sam <esd.sam@indot.IN.gov>
Subject: RE: Des. No. 2200046 US 35 Intersection Improvement Project - Red Flag Investigation - Updated Project Area

EXTERNAL EMAIL: This email was sent from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Hi Tracy,

As design has progressed for this project, there has been a slight change to the project limits in the southern portion along US 35. The project area as documented in the approved RFI ends approximately 130 feet northwest of the private driveway at Pine Lake Cemetery. The updated project limits extend an additional 115 feet southeast along SR 35 towards the driveway. Please see the attached approved RFI maps with markups showing the extended project area.

There does not appear to be any additional features or resources mapped near the extended project limits that have not already been discussed in the approved RFI. Please let me know if an RFI addendum or any additional coordination with your office is needed.

Updated shapefiles for the project area and a 0.5 mile radius are attached.

Please let me know if you need any additional information.

Thanks!

Marissa Harless
Environmental Specialist
260.450.7539
5750 Coventry Lane, Fort Wayne, IN 46804

From: Barnes, Tracy <TraBarnes@indot.IN.gov>
Sent: Tuesday, June 11, 2024 3:51 PM
To: Courtney Haverbusch <chaverbusch@usiconsultants.com>
Subject: RE: Des. No. 2200046 US 35 Intersection Improvement Project - Red Flag Investigation - 2nd Submittal

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

Hi Courtney,

Des 2200046 is signed. Here's the PW link: Des.No.2200046_US 35 Intersection Improvement Project_RFI_Signed_TLB_6-11-2024.pdf

Thanks again for your hard work and excellent communication on this one!

Have a great evening 😊

Tracy

Biologists are just a bunch of cells talking about other cells.

APPENDIX F

Water Resources

Re-approved 1/21/2026
Expires 9/16/2029
J.Leever

WATERS OF THE U.S DETERMINATION REPORT

Intersection Improvement at United States Highway (US) 35 and Johnson Road/Severs Road
0.62 Mile North of State Road (SR) 39, Center Township, La Porte County, Indiana
Des. No. 2200046
Asset ID: N/A / NBI# N/A

Prepared by: Ryan L. Scott
Contact Information: rscott@bfsengr.com / 317-713-4615
Butler, Fairman, & Seufert, Inc.
Completed Date: January 8, 2026

This report was initially approved on October 16, 2024. It was revised and re-approved on October 20, 2025, when the project limits were expanded to include a portion of Pine Lake. The report was again revised and re-approved on January 21, 2026 after the southern portion of the project limits were extended slightly.

Date of Field Investigation(s): September 16, 2024

Project Location:
The project is in Section 22, Township 37 N, Range 3 W on the U.S. Geological Survey (USGS) Springville/Michigan City East Quadrangle maps in Center Township, La Porte County, Indiana (Attachment 2).

LAT 41.638987 LONG -86.746773

USGS 12-digit hydrologic unit code (HUC): 071200010403 (Travis Ditch)

Project Description:
The Indiana Department of Transportation (INDOT) proposes an intersection improvement project at the US 35 and Johnson Road (west of US 35)/Severs Road (east of US 35) intersection located 0.62 mile north of SR 39 in Center Township, La Porte County, Indiana. The proposed project would consist of constructing a double lane roundabout at the existing signalized US 35 and Johnson Road/Severs Road intersection. The center of the roundabout will push slightly northeast of the existing intersection in order to develop deflection and minimize impacts. Approach work on US 35 will extend approximately 500 feet south and 900 feet north of the center point of the existing intersection. Approach work on the Johnson Road (west) approach will extend approximately 425 feet west of the center point of the existing intersection. Approach work on the Severs Road (east) approach will extend approximately 600 feet east of the center point of the existing instersection. A new stormwater outlet to Pine Lake is planned in the southwest quadrant of the US 35 and Johnson Road/Severs Road intersection, with potential riprap placement for scour protection included. The exact loction of the outlet is unknown at this time and is currently under engineering review.

The investigation area (IA) is larger than the proposed project area. This is to account for any potential modifications resulting from design refinements as plan development progresses. The south leg of the IA (along US 35) extends approximately 1,000 feet south from the center point of the intersection, and approximately 50 feet southwest and 80 feet northeast of the roadway centerline. The north leg of the IA (along US 35) extends approximately 1,100 feet north from the center point of the intersection, and approximately 80 feet west and 80 feet east of the roadway centerline. The west leg of the IA (along Johnson Road) extends approximately 990 feet northwest from the center point of the intersection, and approximately 100 feet northeast and 50 feet southwest of the roadway centerline. The east leg of the IA (along Severs Road) extends approximately 925 feet east from the center point of the intersection, and approximately 90 feet north and 70 feet south of the roadway centerline.

Desktop Reconnaissance:
Prior to the field investigation, several reference materials were consulted to gain information about the IA. The USGS Springville and Michigan City East Quadrangle maps were used to determine contours of the site and locate any water bodies in the area, as well as to provide a legal description of the area (see

Attachment 2). The Natural Resources Conservation Service (NRCS) Web Soil Survey website[1] was consulted to determine if the project area contained any soils listed in either the *Hydric Soils of the United States* manual or the Indiana state list of hydric soils, along with a description of characteristics displayed by the mapped soil types of the area (see Attachments 5-7). The United States Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) map was used to find and classify any previously catalogued wetlands in the project area (see Attachment 4). The Indiana Department of Natural Resources' (IDNR) floodplain map was consulted to gain an understanding of historic flood locations and frequency within and near the project area (see Attachment 9). The USGS National Hydrography Dataset (NHD) was used to evaluate the potential for streams or other water features within the project area (see Attachment 8). All this information provided a background for the hydrologic regime of the area.

Soil Map Data:
According to the NRCS Web Soil Survey website for La Porte County, Indiana (Attachments 5-7), the following table summarizes the soil types found in the IA, including characteristics such as Flooding Frequency, Drainage Class, Hydric Soil Category, and Hydric Rating.

Soil Unit Name	Symbol	NRCS Flooding Frequency	NRCS Drainage Class	NRCS Hydric Soil Category	SSURGO Hydric Rating
Histosols and Aquolis	Hh	None	Very poorly drained	Hydric	100
Tracy sandy loam, 2 to 6 percent slopes	TcB	None	Well drained	Nonhydric	0
Tracy sandy loam, 6 to 12 percent slopes, moderately eroded	TcC2	None	Well drained	Nonhydric	0
Tracy sandy loam, 12 to 18 percent slopes	TcD2	None	Well drained	Nonhydric	0
Udorthents, loamy	Ua	None	Well drained	Nonhydric	0
Water	W	N/A	N/A	Nonhydric	0

National Wetlands Inventory (NWI) Map:
The following is a list of mapped wetlands located near the IA (see Attachment 4).

- Lacustrine, limnetic, unconsolidated bottom, permanently flooded (L1UBH) waterway known as Pine Lake; located immediately southwest of the US 35 and Johnson Road/Severs Road intersection (located within the IA)
- Palustrine, unconsolidated bottom, semipermanently flooded (PUBF) wetland; located approximately 0.02 mile west of US 35 near the northern limits, and outside of, the IA
- Palustrine, emergent, persistent, seasonally flooded (PEM1C) wetland; located approximately 0.02 mile west of US 35 near the northern limits, and outside of, the IA

USGS National Hydrography Dataset (NHD) Map:
According to the USGS NHD map, there are four flowline features and one lake feature identified within the IA for this project. See Attachment 8 for a copy of the USGS NHD map.

A Canal/Ditch feature is shown flowing southeast along the north side of Johnson Road near the western limit of the IA. This feature turns to the south, towards Pine Lake, and is shown as a Pipeline under Johnson Road approximately 530 feet northwest of the US 35 centerline.

[1] https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

A Pipeline feature is shown flowing south/southeast through the IA, crossing under Johnson Road just west of US 35, and continuing south towards Pine Lake.

A Perennial feature is shown flowing southwest under US 35 near the northern limit of the IA. This feature then turns to the northwest and parallels US 35 for a short distance before turning to the southwest and flowing away from the IA.

A Connector feature is shown flowing southwest under US 35 through the northern limits of the IA before connecting to a Perennial feature that continues flowing southwest away from the IA.

A Lake Pond feature (Pine Lake) is shown in the southwest quadrant of the US 35 and Johnson Road/Severs Road intersection with a main flowline shown flowing south away from the IA.

Attached Documentation:

- Maps of the IA (state, quad, aerial, NWI, soil, NHD, floodplain); Attachments 1-9
- Photographs of the IA with orientation map; Attachments 10-22
- Wetland Data Sheets; Attachments 23-28
- Preliminary JD Form; Attachments 29-32

Field Reconnaissance:

The area was investigated by walking transects north and south, and east and west within the IA for the project and looking for any visual evidence of waterway or wetland characteristics. Any wetland boundaries and sampling point locations were recorded in the field using a handheld Global Positioning System (GPS) unit with submeter accuracy. Ordinary high-water mark (OHWM) and bankfull measurements were taken when present at a water feature and dominant substrate material was noted. If present, roadside ditches were examined for possible jurisdictional status. Any areas that exhibited wetland characteristics (hydrophytic vegetation, hydrology, and hydric soils) were investigated to determine if the area should be classified as wetland. Field data collection was completed based on the methodologies presented in the *1987* U.S. *Army Corps of Engineers Wetlands Delineation Manual: Northcentral and Northeast Region Version 2.0* (Regional Supplement). Field methods did not deviate from the standard methods found in the '87 Manual or the Regional Supplement. One potential Water of the U.S. was identified within the IA (Pine Lake).

Stream Features:

No potential stream features exhibiting a defined bed and banks or OHWM were observed within the IA, including the area around an NHD-mapped perennial stream feature flowing southwest under US 35 near the northern limits of the IA where no potential stream channel areas or pipes under US 35 were observed. Stormwater runoff in the IA is conveyed through a combination of sheet flow, roadside ditches and associated pipes under roadways and drives. It is likely that all stormwater runoff eventually outlets to Pine Lake, which is located southwest of the US 35 and Johnson Road/Severs Road intersection.

Existing Riprap:

A linear section of riprap measuring approximately 270 feet long and 6 feet wide was observed on the north side of Johnson Road. This section of riprap begins approximately 630 feet northwest of the center point of the existing US 35 intersection with Johnson Road/Severs Road and continues northwest towards the western limits of the IA.

Wildlife Evidence and Concerns:

No indications of terrestrial wildlife (tracks, scat, homes and/or markings) were observed within the IA.

Wetlands:
Two areas were identified as having potential wetland characteristics during the field investigation on September 16, 2024. Sampling points were taken in these areas and were evaluated for all three criteria to be considered a wetland as described in the *'87 Manual* and as currently applied in the *Northcentral and Northeast Regional Supplement* manual.

US 35 (south of Johnson Road/Severs Road)
The IA along the west side of the south approach of US 35 extends 50-90 feet southwest of the roadway centerline. The narrowest section of the IA is along a steep slope separating US 35 from Pine Lake. A portion of the eastern edge of Pine Lake is located within the IA and is separated from the west side of US 35 by a steep slope. Open land areas in the southwest quadrant of the intersection are dominated by mowed grass, utility corridors and blue spruce (*Picea pungens*, FACU) plantings.

The IA along the east side of the south approach of US 35 extends approximately 60 feet northeast of the roadway centerline and includes mowed grass and forested areas. In general, a mowed grass area, approximately 25 feet wide, slopes down from US 35 to the western edge of a forested area. The forested area, within the IA, generally decreases in elevation as it extends southward (away from Severs Road). Most of this stretch did not display any indications of prolonged hydrology and was found to be dominated by sugar maple (*Acer saccarum*, FACU), Japanese honeysuckle (*Lonicera japonica*, FACU), winged sumac (*Rhus copallinum*, UPL), and eastern cottonwood (*Populus deltoides*, FAC). However, an area of hydrophytic vegetation was noted near the southern IA limits where the mowed grass area meets the forested area (Sampling Point (SP) 1).

