FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

GENERAL PROJECT INFORMATION

Road No./County:	US 20/LaPorte
Designation Number(s):	1702992
Project Description/Termini:	US 20 Auxiliary Lanes Project/ US 20 from 4.8 miles east of State Road (SR) 39 (County Road (CR) 300 E.) to 7.2 miles east of SR 39 (CR 500 E.)

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 04/25/2022
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: Elizabet Biggio, Butler, Fairman, & Seufert, Inc.

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 November 5, 2019, 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 G1. An additional Notice of Entry letter was sent on September 22, 2020 for additional environmental fieldwork (Appendix G, G2-G3).

A public information meeting was held at the LaPorte County Complex on April 29, 2021. The meeting was held jointly with Des. 1702993, a similar project on US 20 from 400 feet east of State Road (SR) 39 to 2.85 miles east of SR 39 (Fail Road). Notices for the meeting were published in the *LaPorte Herald Dispatch* and the *Times* (serving Northwest Indiana) on April 15, 2021 and April 22, 2021 (Appendix G, G4-G7). At the meeting, a presentation was given by Butler, Fairman, & Seufert, Inc. (BF&S) explaining the project, followed by an open house to answer questions and request feedback from attendees (Appendix G, G8-G16). Approximately 18 members of the public attended (G17-G18). Two written comments were received (Appendix G, G19-G21). The commentors agreed dangerous traffic conditions are a problem on this stretch of US 20 and one had concerns about whether the project would adequately address that problem.

To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of "No Adverse Effect" was published in the *La Porte Herald-Dispatch* on February 26, 2022 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 March 28, 2022. The text of the public notice and the affidavit of publication appear in Appendix D page D80. No comments were received.

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

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: Indiana Department of Transportation (INDOT) INDOT District: LaPorte

Local Name of the Facility: US 20

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 based on the significant increase in the average annual daily traffic (AADT). As documented in the Abbreviated Engineer's Report (Appendix I, I10-I17), the AADT rose from 13,624 to 23,203 between 2010 and 2016, an increase of 70%. The increase in traffic has caused an increase in crashes and in crash severity. Many of the severe crashes are due to stopped left-turning vehicles in the passing lane. Due to the increased traffic volumes, there are fewer gaps in opposing traffic for left-turning vehicles. This turning movement delay forces left-turning vehicles to stop and to remain stopped for longer periods of time in a through-lane, making them vulnerable to high-speed traffic. Other severe crashes are related to lane departure, primarily crossing the centerline but also running off road to the right on this section of US 20 (Appendix I, I10-I12).

Purpose:
The purpose of this project is to reduce crashes and improve safety conditions for vehicular traffic on US 20.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: LaPorte Municipality: LaPorte County

Limits of Proposed Work: 4.8 miles east of SR 39 (CR 300 E.) to 7.2 miles east of SR 39 (CR 500 E.)

Total Work Length: 2.4 Mile(s) Total Work Area: 35.78 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.*

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

The INDOT and the Federal Highway Administration (FHWA) intend to proceed with the addition of a two-way left-turn lane (TWLTL) to US 20 between 4.8 miles east of SR 39 (CR 300 E.) and 7.2 miles east of SR 39 (CR 500 E.).

Location:
The undertaking is on US 20 between 4.8 miles east of SR 39 (CR 300 E.) and 7.2 miles east of SR 39 (CR 500 E.), in LaPorte

County, Indiana. It is within Kankakee and Wills Townships on the United States Geological Survey (USGS) New Carlisle and Springville Quadrangles, in Sections 9, 10, 11 and 12, Township 37 North, Range 2 West (Appendix B, B2).

Existing Conditions:
US 20 is a four-lane, east-west principal arterial. The alignment of US 20 curves throughout the project area to accommodate the rolling terrain. The road currently consists of two 12-foot wide traffic lanes in each direction with a 2.5-foot wide paved median and 2-foot wide paved shoulders. Utilities are largely located along the south side of US 20. There are seven intersections within the project area, which are controlled by stop signs for the cross streets. These are: County Road (CR) 300 E, CR 350 E, W. Michigan Street, Byron Road (CR 400 E), Lynn Street/Mechanic Street, Prairie Steet (CR 450 E), and CR 500 E. There are also entrances to approximately 25 private driveways for residential, commercial, and agricultural properties within the project area.