SP1 was taken in the lowest contour area that indicated the potential for frequent prolonged hydrology. SP1 is dominated by a mixture of hydrophytic and non-hydrophytic vegetation including honey locust (*Gleditsia triacanthos*, FAC), quaking aspen (*Populus tremuloides*, FAC), Japanese honeysuckle (*Lonicera japonica*, FACU), white poplar (*Populus alba*, UPL), late boneset (*Eupatorium serotinum*, FAC), and Virginia creeper (*Parthenocissus quinquefolia*, FACU). The soil samples collected did not display any hydric soil indicators. Further, no primary and one secondary hydrology indicator was observed. See Attachments 23-25 for a copy of the Wetland Determination Data Form.

Severs Road (east of US 35)
The IA along the north side of Severs Road extends approximately 40-80 feet north of the roadway centerline. The north side of Severs Road consists of a mixture of forested and fallow field areas on elevated land that slopes downward towards US 35. Dominant vegetation present along the north side of Severs Road includes broomsedge bluestem (*Andropogon virginicus*, FACU), common milkweed (*Asclepias syriaca*, FACU), field sowthistle (*Sonchus arvensis*, FACU), sugar maple (*Acer saccarum*, FACU), black walnut (*Juglans nigra*, FACU), eastern cottonwood (*Populus deltoides,* FAC) and white poplar (*Populus alba,* UPL). No evidence of prolonged surface hydrology was observed. No soil samples were collected along this stretch of the IA due to lack of hydrology and vegetation indicators for wetlands.

The IA along the south side of Severs Road extends approximately 80-160 feet south of the roadway centerline. This area consists mainly of a sloped forested block that generally decreases in elevation as it extends away from Severs Road. Dominant vegetation present along the south side of Severs Road includes sugar maple (*Acer saccarum*, FACU) and black walnut (*Juglans nigra*, FACU). No evidence of prolonged surface hydrology was observed. No soil samples were collected within the forested area due to lack of hydrology and vegetation indicators for wetlands. However, a somewhat flat and relatively small early

successional area, within the larger forested block, was observed approximately 250 feet southeast of the US 35/Severs Road intersection (Sampling Point (SP) 2).

SP2 was taken on the lowest elevation of the relatively flat, early successional area that would have the most potential to collect surface hydrology. SP2 is dominated by hydrophytic vegetation including big bluestem (*Andropogon gerardii*, FAC), and flat-top goldentop (*Euthamia graminifolia*, FACW). The soil samples collected did not display any hydric soil indicators. Further, no primary or secondary hydrology indicator was observed. See Attachments 26-28 for a copy of the Wetland Determination Data Form.

US 35 (north of Johnson Road/Severs Road)

No potential wetland areas were observed along the east or west sides of US 35, north of Johnson Road/Severs Road, within the IA. These areas were found to be dominated by commercial development including concrete/paved drives, mowed lawn areas and utility corridors, including an area of mapped hydric soil on the west side of US 35 near the northern limits of the IA. No evidence of prolonged surface hydrology was observed in the mapped hydric soil area or any other areas along US 35. The dominant tree species present, both within and outside of forested mapped hydric soil areas on the west side of US 35, consisted of sugar maple (*Acer saccarum*, FACU). Dominant tree species, including black walnut (*Juglans nigra,* FACU) and eastern cottonwood (*Populus deltoides,* FAC), were noted in the forested areas along the east side of US 35.

Johnson Road (west of US 35)

No potential wetland areas were observed along the northeast or southwest sides of Johnson Road, west of US 35, within the IA. These areas were found to be dominated by residential and commercial development including concrete/paved drives, mowed lawn areas and utility corridors. No evidence of prolonged surface hydrology was observed.

Data Point Summary Table

Intersection Improvement US 35 and Johnson Road/Severs Road, La Porte County, Indiana

Des. No. 2200046

Wetland ID	Type	Isolated Status	Acreage	Quality	Photo IDs	Associated structure ID	Likely WOTUS?	Sample Point ID (SP)	Lat/Long	Dominant Vegetation	Hydric Soil Indicator(s)	Hydrology Indicator(s)	Within Wetland ?	Notes
N/A	N/A	N/A	N/A	N/A	41, 42	N/A	No	SP1	41.637743 / -86.745828	*Gleditsia triacanthos; Populus tremuloides; Acer saccharum; Lonicera japonica; Populus alba; Eupatrorium serotinum; Parthenocissus quinquefolia*	No	Geomorphic position	No	N/A
N/A	N/A	N/A	N/A	N/A	43, 44	N/A	No	SP2	41.638850 / -86.745898	*Andropogon gerardii; Euthamia graminifolia; Helianthus divaricatus*	No	None	No	N/A

Open Water:

One open water feature, Pine Lake, is located within the IA in the southwest quadrant of the US 35 and Johnson Road / Severs Road intersection.

Pine Lake is of average quality due to being listed on the Indiana Department of Environmental Management (IDEM) 303(d) 2024 list of impaired waters (for PCBs in fish tissue), relatively low turbidity, history of supporting aquatic wildlife populations, frequent motorboat recreational use during warm months, and extensive residential development around the perimeter of the lake.

Pine Lake is classified as Lacustrine, Limnetic, Unconsolidated Bottom, Permanently Flooded (L1UBH) waterway. According to the NHD map (Attachment 8), the lake receives input flow from many small streams from the north/east/west and then flows south to Stone Lake. Stone Lake then flows east to Lily Lake before eventually connecting to Travis Ditch, which flows southeast away from the City of LaPorte and eventually connects to Kankakee River, a Traditional Navigable Water (TNW).

The OHWM elevation of Pine Lake is estimated to be 800 feet above mean sea level (El. 800 feet). This estimation is based on the following factors.

- The Indiana Department of Natural Resources (IDNR) Division of Water's "Legal and Average Normal" Elevation listing for Pine Lake is El. 796.2 feet. https://www.in.gov/dnr/water/surface-water/public-freshwater-lake-legal-and-average-normal-water-levels/#Lakes_L
- A review of US 35 civil engineering design plans from 2010 shows a lake shelf near US 35 near the current project area that is around El. 798.5 feet.
- A review of recent aerial mapping shows a shallow shelf (covered by water) around the perimeter of the lake near the project area, which lines up with the plans as there is a clear distinction of where the shelf begins.
- Observations from the Buter, Fairman and Seufert, Inc. site visit on September 16, 2024, revealed a shallow shelf area is covered by approximately 1-foot-deep water, with a vegetation line beginning just above the water level.

Pine Lake should be considered a "likely Water of the U.S." due to the presence of a defined OHWM, identification as a lake feature on the USGS Springville Quadrangle, and surface connection to a TNW.

No other open water features were noted within or near the IA.

Open Water Summary Table

Intersection Improvement US 35 and Johnson Road/Severs Road, La Porte County, Indiana

Des. No. 2200046

Name	Photos	Lat/Long	Total Area (acres)	Likely Water of U.S.?
Pine Lake	2, 45, 46, 47	41.637897 / -86.746294	0.11	Yes

Roadside Ditches (RSDs):

There are three roadside drainage features present in the IA (RSD1, RSD2 and RSD3).

RSD1 is located along the immediate southwest side of the Johnson Road pavement limits between points approximately 700 feet and 960 feet northwest of US 35. RSD1 is not shown on the NHD map as a drainage feature. RSD1 is contained within a shallow, concrete "v" ditch lacking any indications of an OHWM (such as waterline staining, debris line, etc.). During the site visit conducted on September 16, 2024, RSD1 did not contain any flowing water. This feature appears to only convey stormwater during and immediately after precipitation events and is not influenced by groundwater. Therefore, it should not be considered a jurisdictional feature.

RSD2 is located along the northeast side of Johnson Road between points approximately 600 feet and 870 feet northwest of US 35. RSD2 is contained within a shallow, riprap lined "v" ditch lacking any indications of an OHWM (such as waterline staining, debris line, etc.). RSD2 is shown on the NHD map as a Canal/Ditch feature flowing southeast along the north side of Johnson Road near the western limits of the IA. This feature turns to the south, towards Pine Lake, and is shown as a Pipeline feature under Johnson Road, approximately 530 feet northwest of the US 35 centerline. During the site visit conducted on

September 16, 2024, RSD2 did not contain any flowing water. This feature appears to only convey stormwater during and immediately after precipitation events and is not influenced by groundwater. Therefore, it should not be considered a jurisdictional feature.

RSD3 is located along the east side of US 35, in the immediate northeast quadrant of the Johnson Road / Severs Road intersection and appears to convey stormwater runoff from the north and south to an 18-inch diameter pipe under US 35 approximately 260 feet northwest of the center point of the US 35 and Johnson Road/Severs Road intersection. RSD3 is not shown on the NHD map, lacks a defined channel and does not contain a streambed or OHWM. During the site visit conducted on September 16, 2024, RSD3 did not contain any flowing water. This feature appears to only convey stormwater during and immediately after precipitation events and is not influenced by groundwater. Therefore, it should not be considered a jurisdictional feature.

Roadside Ditch Summary Table

Intersection Improvement US 35 and Johnson Road/Severs Road, La Porte County, Indiana
Des. No. 2200046

Name	Photos	Lat/Long	USGS ID	Substrate	Linear ft in study area
RSD1	6, 7, 8	41.639611, -86.749695	None	concrete	260
RSD2	10, 11, 12, 13, 14	41.639712, -86.749483	None	riprap/vegetated	270
RSD3	25, 26, 27, 28, 29, 30	41.639342, -86.746782	None	vegetated/bare ground/concrete	410

Conclusions:

A review of available mapping and field observations revealed that there are no potential jurisdictional streams, no potential jurisdictional wetlands and one potential jurisdictional lake present within the IA for the project (Pine Lake).

Should the project scope change to warrant the modification of the IA, or require new IA, then an amendment to this report will be required. Every effort should be taken to avoid and minimize impacts to waterway features. If impacts are necessary, then mitigation may be required. INDOT Environmental Services should be contacted immediately if impacts occur. The final determination of jurisdictional waters is ultimately made by the USACE. This report is our best judgement based on the guidelines set forth by the Corps.

Acknowledgement:

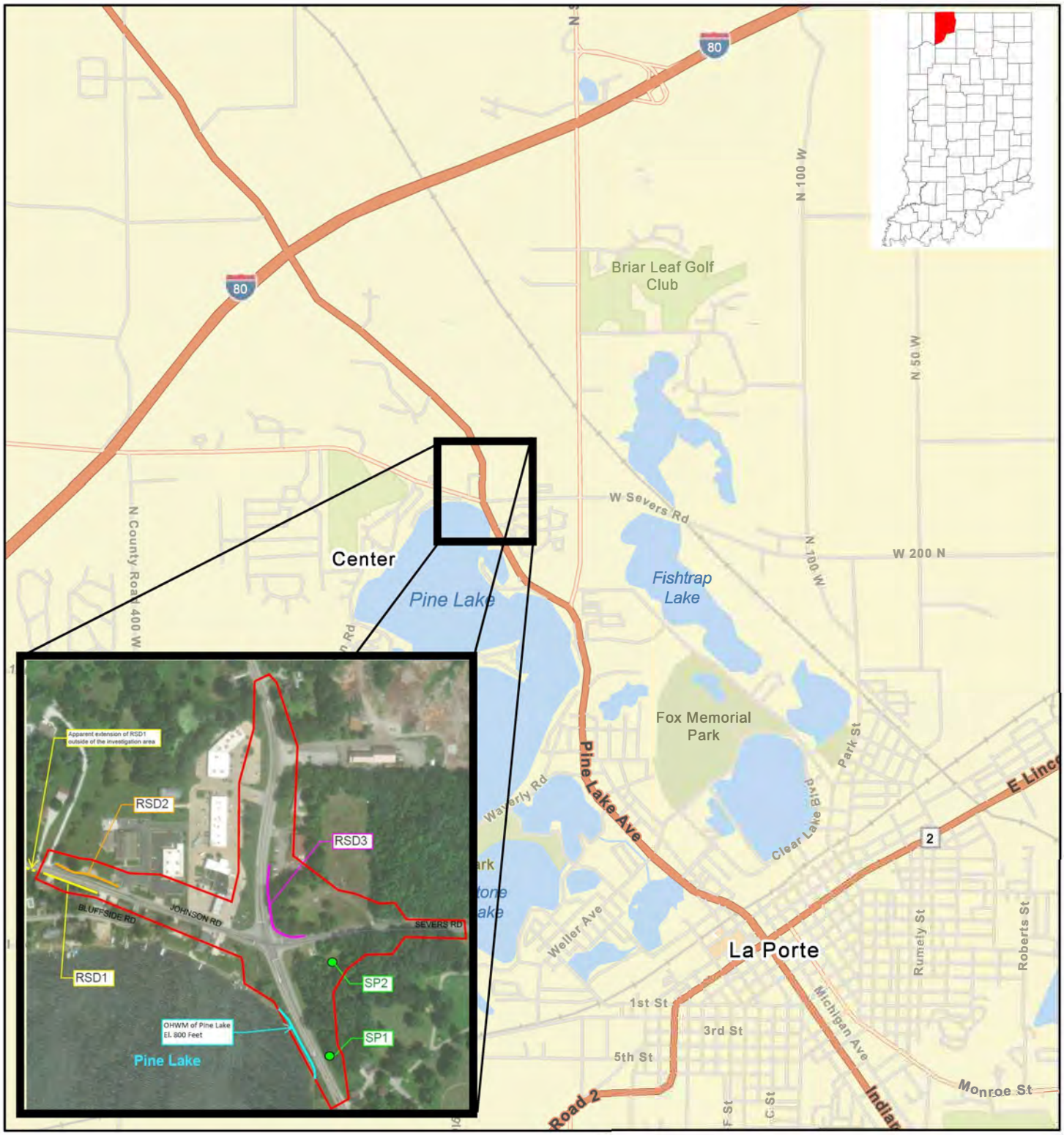
This waters determination has been prepared based on the best available information, interpreted in the light of the investigator's training, experience, and professional judgement in conformance with the 1987 Corps of Engineers Wetlands Delineation Manual, the appropriate regional supplement, the USACE Jurisdictional Determination Form Instruction Guidebook, and other appropriate agency guidelines.

January 8, 2026



Ryan L. Scott
BF&S Environmental Services
rscott@bfsengr.com

Indiana State Map



Date: 1/8/2026 Author: R. Scott

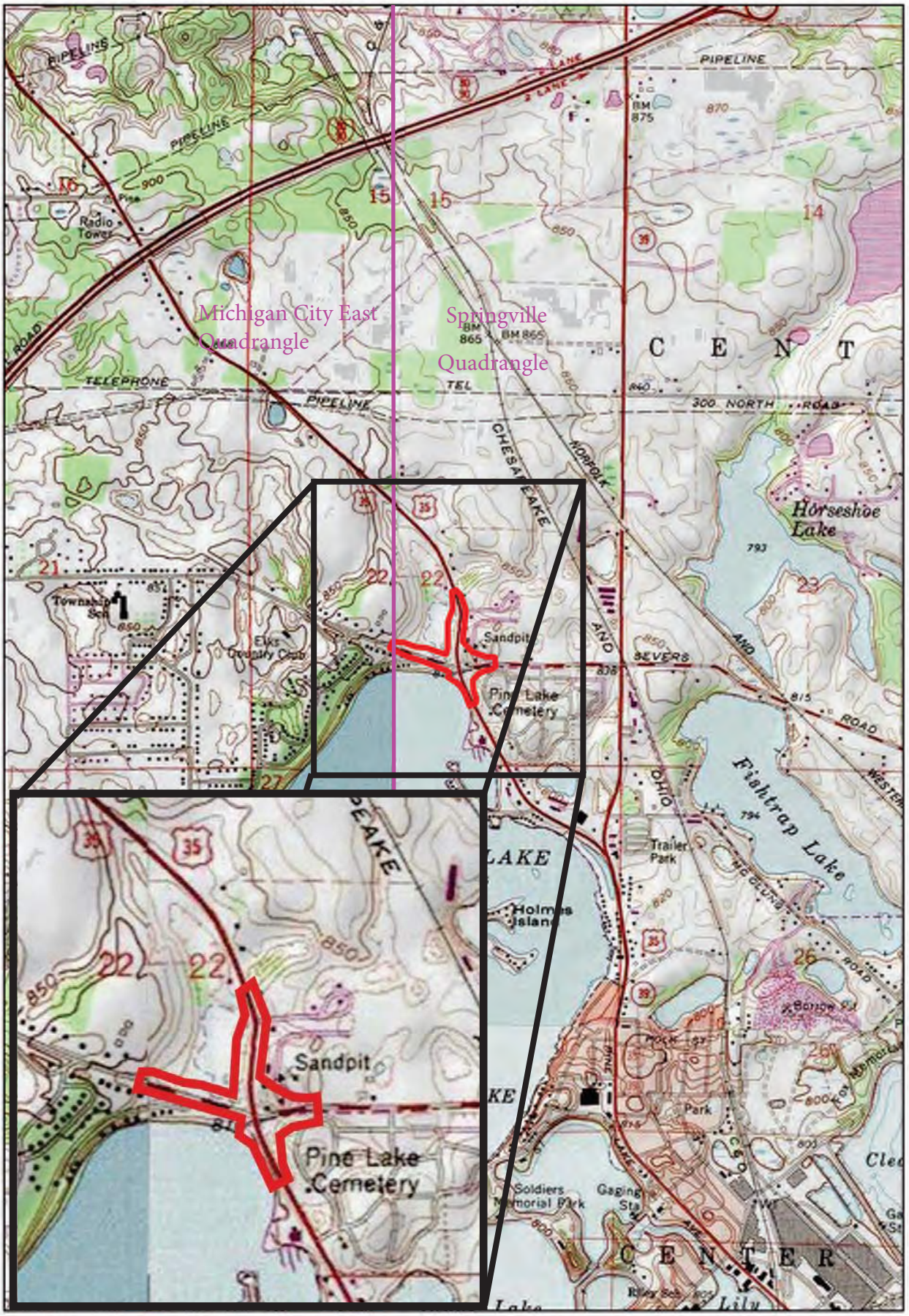
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0 0.33 0.65 1.3 mi

0 0.5 1 2 km

US 35 and Johnson/Severs Road Roundabout
La Porte County, Indiana
Des. No. 2200046, Intersection Improvement

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community



USGS Michigan City East and Springville Quadrangle

US 35 & Johnson/Severs Road Intersection Improvement
LaPorte County, Indiana
Section 22, Township 37N, range 3W
Des. No. 2200046

BF&S CIVIL ENGINEERS





Legend

Investigation Area

Map Source: Indiana Geological Survey (IGS), Indiana Map, 2019 ArcGIS Online (ESRI) World Imagery.

Author: R. Scott
1/8/2026

0 175 350 525 700 Feet

WATER RESOURCES MAP
2019 Aerial

US 35 & Johnson/Severs Road Roundabout
LaPorte County, Indiana
Des. No. 2200046, Intersection Improvement

BF&S CIVIL ENGINEERS

U.S. Fish and Wildlife Service
National Wetlands Inventory

Intersection Improvement (Des. No. 2200046)
US 35 & Johnson Road/Severs Road
LaPorte County, Indiana



January 8, 2026 Author: R. Scott

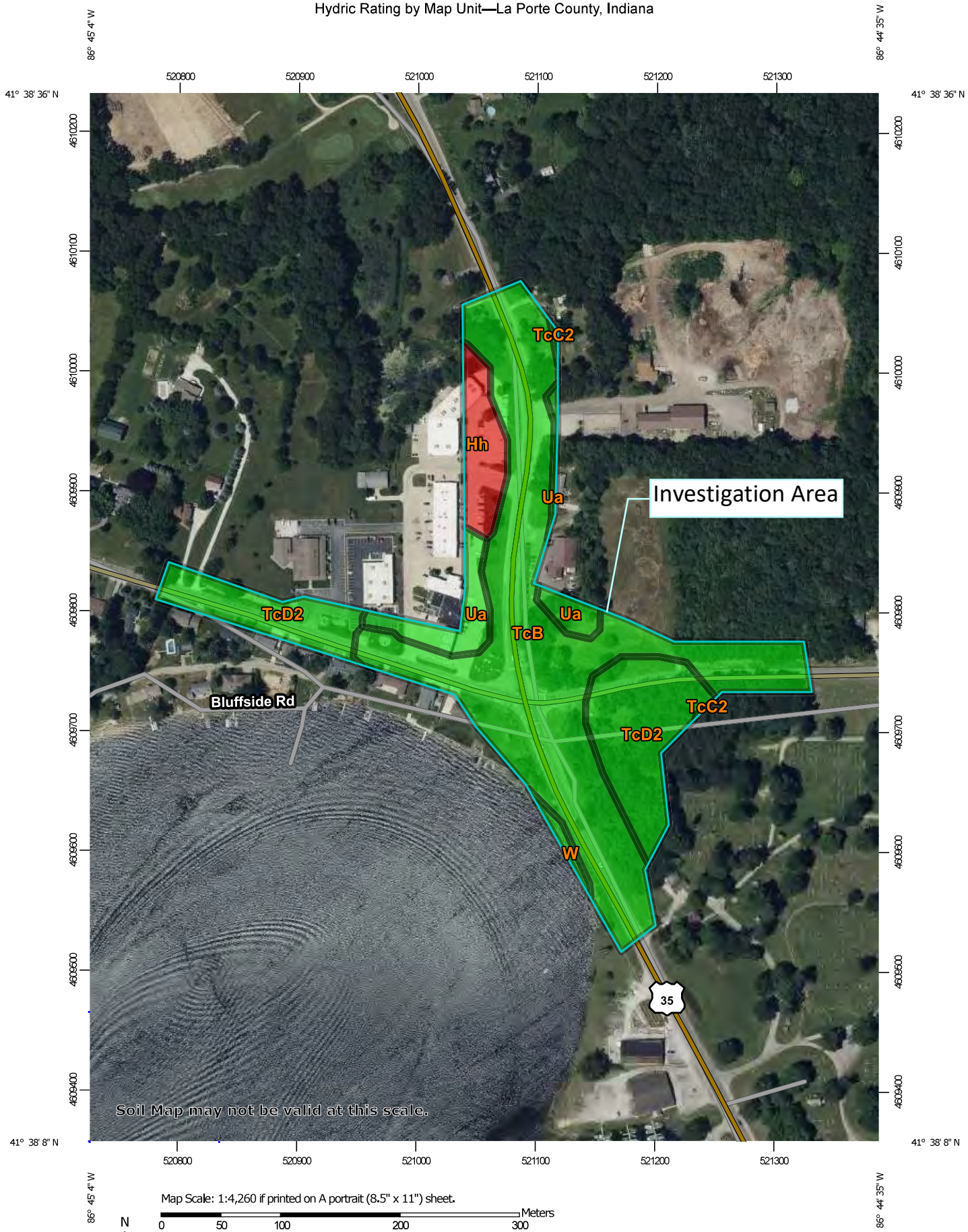
Investigation Area

Wetlands

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

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

National Wetlands Inventory (NWI)
This page was produced by the NWI mapper



Intersection Improvement (Des. No. 2200046)
US 35 & Johnson Road/Severs Road
LaPorte County, Indiana