Existing drainage is primarily handled through sheet flow away from the road into ditch lines on the outside of the pavement. The storm water management system was established to convey runoff from the roadway to the outside ditch lines, then to propagate flow to larger ditch lines adjacent to or flowing under/away from US 20.

A 70% increase in the AADT on this segment of US 20 between 2010 and 2016 coincided with an increase in the frequency of crashes and the crash severity. Severe crashes are most commonly due to left-turning vehicles stopped in the passing lane, as there are fewer gaps in opposing traffic for left-turning vehicles to complete their turns.

Preferred Alternative:
The preferred alternative consists of the construction of a 16-foot wide TWLTL through the length of the project area. The superelevation of US 20 will also be corrected (Appendix B, B75). The project will also include the widening of existing outside shoulders from 2-foot wide paved shoulders to 8-foot wide paved shoulders, the perpetuation of the edge line rumble strips, the addition of centerline rumble strips, the installation of guardrail and underdrains, the consolidation of access points around select commercial and residential entrances, and replacement of street signs, where necessary. Some commercial and residential entries to US 20 will be eliminated, including at Michigan Street and at E. Lynn Street/W. Mechanic Street in Rolling Prairie. The intersection of Byron Road and W. Michigan Street will be repaved (Appendix B, B86-B88). There are seven small structures (drainage culverts) within the project area, of which four will be replaced to accommodate the widening. Riprap will be installed at the culverts. US 20 will be milled and overlaid to a depth of approximately 2 inches throughout the project area.

US 20 will have a new typical section consisting of a 16-foot TWLTL, four 12-foot through lanes, and two 8-foot shoulders (Appendix B, B20-B25). Pavement widening will begin approximately 0.20 mile west of CR 300 E (Appendix B, B79). Pavement widening will end approximately 430 feet east of CR 500 E (Appendix B, B96). The total length of pavement widening will be approximately 2.02 miles.

Approximately 2.59 acres of permanent and 0.48 acre of temporary right-of-way (ROW) acquisition will be required. Approximately 4.45 acres of tree removal is anticipated within the existing and proposed ROW. The maximum depth of excavation will be approximately 3 feet for road widening and 6 feet for work on drainage structures. No permanent lighting exists in the project area, and none will be added. Temporary lighting may be required for construction. The preferred method of traffic maintenance will consist of five phases and will include single lane closures (Appendix B35-B65). Construction is expected to begin in the Spring of 2023.

The preferred alternative employs crash mitigation treatments that facilitate reduction of the rear end, right angle, and sideswipe crash types. According to the Abbreviated Engineer's Report, TWLTLs reduce crashes by approximately 57% and widening the shoulders to 8-feet by approximately 12% (Appendix I, I13). Therefore, this alternative meets the project purpose and need and is the preferred alternative.

Logical Termini/Independent Utility:

The project has independent utility because it will improve the vehicular safety along the segment of US 20 from 4.8 miles east of SR 39 (CR 300 E.) to 7.2 miles east of SR 39 (CR 500 E.), thus meeting the purpose and need without additional work.

The logical termini are 4.8 miles east of SR 39 (CR 300 E.) and 7.2 miles east of SR 39 (CR 500 E.), the closest intersections on either side of the project area. This segment of US 20 has experienced increases in crashes and crash severity.

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.

No Build

The No Build Alternative proposes no construction take place, leaving all road elements in their current state. No federal funds would be expended. This alternative would result in no environmental impacts and no ROW acquisition. This is a feasible alternative. However, this alternative would not improve safety conditions on US 20. This alternative does not meet the project purpose and need. Therefore, the No Build Alternative was not considered prudent and 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;	
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 20
Functional Classification: Principal Arterial
Current ADT: 26, 900 VPD (2023) Design Year ADT: 32,300 VPD (2043)
Design Hour Volume (DHV): 2,584 Truck Percentage (%): 36
Designed Speed (mph): 45-55 Legal Speed (mph): 45-55

	Existing		Proposed	
Number of Lanes:	4		5	
Type of Lanes:	2 eastbound 2 westbound		2 eastbound 2 westbound TWLTL	
Pavement Width:	72	ft.	80	ft.
Shoulder Width:	2	ft.	8	ft.
Median Width:	2.5	ft.	0	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting:		Urban		Suburban	X	Rural
Topography:		Level	X	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): Various (see below) Sufficiency Rating: N/A
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	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.

There are seven small structures within the project area. The following modifications are planned (see Appendix B for plans):

Culvert No.	Station	Existing Size (in)	Type	Proposed Size (in)	Proposed Length (ft)	Modification	Scour Protection
SC 020-46-53.70	113+70.3	36	Reinforced concrete pipe	No change	105	Replace/ Extend 29 ft.	Grated box end section Type 1 w/ Class 1 Riprap
SC 020-46-54.04	131+50.0	12	Reinforced concrete pipe	18	103	Close in place/ replace 135 ft. to the west	Revetment Riprap
SC 020-46-54.48	154+54.6	24	Reinforced concrete pipe	30	99	Replace/ Extend 21 ft.	Class 1 Riprap
SC 020-46-54.91	177+52.3	15	Reinforced concrete pipe	24	103	Replace/ Extend 13 ft.	Class 2 Riprap
SC 020-46-55.64	215+07.0	24	Corrugated Metal pipe	No change	101	Replace/ Extend 7 ft. w/ Reinforced Concrete Pipe	Class 1 Riprap
SC 020-46-55.91	229+71.0	24	Reinforced concrete pipe	No change	176 (No change)	Clean out	Class 1 Riprap
SC 020-46-56.00	234+15.0	24	Reinforced concrete pipe	No change	113 (No change)	Clean Out	Revetment Riprap

Riprap will be installed. No other small structure work is planned.

County LaPorte Route US 20 Des. No. 1702992

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
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 bicyclist and so posted (describe below).		X

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 preferred method of traffic maintenance will consist of five phases and will include single lane closures. The first phase will not restrict traffic while tree clearing, culvert installation, and utility relocation take place (Appendix B, B35-B41). In phase 2, temporary pavement markings and signage will be used to maintain one lane of traffic in each direction of travel on the existing eastbound lanes between Springville Road (west of SR 39) and CR 300 E (Fail Road) while construction on the north side of US 20 occurs (Appendix B, B42-B48). Phase 3 will use nighttime lane closures for the installation of the TWLTL (Appendix B, B49-B55). Phase 4 will shift traffic to the north side of US 20 so construction on the south side can take place (Appendix B, B56-B62). Phase 5 will use temporary pavement markings and signage to maintain one lane of traffic in each direction on existing and widened pavement during working hours while median construction takes place (Appendix B, B63-B65). The mill and overlay will be constructed utilizing flaggers and temporary signage. Access to all properties will be maintained at all times.

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: $ 847,620 (2020-23) Right-of-Way: $ 1,100,000 (2022-23) Construction: $ 10,760,624 (2023)

Anticipated Start Date of Construction: Spring 2023

RIGHT OF WAY:

Land Use Impacts	Amount (acres) Permanent	Temporary
Residential	1.63	0.45
Commercial	0.0	0.0
Agricultural	0.96	0.03
Forest	0.0	0.0
Wetlands	0.0	0.0
Other:		
Other:		
TOTAL	2.59	0.48

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 typical ROW on US 20 varies from 50-60 feet north and south of the centerline. The existing maximum ROW width is approximately 253 feet. The proposed typical ROW width is 60-80 feet. The proposed maximum ROW width is approximately 253 feet.

The project requires approximately 2.59 acres of permanent ROW acquisition, consisting of approximately 1.63 acres of residential property and 0.96 acre of agricultural property. The project requires approximately 0.48 acre of temporary ROW, consisting of approximately 0.45 acre of residential property and 0.03 acre of agricultural property. Temporary ROW will be used for driveway reconstruction and grading.

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

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

SECTION A - EARLY COORDINATION:

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

Unless otherwise indicated, early coordination letters were sent on March 30, 2021 (Appendix C, C1-C3).