Author: R. Scott 01/08/2026

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils

Soil Rating Polygons
- Hydric (100%)
- Hydric (66 to 99%)
- Hydric (33 to 65%)
- Hydric (1 to 32%)
- Not Hydric (0%)
- Not rated or not available

Soil Rating Lines
- Hydric (100%)
- Hydric (66 to 99%)
- Hydric (33 to 65%)
- Hydric (1 to 32%)
- Not Hydric (0%)
- Not rated or not available

Soil Rating Points
- Hydric (100%)
- Hydric (66 to 99%)
- Hydric (33 to 65%)
- Hydric (1 to 32%)
- Not Hydric (0%)
- Not rated or not available

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: La Porte County, Indiana
Survey Area Data: Version 30, Sep 3, 2025

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

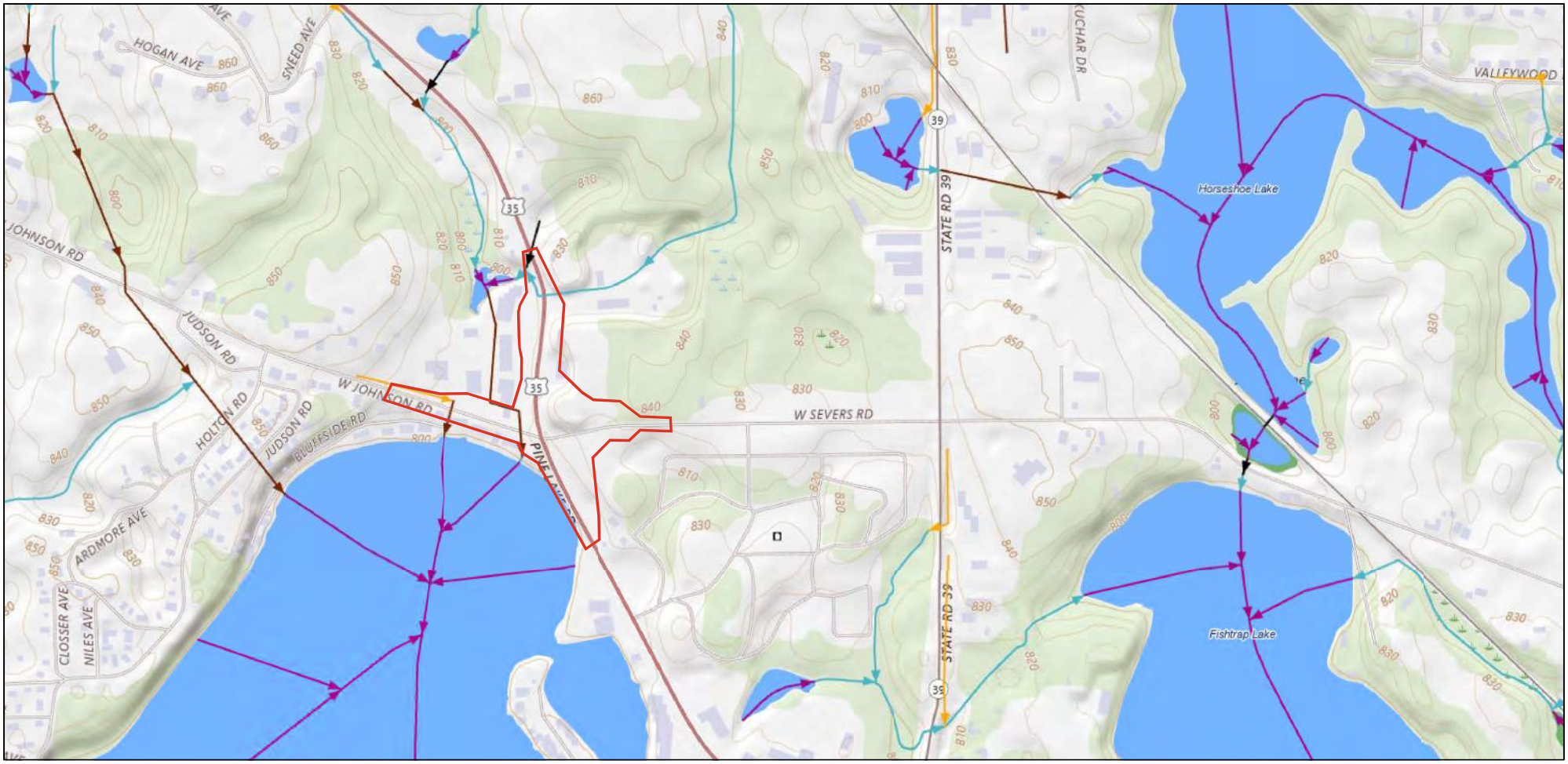
Date(s) aerial images were photographed: Jun 16, 2022—Jun 27, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydric Rating by Map Unit

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
Hh	Histosols and Aquolls	100	1.1	6.5%
TcB	Tracy sandy loam, 2 to 6 percent slopes	0	10.4	61.4%
TcC2	Tracy sandy loam, 6 to 12 percent slopes, moderately eroded	0	0.0	0.2%
TcD2	Tracy sandy loam, 12 to 18 percent slopes	0	4.0	23.4%
Ua	Udorthents, loamy	0	1.3	7.6%
W	Water	0	0.2	1.0%
Totals for Area of Interest			**17.0**	**100.0%**

The National Map Advanced Viewer



1/8/2026 Author: R. Scott

Waterbody - Large Scale
- Lake Pond
- Swamp Marsh

Flowline - Large Scale
- Perennial
- Artificial Path

- Canal Ditch
- Connector
- Pipeline

Flow Direction
- Connector
- CanalDitch

- StreamRiver
- Pipeline
- Artificial Path

Investigation Area

N

1:9,028

0 0.07 0.15 0.3 mi

0 0.13 0.25 0.5 km

Intersection Improvement (Des. No. 2200046)
US 35 & Johnson Road/Severs Road
LaPorte County, Indiana

USGS TNM – National Hydrography Dataset. Data Refreshed July, 2024., USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset;

USGS
2021 USGS

Floodplain Analysis & Regulatory Assessment (FARA)

Indiana Department of Natural Resources



Point of Interest

Base Flood Elevation Point

POI

1.5

FEMA Zone AE

Not Mapped

Investigation Area

Intersection Improvement (Des. No. 2200046)
US 35 & Johnson Road/Severs Road
LaPorte County, Indiana

Long: **-86.7467240825089**

Lat: **41.63902511369343**

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

County: **Laporte**

Stream Name:
Unnamed Tributary

Approximate Ground Elevation: **809.9 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: **Michael Polan, Building Commissioner**

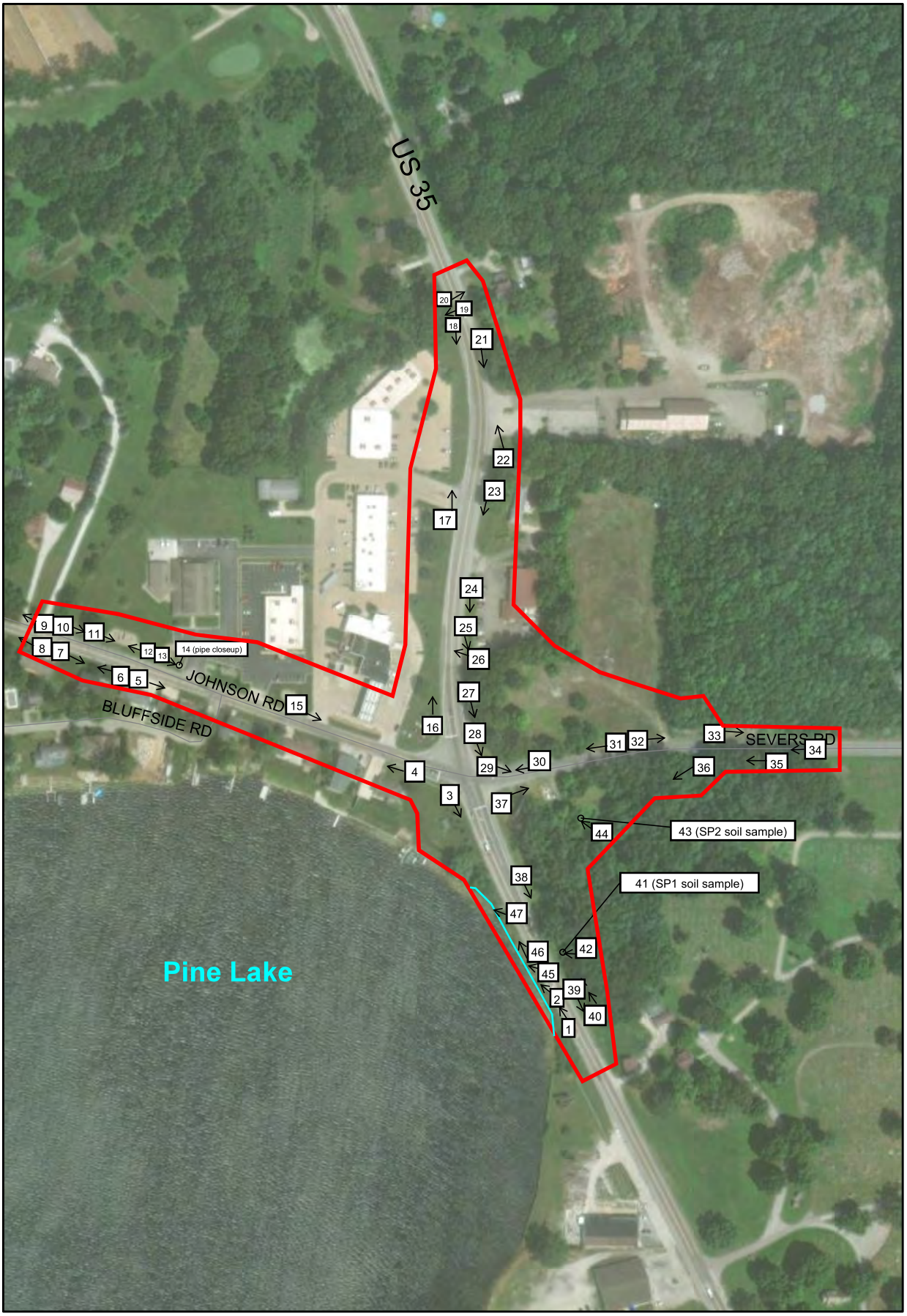
Community Jurisdiction: **Laporte County, County proper**

Phone: **(219) 326-6808**

Email: **mpolan@laporteco.in.gov**

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

Date Generated: 9/11/2024





Legend

Investigation Area

Photo Points and Direction

OHWM of Pine Lake (El. 800 feet)

Map Source: Indiana Geological Survey (IGS), Indiana Map, 2019 ArcGIS Online (ESRI) World Imagery.

0 175 350 525 700 Feet

Aerial Map

US 35 & Johnson/Severs Road Roundabout
LaPorte County, Indiana
Des. No. 2200046, Intersection Improvement

Date: 1/8/2026 Author: R. Scott



Photo 1: Looking NW from the southern extent of the investigation area (IA); US 35 on right and Pine Lake on left



Photo 2: Looking NW at sloped area separating US 35 from Pine Lake



Photo 3: Looking SE along the west side of US 35 near Johnson Rd.



Photo 4: Looking NW along the south side of Johnson Rd. near US 35



Photo 5: Looking SE along the south side of Johnson Rd. towards US 35



Photo 6: Looking NW at RSD1 on the south side of Johnson Rd.



Photo 7: Looking SE at RSD1 on the south side of Johnson Rd.



Photo 8: Looking NW at apparent continuation of RSD1 extending beyond the western limits of the investigation area on the south side of Johnson Rd.



Photo 9: Looking NW along the north side of Johnson Rd. near the western limits of the IA



Photo 10: Looking SE along the north side of Johnson Rd. near the western limits of the IA towards RSD2



Photo 11: Looking SE along RSD2 on the north side of Johnson Rd.



Photo 12: Looking NW along RSD2 along the north side of Johnson Rd.



Photo 13: Looking SE along RSD2 along the north side of Johnson Rd.; arrow indicates location of 18-inch diameter metal pipe



Photo 14: View of 18-inch diameter metal pipe located in Photo 13



Photo 15: Looking SE along the north side of Johnson Rd. towards US 35



Photo 16: Looking N along the west side of US 35 near Johnson Rd.



Photo 17: Looking N along the west side of US 35 across commercial drive located approximately 550 feet north of Johnson Rd.



Photo 18: Looking S along the west side of US 35 near the northern limits of the IA

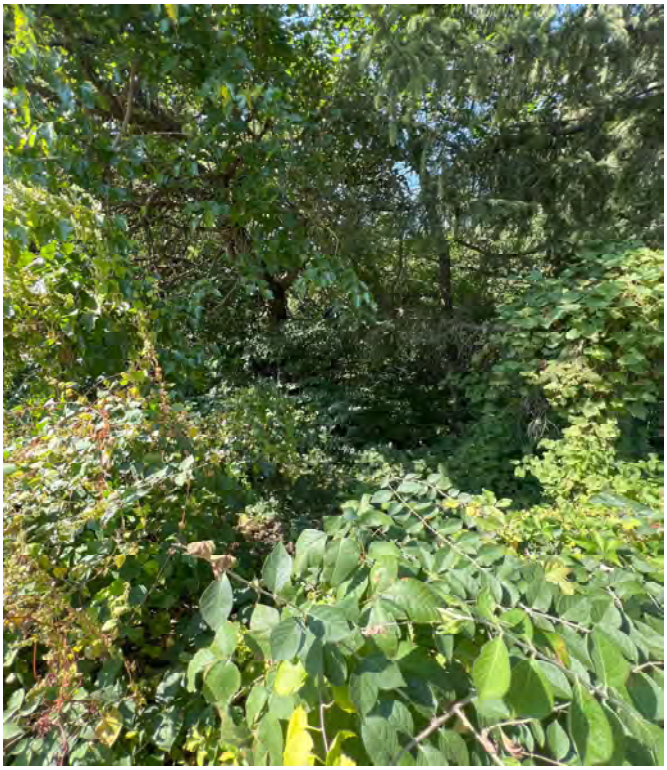


Photo 19: Looking SW towards low lying forested area on the west side of US 35 near the northern limits of the IA; no pipe outlet was located in this area which was sloped and dominated by upland species including *Acer saccarum (*FACU) and *Lonicera japonica* (FACU)



Photo 20: Looking NE towards US 35 in low lying forested area on the west side of US 35 near the northern limits of the IA; no pipe outlet was located in this area which was sloped and dominated by upland species including *Acer saccarum* (FACU) and *Lonicera japonica* (FACU)



Photo 21: Looking SE along the east side of US 35 near the northern limits of the IA



Photo 22: Looking NW along the east side of US 35 towards the northern limits of the IA



Photo 23: Looking SW along the east side of US 35 towards the Johnson Rd. / Severs Rd. intersection



Photo 24: Looking S along the east side of US 35 towards the Johnson Rd. / Severs Rd. intersection



Photo 25: Looking SE along RSD3 on the east side of US 35; arrow indicates location of 18-inch metal pipe under US 35



Photo 26: Looking NW along the east side of US 35 at RSD3; arrow indicates location of 18-inch metal pipe under US 35



Photo 27: Looking SE along RSD3 on the east side of US 35 near the Johnson Rd. / Severs Rd. intersection



Photo 28: Looking SE along RSD3 on the east side of US 35 near the Johnson Rd. / Severs Rd. intersection



Photo 29: Looking SE at RSD3 near the US 35 and Johnson Rd. / Severs Rd. intersection (Severs Rd. shown in background)



Photo 30: Looking SW along RSD3 on the north side of Severs Rd.



Photo 31: Looking SW (downhill) along the north side of Severs Rd. towards US 35



Photo 32: Looking NE along the north side of Severs Rd. towards the eastern limits of the IA



Photo 33: Looking E (uphill) along the north side of Severs Rd. towards the eastern limits of the IA



Photo 34: Looking W (downhill) along the south side of Severs Rd. near the eastern limits of the IA



Photo 35: Looking W at upland forested area located south of Severs Rd.



Photo 36: Looking SW at upland forested area located south of Severs Rd.



Photo 37: Looking NE (uphill) along the south side of Severs Rd. near US 35



Photo 38: Looking SE along the east side of US 35 near Severs Rd.



Photo 39: Looking SE along the east side of US 35 towards the southern limits of the IA



Photo 40: Looking NW along the east side of US 35 near the southern limits of the IA



Photo 41: View of soil sample collected at SP1 on the east side of US 35 near the southern limits of the IA



Photo 42: Looking W at location of SP1 (upland point)



Photo 43: View of soil sample collected at SP2 in the southeast quadrant of the US 35 and Johnson Rd. / Severs Rd. intersection



Photo 44: Looking NW at location of SP2 (upland point)



Photo 45: Looking NW towards Pine Lake from the west side of US 35 approx. 550 feet south of Johnson Road/Severs Road



Photo 46: Looking NW along the west side of US 35 approx. 450 feet south of Johnson Road/ Severs Road



Photo 47: Looking NW towards Pine Lake from the west side of US 35 approx. 350 feet south of Johnson Road/Severs Road

WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region

Project/Site: US 35 & Johnson Rd/Severs Rd Intersection Improvement (Des# 2200046) City/County: LaPorte, LaPorte Co. Sampling Date: 09/16/2024

Applicant/Owner: Indiana Department of Transportation State: IN Sampling Point: 1

Investigator(s): Ryan Scott Section, Township, Range: S22, T37N, R3W

Landform (hillside, terrace, etc.): roadside depression Local relief (concave, convex, none): concave Slope %: <1

Subregion (LRR or MLRA): LRR K, MLRA 94A Lat: 41.637743 Long: -86.745828 Datum: NAD83 16N

Soil Map Unit Name: (TcB) Tracy sandy loam, 2 to 6 percent slopes NWI classification: none

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No ____ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes X No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No X	**Is the Sampled Area**
Hydric Soil Present?	Yes ____	No X	**within a Wetland?** **Yes** ____ **No** X
Wetland Hydrology Present?	Yes ____	No X	If yes, optional Wetland Site ID: ____

Remarks: (Explain alternative procedures here or in a separate report.)
SP 1 was taken approximately 50 feet NE of the centerline of US 35 and approximately 530 feet south of the US 35 and Johnson Rd. / Severs Rd. intersection.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Stunted or Stressed Plants (D1)
- X Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ Microtopographic Relief (D4)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes ____	No x	Depth (inches): ____
Water Table Present?	Yes ____	No x	Depth (inches): ____
Saturation Present? (includes capillary fringe)	Yes ____	No x	Depth (inches): ____

Wetland Hydrology Present? **Yes** ____ **No** X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION – Use scientific names of plants.

Sampling Point: 1

Tree Stratum (Plot size: 30' radius)	Absolute % Cover	Dominant Species?	Indicator Status
1. *Gleditsia triacanthos*	25	Yes	FAC
2. *Populus tremuloides*	20	Yes	FAC
3. *Acer saccharum*	20	Yes	FACU
4.			
5.			
6.			
7.			
	65	=Total Cover	
Sapling/Shrub Stratum (Plot size: 15' radius)			
1. *Lonicera japonica*	20	Yes	FACU
2. *Populus alba*	20	Yes	UPL
3.			
4.			
5.			
6.			
7.			
	40	=Total Cover	
Herb Stratum (Plot size: 5' radius)			
1. *Lonicera japonica*	10	Yes	FACU
2. *Eupatorium serotinum*	5	Yes	FAC
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	15	=Total Cover	
Woody Vine Stratum (Plot size: 15' radius)			
1. *Parthenocissus quinquefolia*	5	Yes	FACU
2.			
3.			
4.			
	5	=Total Cover	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 3 (A)

Total Number of Dominant Species Across All Strata: 8 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 37.5% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	50	x 3 =	150
FACU species	55	x 4 =	220
UPL species	20	x 5 =	100
Column Totals:	125 (A)		470 (B)

Prevalence Index = B/A = 3.76

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Vegetation Strata:

Tree – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

Sapling/shrub – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall.

Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

Woody vines – All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? **Yes** ___ **No** X

Remarks: (Include photo numbers here or on a separate sheet.)

Please see photos 41 and 42.

SOIL

Sampling Point 1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-8	10YR 3/1	100					Sandy	
8-20	10YR 4/2	99	10YR 5/8	1	C	M	Sandy	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

[2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7)
- ___ Polyvalue Below Surface (S8) (**LRR R, MLRA 149B**)
- ___ Thin Dark Surface (S9) (**LRR R, MLRA 149B**)
- ___ High Chroma Sands (S11) (**LRR K, L)**
- ___ Loamy Mucky Mineral (F1) (**LRR K, L**)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) (**LRR K, L**)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10) (**LRR K, L, MLRA 149B**)
- ___ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR K, L, R**)
- ___ Polyvalue Below Surface (S8) (**LRR K, L**)
- ___ Thin Dark Surface (S9) (**LRR K, L**)
- ___ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ___ Piedmont Floodplain Soils (F19) (**MLRA 149B**)
- ___ Mesic Spodic (TA6) (**MLRA 144A, 145, 149B**)
- ___ Red Parent Material (F21)
- ___ Very Shallow Dark Surface (F22)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** ____ **No** X

Remarks:

This data form is revised from Northcentral and Northeast Regional Supplement Version 2.0 to include the NRCS Field Indicators of Hydric Soils, Version 7.0, 2015 Errata. (http://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcs142p2_051293.docx)

WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region

Project/Site: US 35 & Johnson Rd/Severs Rd Intersection Improvement (Des# 2200046) City/County: LaPorte, LaPorte Co. Sampling Date: 09/16/2024

Applicant/Owner: Indiana Department of Transportation State: IN Sampling Point: 2

Investigator(s): Ryan Scott Section, Township, Range: S22, T37N, R3W

Landform (hillside, terrace, etc.): relatively flat/early successional Local relief (concave, convex, none): none Slope %: <1

Subregion (LRR or MLRA): LRR K, MLRA 94A Lat: 41.638850 Long: -86.745898 Datum: NAD83 16N

Soil Map Unit Name: (TcD2) Tracy sandy loam, 12 to 18 percent slopes NWI classification: none

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No ____ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes X No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X	No ____	**Is the Sampled Area**
Hydric Soil Present?	Yes ____	No X	**within a Wetland?** **Yes** ____ **No** X
Wetland Hydrology Present?	Yes ____	No X	If yes, optional Wetland Site ID: ____

Remarks: (Explain alternative procedures here or in a separate report.)
SP 2 was taken approximately 250 feet SE of the center point of the of US 35 and Johnson Rd. / Severs Rd. intersection.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Stunted or Stressed Plants (D1)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ Microtopographic Relief (D4)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes ____	No x	Depth (inches): ____
Water Table Present?	Yes ____	No x	Depth (inches): ____
Saturation Present? (includes capillary fringe)	Yes ____	No x	Depth (inches): ____

Wetland Hydrology Present? **Yes** ____ **No** X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION – Use scientific names of plants. Sampling Point: 2

Tree Stratum (Plot size: 30' radius)	Absolute % Cover	Dominant Species?	Indicator Status
1. *N/A*			
2.			
3.			
4.			
5.			
6.			
7.			
	=Total Cover		
Sapling/Shrub Stratum (Plot size: 15' radius)			
1. *N/A*			
2.			
3.			
4.			
5.			
6.			
7.			
	=Total Cover		
Herb Stratum (Plot size: 30' radius)			
1. *Andropogon gerardii*	40	Yes	FAC
2. *Euthamia graminifolia*	25	Yes	FACW
3. *Helianthus divaricatus*	20	Yes	UPL
4. *Quercus marilandica*	10	No	UPL
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	95 =Total Cover		
Woody Vine Stratum (Plot size: 15' radius)			
1. *N/A*			
2.			
3.			
4.			
	=Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 66.7% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	25	x 2 =	50
FAC species	40	x 3 =	120
FACU species	0	x 4 =	0
UPL species	30	x 5 =	150
Column Totals:	95 (A)		320 (B)

Prevalence Index = B/A = 3.37

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

X 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Vegetation Strata:

Tree – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

Sapling/shrub – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall.

Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

Woody vines – All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? **Yes** X **No** ___

Remarks: (Include photo numbers here or on a separate sheet.)

Please see photos 43 and 44.

SOIL

Sampling Point 2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-20	10YR 6/4	100					Sandy	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

[2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7)
- ___ Polyvalue Below Surface (S8) (**LRR R, MLRA 149B**)
- ___ Thin Dark Surface (S9) (**LRR R, MLRA 149B**)
- ___ High Chroma Sands (S11) (**LRR K, L)**
- ___ Loamy Mucky Mineral (F1) (**LRR K, L**)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Marl (F10) (**LRR K, L**)

Indicators for Problematic Hydric Soils[3]:

- ___ 2 cm Muck (A10) (**LRR K, L, MLRA 149B**)
- ___ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ___ 5 cm Mucky Peat or Peat (S3) (**LRR K, L, R**)
- ___ Polyvalue Below Surface (S8) (**LRR K, L**)
- ___ Thin Dark Surface (S9) (**LRR K, L**)
- ___ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ___ Piedmont Floodplain Soils (F19) (**MLRA 149B**)
- ___ Mesic Spodic (TA6) (**MLRA 144A, 145, 149B**)
- ___ Red Parent Material (F21)
- ___ Very Shallow Dark Surface (F22)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** ____ **No** X

Remarks:

This data form is revised from Northcentral and Northeast Regional Supplement Version 2.0 to include the NRCS Field Indicators of Hydric Soils, Version 7.0, 2015 Errata. (http://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcs142p2_051293.docx)

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: October 3, 2025

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Ryan L. Scott, Butler, Fairman, & Seufert, Inc., 500 E. 96th Street, Ste. 500, Indianapolis, IN 46240

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

The Indiana Department of Transportation (INDOT) proposes an intersection improvement project at the US 35 and Johnson Road (west of US 35)/Severs Road (east of US 35) intersection located 0.62 mile north of SR 39 in Center Township, LaPorte County, Indiana (Des. No. 22000460). The proposed project would consist of constructing a double lane roundabout at the existing signalized US 35 and Johnson Road/Severs Road intersection. The center of the roundabout will push slightly northeast of the existing intersection in order to develop deflection and minimize impacts. Approach work on US 35 will extend approximately 500 feet south and 900 feet north of the center point of the existing intersection. Approach work on the Johnson Road (west) approach will extend approximately 425 feet west of the center point of the existing intersection. Approach work on the Severs Road (east) approach will extend approximately 600 feet east of the center point of the existing intersection. A new stormwater outlet to Pine Lake is planned in the southwest quadrant of the US 35 and Johnson Road/Severs Road intersection, with potential riprap placement for scour protection included. The exact location of the outlet is unknown at this time and is currently under engineering review.

(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)

State: Indiana County/parish/borough: La Porte City: LaPorte

Center coordinates of site (lat/long in degree decimal format):
Lat.: 41.639020 Long.: - 86.746801

Universal Transverse Mercator: 521087.44 E, -86.746801 N

Name of nearest waterbody: Pine Lake

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

☐ Office (Desk) Determination. Date:

☐ Field Determination. Date(s):

TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO REGULATORY JURISDICTION.

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
Pine Lake	41.637897	-86.746294	0.11 acre	non-wetland waters	Section 404

1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.

2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant's acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there *"may be"* waters of the U.S. and/or that there *"may be"* navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for PJD (check all that apply)

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

- ■ Maps, plans, plots or plat submitted by or on behalf of the PJD requestor: Map: USGS Springville 7.5-minute Quadrangle, Aerial and State Location Map
- ■ Data sheets prepared/submitted by or on behalf of the PJD requestor.
  - ☐ Office concurs with data sheets/delineation report.
  - ☐ Office does not concur with data sheets/delineation report. Rationale:_____.
- ☐ Data sheets prepared by the Corps:_____.
- ☐ Corps navigable waters' study:_____.
- ☐ U.S. Geological Survey Hydrologic Atlas:_____.
  - ☐ USGS NHD data.
  - ☐ USGS 8 and 12 digit HUC maps.
- ■ U.S. Geological Survey map(s). Cite scale & quad name: USGS Springville, IN 7.5-minute Quad.
- ■ Natural Resources Conservation Service Soil Survey. Citation: WebSoil Survey LaPorte County, IN.
- ■ National wetlands inventory map(s). Cite name: USFWS La Porte County, IN Map.
- ☐ State/local wetland inventory map(s):_____.
- ■ FEMA/FIRM maps: La Porte County.
- ☐ 100-year Floodplain Elevation is:_____.(National Geodetic Vertical Datum of 1929)
- ■ Photographs: ■ Aerial (Name & Date): 2018 Orthophotography.
  or ■ Other (Name & Date): Site Photos taken on September 16, 2024.
- ☐ Previous determination(s). File no. and date of response letter:_____.
- ☐ Other information (please specify):_____.

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.



October 3, 2025

Signature and date of Regulatory staff member completing PJD	Signature and date of person requesting PJD (REQUIRED, unless obtaining the signature is impracticable)[1]

APPENDIX G

Public Involvement

SAMPLE LETTER

Headquarters:
8450 Westfield Blvd., Suite 300
Indianapolis, IN 46240
317.713.4615 | 800.553.0863
www.bfsengr.com

MEMBER OF ACEC INDIANA

BF&S CIVIL ENGINEERS

April 5, 2023

NOTICE OF SURVEY

Owner Address

Property Address

RE: Topographic Survey for U.S. 35 and Johnson Road/Severs Road Intersection Improvement Project, INDOT Des. No. 2200046, La Porte County, Indiana

Dear Property Owner(s):

The Indiana Department of Transportation has selected Butler, Fairman and Seufert, Inc., to survey the referenced project. Courthouse records show that you are a property owner within the limits of the area where data will be collected for the project survey. It may be necessary for our employees to enter your property to complete this work. This is permitted by law per Indiana Code IC 8-23-7-26. If you have sold this property, or it is occupied by someone else, please let us know the name and address of the new owner or current occupant so we can contact them about the survey.

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

The survey work may include mapping the location of features such as trees, buildings, fences, and drives, and obtaining ground elevations along with the identification and mapping of wetlands and historic resources, archaeological investigations (which may involve the survey, testing, or excavation of identified archaeological sites) and various other environmental studies. The information we obtain from the survey and studies is necessary for the proper planning and design of the transportation project. Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If problems do occur, please contact our field crew, or contact me at the telephone number or address shown above or the included e-mail address.

Sincerely,

BUTLER, FAIRMAN and SEUFERT, INC.

Mark W. Neal, P.S.
mneal@bfsengr.com

APPENDIX H

Air Quality

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

June 6, 2025

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

Ms. Kelley Brookins, Regional Administrator
FTA Region 5
200 West Adams St.
Suite 320
Chicago, IL 60606-5253

Dear Mr. Hall /Ms. Brookins:

The Indiana Department of Transportation is pleased to submit its Draft FY 2026-2029 Statewide Transportation Improvement Program (STIP) for review and comment by your offices.

Included in the final submitted document is a listing of the state's expansion/preservation and local small urban and rural and rural transit projects. The following Metropolitan Planning Organization TIP's will be included in the FY 2024-2028 STIP by reference.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

We greatly appreciate FHWA/FTA support in the development of the STIP 2026-2029 and look forward to working together to achieve our mutual goals. Should you have any questions pertaining to this amendment, please contact April Leckie, STIP Administration at 317-232-5466 or at aleckie@indot.in.gov.

Sincerely,

Lyndsay Quist

Lyndsay Quist, Commissioner
Indiana Department of Transportation

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

Federal Transit Administration
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-5253

U.S. Department of Transportation

Federal Highway Administration
Indiana Division
575 N. Pennsylvania St., Rm 254
Indianapolis, IN 46204-1576

August 28, 2025

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

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

Dear Ms. Quist:

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

Based on our review of the information provided, certifications of the Statewide and Metropolitan transportation planning processes for and within the state of Indiana, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), FHWA and FTA are jointly approving the FY2026-2030 STIP, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) incorporated into the STIP by reference, subject to the corrective action identified in the attached Federal Planning Finding (FPF) report. FHWA and FTA consider the projects in the 5th year for informational purposes only, and our approval does not exceed four years per 23 CFR 450.220(c).

FHWA and FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FY2026-2030 STIP. At a minimum, the FPF verifies that the development of the STIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements. FHWA and FTA find that the Indiana FY2026-2030 STIP substantially meets the transportation planning requirements and are approving the STIP subject to the corrective action outlined in the FPF. This approval is effective August 22, 2025, and is given with the understanding that an eligibility determination of individual projects for funding must be met, and INDOT must ensure the satisfaction of all administrative and statutory requirements, as well as address the corrective actions outlined in the attached report.

If you have questions or need additional information concerning our approval and the FPF, please contact Ms. Erica Tait of the FHWA Indiana Division at (317) 226-7481, or by email at erica.tait@dot.gov, or Mr. Anthony Greep of the FTA Region 5 Office at (312) 353-2866, or by email at anthony.greep@dot.gov.

Sincerely,

KELLEY BROOKINS

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

Kelley Brookins
Regional Administrator
FTA Region V

Sincerely,



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

Christopher J. Hall
Interim Division Administrator
FHWA Indiana Division

2200046 (Ver 6) 26-00,26-00 **FEDERAL**

Title: District Intersection Improvement Project; roundabout **County:** Laporte **District:** LaPorte

Work Type: Intersection Improvement

Limits: **Total 2026 - 2029:** $6,857,602

Description: Intersection Improvement, Roundabout at US 35 & Johnson/Severs Road 0.62 Mile North of SR 39 (N. Jct)

Phase	Fund Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
CE	NHPP Non Interstate	$0	$600,000	$0	$0	$0
CN	NHPP Non Interstate	$120,000	$5,607,602	$0	$0	$0
RW	NHPP Non Interstate	$530,000	$0	$0	$0	$0

2003098 (Ver 6) 26-00,26-00 **FEDERAL**

Title: District Intersection Improvement Project **County:** Lake **District:** LaPorte

Work Type: Intersection Improvement, Median U-Turn

Limits: **Total 2026 - 2029:** $3,480,000

Description: Intersection Improvement, Median U-Turn on US 41, 3.8 mi north of SR2 N JCT (151st Ave)

Phase	Fund Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
CN	NHPP Non Interstate	$3,480,000	$0	$0	$0	$0

1383615 (Ver 7) 26-00,26-00 **STATE**

Title: Intersection Improvement, Roundabout at SR 55 **County:** Lake **District:** LaPorte

Work Type: Intersection Improvement, Roundabout

Limits: Nearest Crossstreet: 73rd Ave **Total 2026 - 2029:** $6,280,559

Description: Intersection of SR 55 and 73rd Ave., 1.0 mi N of US 30

Phase	Fund Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
CN	Local Fund	$0	$85,255	$0	$0	$0
CN	State Special Projects	$0	$6,195,304	$0	$0	$0

Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2026 - 2030

SPONSOR	CONTRACT # / LEAD DES	PROJECT GROUP #	STIP NAME	ROUTE	WORK TYPE	DISTRICT	MILES	FEDERAL CATEGORY	Toal Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2026	2027	2028	2029	2030
Indiana Department of Transportation	44649 / 2200486		P 04	SR 39	HMA Overlay, Preventive Maintenance	LaPorte	5.678	STBG		Bridge Construction	CN	$0.00	$0.00	$0.00	$0.00			
Secondary Des(#)s:1902137, 2100806, 2101078, 2200506, 2500394																		
										Drainage/Small Culverts	CN	$0.00	$0.00		$0.00			
Secondary Des(#)s:1902137, 2100806, 2101078, 2200506, 2500394																		
										Road Construction	CN	$0.00	$0.00		$0.00			
Secondary Des(#)s:1902137, 2100806, 2101078, 2200506, 2500394																		
Performance Measure Impacted: Pavement Condition																		
Location: SR 39 from US 6 to S. Jct of SR 2																		
Comments:For specific funding changes to dollar amounts and FY, please see A26-MPO-04 on the STIP Webpage NIRPC MPO Link																		
Indiana Department of Transportation	44656 / 2200967		Init.	US 35	HMA Overlay, Preventive Maintenance	LaPorte	6.102	NHPP		Road Construction	CN	$0.00	$0.00					$0.00
Performance Measure Impacted: Pavement Condition																		
Location: From US 30 to S jct of US 6																		
Comments:Project included in NIRPC initial TIP incorporated into the STIP. Phases included is/are CN FY 2030. For specific funding amounts and FY information please refer to INDOT?s STIP website FY 2026 ? FY 2029 link.																		
Indiana Department of Transportation	44685 / 2200046		M 01	US 35	Intersection Improvement	LaPorte	0	NHPP	$7,383,610.00	Safety ROW	RW	$120,000.00	$30,000.00	($450,000.00)	$600,000.00			
										Safety Construction	CN	$318.40	$79.60		($6,207,602.00)		$6,208,000.00	
Performance Measure Impacted: Safety																		
Location: US 35 at Johnson/Severs Road 0.62 Mile North of SR 39 (N. Jct)																		
Comments:Move CN and CE funds to FY 29. reduced RW in FY26; added some RW in FY 27 NIRPC 26-15																		
Indiana Department of Transportation	44685 / 2200046		Init.	US 35	Intersection Improvement	LaPorte	0	NHPP		Safety Construction	CN	$0.00	$0.00	$0.00				$0.00
										Safety ROW	RW	$0.00	$0.00	$0.00	$0.00			
Performance Measure Impacted: Safety																		
Location: At Johnson/Severs Road 0.62 mile N of SR 39 (N. Jct)																		
Comments:Project included in NIRPC initial TIP incorporated into the STIP. Phases included is/are RW, CN FY 2026, 2027. For specific funding amounts and FY information please refer to INDOT?s STIP website FY 2026 ? FY 2029 link.																		
LaPorte County	44869 / 2201684		Init.	IR 9421	Bridge Replacement	LaPorte	.009	STBG	$1,963,894.69	Local Funds	RW	$0.00	$18,000.00		$18,000.00			
										Local Funds	CN	$0.00	$317,778.93				$317,778.93	

*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 I

Additional Studies

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

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

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

EXCERPT

ENGINEER'S REPORT
Intersection Improvement
US 35 at Johnson/Severs Road
LaPorte County

Des. No. tbd



November 10, 2021

Prepared By:

USI consultants

Prepared For:

Indiana Department of Transportation
LaPorte District

ENGINEER'S REPORT
Intersection Improvement
US 35 at Johnson/Severs Road
0.62 Mile North of SR 39 (N. Jct)
LaPorte County

Des. No. tbd

By Greg R. Wendling, P.E.
USI Consultants, Inc.
November 10, 2021

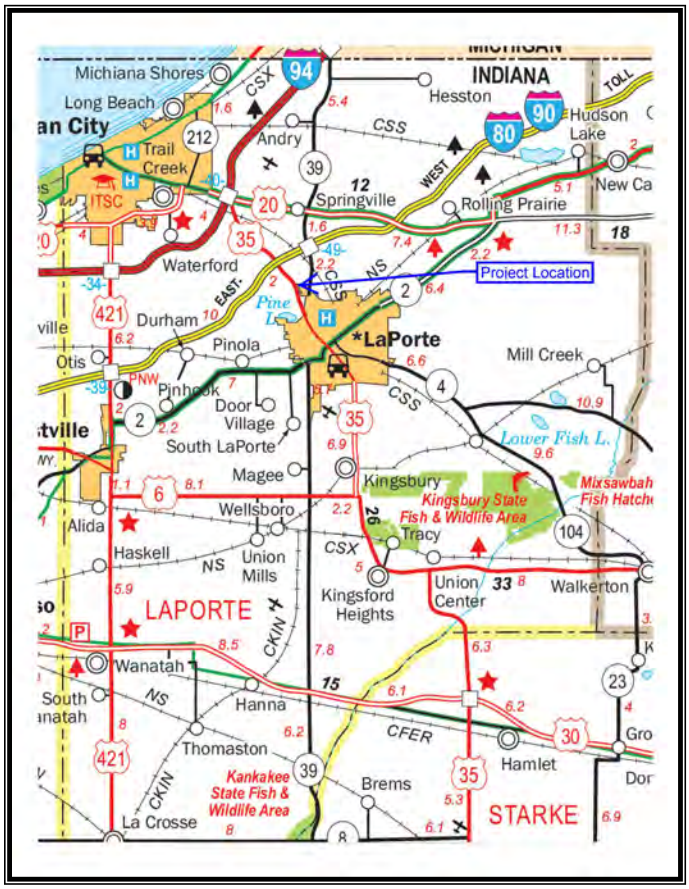
1. PURPOSE OF REPORT:

This Engineer's Report documents the engineering assessment phase, including an outline of the proposal for improvements to US 35 at Johnson/Severs Road. This report includes the relevant background data and provides conclusions and recommendations that will guide the ongoing environmental and ensuing design phase.

2. PROJECT LOCATION:

This US 35 Intersection Improvement project is located at its intersection with Johnson/Severs Road. Reference post along US 35 is 200+09. GPS Coordinates are 41.63896 North and -86.74673 West.

The project is located at the northern city limits of LaPorte, in LaPorte County, in the LaPorte District. The project is in the Northwestern Indiana Regional Planning Commission's jurisdiction (NIRPC). The adjacent map shows the project location.



3. NEED AND PURPOSE:

This intersection has a very high frequency of Crashes (Index of Crash Frequency, ICF is 0.70). Rear end and turning crashes make up 65 percent of the recorded crashes.

Motorist delay at this intersection is becoming significant and is expected to increase in the future.

The purpose of this project would be to reduce the potential for crashes and improve the operation of the US 35 at Johnson/Severs Road intersection.

4. EXISTING FACILITY:

See the ground level photographs, pages B-1 to B-2 of the Appendix, and the aerial plan sheets on page A-1 of the Appendix for existing conditions in the project area.

Basic Design Elements:

	US 35	**Johnson Road/Severs Road**
Functional Class	Urban Principal Arterial- Other (Suburban)	Urban Minor Arterial (Suburban)/ Urban Major Collector (Suburban)
Posted Speed	45 mph	35 mph
Member Road Systems	3R Network	
	On National Highway System	
	Off National Truck Network	
	Regional Corridor (Statewide Mobility Corridor Map)	

Pavement History/Condition:

US 35 Pavement Data has not been provided. The designer shall obtain this information early in the design phase and include it with the pavement design request.

Existing Right-of-way:

Apparent Right-of-way is shown on the plan displays based on the original road construction plans as well as County GIS information. Right-of-way plans and existing grants/deeds were requested from INDOT and none were found. In the absence of recorded right-of-way documents, the edge of traveled way, exclusive of turn lanes, would be considered the existing right-of-way. At the southwest quadrant there is a subdivision called Dennis Lakeside Manor with an assumed platted right-of-way. There is a cemetery at the southeast quadrant with the nearest grave scaling approximately 450 feet from the intersection off of aerial photography. The existing utilities may help determine apparent rights-of-way. Further title research and analysis will be required during the design of this project to fully verify the existing right-of-way.

Drainage:

Drainage within the project area is generally sheet flow from east to west and from north to south. The water eventually drains into Pine Lake.

5. FIELD CHECK:

USI personnel visited the project site on September 10, 2021.

Data collected included field measurements, photographs, and identification of utilities.

6. TRAFFIC DATA:

Turning movement counts were performed by the LaPorte District on 09/19/2018. AADT along US 35 was obtained from the INDOT TCDS website. This information is included in the appendix on page B-5. Traffic volumes were inflated 0.5% per year from the base year of 2018.

Capacity analysis is being performed for the existing condition and for some of the alternates. This information will be included in the section titled “Alternates and Recommendations”.

7. CRASH DATA:

Crash data was reviewed as part of this assessment and a RoadHAT analysis was prepared. A total of 42 recorded crashes took place within the project limits during the four-year crash study period (2017 through 20120). The following tables summarizes the number and types of crashes, as well as the RoadHAT results.

Crash History

I_{CC}	0.66	Number of Crashes	42
I_{CF}	0.70	Number of Fatal and Incapacitating Crashes	2
First Year of Crash Data	2017	Number of Non-Incapacitating Crashes	12
Last Year of Crash Data	2020	Number of Property Damage Only Crashes	28

Crash Patterns: Manner of Collision

Manner of Collision	Number	Percent
Backing Crash	1 (0)	2.38
Collision With Animal (Including Deer) *	1 (0)	2.38
Collision With Object in Road		
Head On (Between Motor Vehicles)	2 (2)	4.76
Left Turn, Right Turn or Angle	11 (3)	26.19
Opposite Direction Sideswipe		
Ran Off Road	5 (2)	11.90
Rear End	16 (6)	38.10
Same Direction Sideswipe	5 (0)	11.90
Other	1 (1)	2.38
Total	42 (14)	100.00

X (Y): X indicates the number of crash type
Y indicates those resulting in injury

The RoadHAT analysis resulted in an Index of Crash Frequency (ICF) of 0.70, indicating that the crash frequency at this intersection is in the 75th percentile compared to similar intersections. The Index of Crash Cost (ICC) is 0.66, indicating that the crash costs at this intersection are in the 74th percentile compared to similar intersections.

Proposed improvement alternates shall address ways to reduce the potential for rear end and turning crashes at the intersection.

Crash Pattern Analysis
Pavement Condition Percentages

Type	Number	Percent	Standard Value* Comparison:
On Snowy or Icy Pavement	1	2.38	11.18%
On Wet Pavement	7	16.67	15.49%
On Dry Pavement	34	80.95	73.17%
On Other Condition Pavement			0.16%

*Standard values are based on 2014-2018 data for all state-owned facilities. Standard values are included for comparison purposes only.

Lighting Condition Percentages

Type	Number	Percent	Standard Value* Comparison:
Dark (Lighted or Unlighted)	12	28.57	32.76%
Dawn/Dusk	1	2.38	5.49%
Daylight	29	69.05	61.66%
Other			0.10%

*Standard values are based on 2014-2018 data for all state-owned facilities. Standard values are included for comparison purposes only.

Weather Condition Percentages

Type	Number	Percent	Standard Value* Comparison:
Clear	26	61.90	62.39%
Cloudy	9	21.43	18.33%
Fog (Or Smoke or Smog)	1	2.38	0.68%
Rain	4	9.52	9.79%
Snow or Sleet	2	4.76	6.41%
Blowing Material			2.13%
Severe Cross Winds			0.26%

*Standard values are based on 2014-2018 data for all state-owned facilities. Standard values are included for comparison purposes only.

8. ALTERNATIVES AND RECOMMENDATION:

This report will look at possible intersection improvement alternates. All build alternates discussed in the Indiana Intersection Design Guide will be evaluated.

Alternate 1: Do Nothing

The Do Nothing Alternate does not address the high amount of rear end and turning crashes occurring at the intersection, nor the growing user delay.

A Level of Service (LOS) analysis for the signalized intersection was performed for the intersection using Synchro 10. The following table summarizes LOS for the build year and design year.

Intersection			2026						2046					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			LOS	Delay (s)	Queue (ft)	LOS	Delay (s)	Queue (ft)	LOS	Delay (s)	Queue (ft)	LOS	Delay (s)	Queue (ft)
US 35 at Johnson Rd Alternate 1	Overall		B	13.7		C	20.5		B	15.2		C	28.2	
	SB	LT-TH RT	C A	20.6 0.1	269 0	C A	26.1 0.1	436 0	C A	21.0 0.1	317 0	C A	28.2 0.1	515 1
	NB	LT TH-RT	B A	11.7 7.3	89 147	C A	22.2 6.0	179 135	B A	15.5 7.8	125 177	D A	37.7 6.1	237 150
	WB	LTR	C	21.4	100	D	37.1	170	C	25.6	124	D	47.7	220
	EB	LT-TH RT	C A	21.2 6.4	78 46	D B	37.4 11.2	145 98	C A	24.1 6.6	93 51	D C	48.5 24.2	183 230

This alternate is being dismissed as a viable long-term solution as it does not address the purpose and need of the project.

Alternate 2: Signalized Intersection

Alternate 2 would consist of auxiliary lane improvements at the US 35 and Johnson Road intersection. Improvements would include lengthening the existing auxiliary lanes and

constructing new auxiliary lanes for the southbound left turn movement and the westbound right turn movement. A display of this configuration is shown on page A-2 of the appendix.

A Synchro (10.0) traffic signal analysis provided the following Level of Service (LOS) results for the signalized intersection. The summary table provides LOS, Delay and queuing length for each movement.

Intersection			2026						2046					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			LOS	Delay (s)	Queue (ft)	LOS	Delay (s)	Queue (ft)	LOS	Delay (s)	Queue (ft)	LOS	Delay (s)	Queue (ft)
US 35 at Johnson Road Alternate 2	Overall		B	11.4		B	15.9		B	12.4		B	19.1	
	SB	LT	B	14.3	50	B	18.0	65	B	15.9	58	B	19.6	74
		TH	B	16.4	175	C	23.8	335	B	18.9	204	C	27.7	391
		RT	A	0.1	0	A	0.1	0	A	0.1	0	A	0.1	0
	NB	LT	A	7.8	79	B	16.8	201	A	9.2	91	C	25.8	278
		TH-RT	A	6.8	139	A	6.5	140	A	7.5	163	A	6.8	155
	WB	LT-TH	C	22.5	80	C	27.0	110	C	22.8	87	C	30.2	129
		RT	A	2.9	12	A	4.9	21	A	3.4	15	A	6.8	29
	EB	LT-TH	C	22.2	79	C	29.6	123	C	22.6	85	C	33.6	146
		RT	A	6.7	46	A	8.0	65	A	6.7	48	A	8.5	73

As shown in the above table, overall LOS is B for both the build year and the design year, with no approach performing at worse than a LOS of C. Construction of the auxiliary lanes and radii improvements are expected to help reduce rear end and turning crashes.

This alternate meets the primary purpose and need and will be moved forward for further discussion and analysis.

Alternate 3: Median U-turn (J-turn)

This alternate is being dismissed as a viable option. Constructing a J-turn at a location without a center median would require significant reconstruction of the US 35 corridor to create a center median.

Alternate 4: Roundabout Intersection

Alternate 4a (see plan display A-3 of the appendix) would consist of a constructing a double lane roundabout at the US 35 and Johnson Road intersection. The center of the roundabout will push slightly northeast of the existing intersection in order to develop deflection and minimize impacts. Approach work on US 35 is approximately 400' each side of Johnson/Severs Road.

Alternate 4b (see plan display A-4 of the appendix) would be similar to Alternate 4a, except for only providing one southbound approach lane.

A single lane roundabout was dismissed as a viable option as the design year PM traffic volumes caused this design to operate at an overall LOS of E, with two of the approaches at LOS of F and the maximum queuing distance exceeding 1000 feet.

The following tables summarizes the intersection performance, as analyzed using SIDRA software.

Intersection			2026						2046					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			LOS	Delay (s)	Queue (ft)	LOS	Delay (s)	Queue (ft)	LOS	Delay (s)	Queue (ft)	LOS	Delay (s)	Queue (ft)
US 35 at Johnson Road Alternate 4a	Overall		A	6.9		A	7.5		A	7.0		A	7.7	
	SB	LT	B	11.9	31	B	13.1	49	B	12.1	34	B	13.4	56
		TH	A	6.1	32	A	7.0	51	A	6.2	36	A	7.3	60
		RT	A	6.0	32	A	7.1	51	A	6.1	36	A	7.3	60
	NB	LT	B	10.8	52	B	11.2	64	B	10.9	57	B	11.2	72
		TH	A	5.2	52	A	5.5	64	A	5.3	57	A	5.6	72
		RT	A	5.1	40	A	5.5	48	A	5.2	43	A	5.6	53
	WB	LT	B	13.0	29	B	12.6	36	B	13.0	32	B	12.6	38
		TH	A	6.7	29	A	6.8	36	A	6.7	32	A	6.8	38
		RT	A	6.7	29	A	6.7	36	A	6.7	32	A	6.7	38
	EB	LT	B	11.4	16	B	12.1	27	B	11.4	17	B	12.2	31
		TH	A	5.6	16	A	6.5	27	A	5.6	17	A	6.6	31
		RT	A	5.4	26	A	6.1	59	A	5.3	29	A	6.3	70

Intersection			2026						2046					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			LOS	Delay (s)	Queue (ft)	LOS	Delay (s)	Queue (ft)	LOS	Delay (s)	Queue (ft)	LOS	Delay (s)	Queue (ft)
US 35 at Johnson Road Alternate 4b	Overall		A	6.9		A	7.9		A	7.1		A	8.9	
	SB	LT	B	13.0	93	B	17.8	200	B	13.6	110	C	20.3	263
		TH	A	7.2	93	B	11.7	200	A	7.7	110	B	14.1	263
		RT	A	7.3	93	B	11.7	200	A	7.8	110	B	14.1	263
	NB	LT	B	11.0	38	B	11.3	60	B	11.0	42	B	11.4	70
		TH	A	5.2	62	A	5.3	59	A	5.2	69	A	5.4	66
		RT	A	5.0	62	A	5.3	59	A	5.1	69	A	5.3	66
	WB	LT	B	13.1	31	B	12.3	34	B	13.1	34	B	12.4	39
		TH	A	6.8	31	A	6.6	34	A	7.7	34	A	6.7	39
		RT	A	6.9	31	A	6.8	34	A	7.8	34	A	6.9	39
	EB	LT	B	11.5	20	B	12.2	34	B	11.6	23	B	12.4	42
		TH	A	5.4	20	A	6.1	34	A	5.6	23	A	6.4	42
		RT	A	3.5	0	A	3.5	0	A	3.5	0	A	3.5	0

As shown in the previous two tables both Alternate 4a and 4b operate through the design year at an acceptable LOS.

Both alternates meet the primary purpose and need of reducing the number of right-angle crashes at the intersection, while providing an excellent LOS. Both alternates will be moved forward for further discussion and analysis.

Alternate 5: Displaced Left-turn intersection

Displaced Left-turn intersections should be considered in situations with heavy left turn and heavy through movements. This intersection improvement would require 3 signals in order to safely remove left turns from the main intersection at US 35 and Johnson Road. As the footprint of this alternate is much greater in terms of costs and environmental impact, this alternate is being dismissed from further consideration.

Alternate 6: Jughandle Intersection

The Jughandle intersection removes the left turns from the major road (US 35) by constructing ramps to the minor road (Johnson/Severs). Jughandle intersections are typically considered when an Urban signalized intersection is nearing saturation. By removing the left-turns from the intersection nearing full saturation, the signal phasing can be simplified, thus improving the LOS of the main intersection.

This alternate is being dismissed as a viable alternate for the US 35 and Johnson Road intersection for the following reasons:

Intersection volumes do not resemble that of a typical Jughandle application
Large footprint required to construct ramps
High costs in terms of construction cost and right-of-way impact

Alternate 7: Offset T Intersection

Due to the high volumes of through movements for eastbound and westbound traffic, as well as the high impact of constructing offset T intersections that are perpendicular to US 35, this alternate is being dismissed from further consideration.

Alternate 8: Continuous Green T Intersection (CGT)

A continuous green "T" intersection is only applicable to an existing "T" intersection. As Alternate 7 (Offset "T" Intersection) was dismissed, Alternate 8 is not applicable.

Alternate 9: Quadrant Roadway Intersection

A quadrant intersection is utilized at locations where high volumes of left turn movements exist along the major road. The improvements associated with this alternate would construct a new roadway in one designated quadrant in order to remove all of the left turns from the main intersection. This alternate is similar in application and impact to Alternate 6 (Jughandle Intersection) and is being dismissed for similar reasons.

Alternate 10: Grade Separation

A grade separation is not an appropriate consideration for this intersection, as turning movements make up over 40% of the traffic volume through the intersection.

Preliminary Recommendation: Alternates 2, 4a & 4b are being moved forward as viable alternates. Additional analysis and discussion will take place in this report prior to the final recommendation. The following table is a direct relative comparison matrix of Alternates 2, 4a & 4b.

Comparison Matrix			
	Alternate 2 (Signal)	Alternate 4a (Roundabout)	Alternate 4b (Roundabout)
Safety	2	1	1
Operational Performance	2	1	1
Cost	1	2	2
Environmental Impacts	1	1	1
Total	6	5	5

Safety: Comparing the two alternates in terms of safety, Alternate 4a and 4b rank first. Roundabouts by their physical nature have a high reduction in physical injury accidents due to the physical slowing of speeds and entry angles to potential conflict points. Alternate 2 still provides safety improvements as signalization of the intersection is expected to reduce the right-angle crashes that have been occurring at this unsignalized intersection. Alternate 2 ranks behind Alternate 4 in terms of safety, as introducing a signal can increase the frequency of rear-end collisions.

Operational Performance: The LOS tables show significantly less user delay associated with Alternate 4a and 4b. Alternate 4a operationally performs slightly better than alternate 4b.

Costs: Costs for both alternates have been developed and are summarized in the following table.

Alternate Cost Summary Table	
Alternate	Construction Cost
Alternate 2	$1,240,000
Alternate 4a	$2,550,000
Alternate 4b	$2,490,000

Detailed Construction cost estimates are included on pages C-1 to C-6 of the appendix.

Environmental Impacts: Alternate 2 has the least short-term environmental impact as it has the least amount of new roadway construction and disturbs slightly less new right-of-way. However, Alternates 4a & 4b reduce vehicle emissions as they operate more efficiently than Alternate 2. For these reasons, all 3 of the alternates are being scored equal for their environmental impact.

Final Recommendation: Alternates 4a and 4b score best in the comparison matrix. As the cost difference between the two alternates is nominal, the recommendation is to proceed with Alternate 4a, as it provides the highest level of performance.

9. MAINTENANCE OF TRAFFIC DURING CONSTRUCTION:

US 35 is a high-volume Arterial. Maintaining one lane of traffic each direction during construction will be necessary. Reducing to one lane while maintaining traffic with flaggers maybe necessary during working hours for certain operations. Closure of Johnson Road and Severs Road will help expedite construction and reduce the total number of calendar days to complete the project.