Agency	Date Sent	Date Response Received	Appendix
Federal Highway Administration	March 30, 2021	No response	-
INDOT-Environmental Services	March 30, 2021	No response	-
Indiana Department of Natural Resources (IDNR) Division of Fish and Wildlife	March 30, 2021	April 28, 2021	C7-C8
INDOT Aviation Office	March 30, 2021	No response	-
U.S. Department of Housing and Urban Development, Chicago Regional Office	March 30, 2021	No response	-
U.S. Fish and Wildlife Service (USFWS)	March 30, 2021	April 6, 2021	C4
Indiana Geological and Water Survey (IGWS) (Automated)	March 30, 2021	October 4, 2021	C9-C11
National Park Service	March 30, 2021	No response	-
USDA-Natural Resources Conservation Service (NRCS)	March 30, 2021	April 9, 2021	C5-C6
U.S. Army Corps of Engineers, Chicago District	March 30, 2021	No response	-
Indiana Department of Environmental Management (IDEM) (Automated)	March 30, 2021	March 30, 2021	C13-C19
Northwest Indiana Regional Planning Commission (NIRPC)	March 30, 2021	No response	-
LaPorte County Surveyor's Office	March 30, 2021	No response	-
LaPorte County Highway Department	March 30, 2021	No response	-
LaPorte County Board of Commissioners	March 30, 2021	No response	-
LaPorte County Council	March 30, 2021	No response	-
IDEM Office of Water Quality, Drinking Water Branch, Groundwater Section	March 30, 2021	No response	-
Springhill Mobile Home Court (Wellhead Protection Area)	August 25, 2021	No response	-
Rolling Prairie United Methodist Church	September 24, 2021	No response	-

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: 0 Linear feet Total impacted stream(s): 0 Linear feet

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
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, and the Red Flag Investigation (RFI) report (Appendix E) there are three 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 or adjacent to the project area. That number was confirmed by the site visits on June 16 and 17, 2021 by Little River Consultants. Therefore, no impacts are expected.

There are no Federal, Wild and Scenic Rivers; State Natural, Scenic, and Recreational Rivers; Outstanding Rivers for Indiana; navigable waterways or National Rivers Inventory waterways present in the project area.

A Waters of the U.S. Determination was approved by INDOT Ecology and Waterway Permitting Office on December 14, 2021. Please refer to Appendix F for the Waters of the U.S. Determination. It was determined that there are no likely Waters of the U.S. within or adjacent to the project area. There are 10 roadside ditches present within the project area, all of which are non-jurisdictional. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

The Indiana Department of Natural Resources-Division of Fish and Wildlife (IDNR-DFW) responded to early coordination on April 28, 2021 with recommendations for erosion control on streambanks (Appendix C, C7-C8).

The United States Fish and Wildlife Service (USFWS) responded to early coordination on April 6, 2021 and stated no comment letter would be provided because the proposed project will have only minor impacts on natural resources (Appendix C4).

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

Open Water Feature(s)	Presence	Impacts Yes	Impacts No
Reservoirs			
Lakes			
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, and the RFI report (Appendix E) there are three open water feature(s) within the 0.5 mile search radius. No open water feature(s) are present within or adjacent to the project area. That number was confirmed by the site visits on June 16 and 17, 2021 by Little River Consultants. Therefore, no impacts are expected.

A Waters of the U.S. Determination was approved by INDOT Ecology and Waterway Permitting Office on December 14, 2021. Please refer to Appendix F for the Waters of the U.S. Determination. No open water features were found. The USACE makes all final determinations regarding jurisdiction.

	Presence	Impacts Yes	Impacts No
Wetlands			

Total wetland area: 0 Acre(s) Total wetland area impacted: 0 Acre(s)

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

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

Wetlands (*Mark all that apply*)	Documentation	ESD Approval Dates
Wetland Determination	X	December 14, 2021
Wetland Delineation		
USACE Isolated Waters Determination		

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, and the RFI report (Appendix E) there are five wetlands within the

0.5 mile search radius. No wetlands are present within or adjacent to the project area. That number was confirmed by the site visits on June 16 and 17, 2021 by Little River Consultants. No impacts are expected.

A Waters of the U.S. Determination was approved by INDOT Ecology and Waterway Permitting Office on December 14, 2021. Please refer to Appendix F for the Waters of the U.S. Determination. It was determined that no wetlands were present within or adjacent to the project area. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

The USFWS responded to early coordination on April 6, 2021 and stated no comment letter would be provided because the proposed project will have minor impacts on natural resources (Appendix C4).

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

	Presence	Impacts	
		Yes	No
Terrestrial Habitat	X	X	

Total terrestrial habitat in project area: 23.48 Acre(s) Total tree clearing: 4.45 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 the desktop review, the aerial map of the project area, site visits on April 20, 2021 and July 1, 2021 by BF&S, and the RFI report (Appendix E) there are two types of terrestrial habitats in the project area: grassland/agricultural land and forest.

The land use in the area is mostly rural mixed with agricultural, residential, and commercial properties. Approximately 3.07 acres of non-forested terrestrial land will be impacted by the widening of US 20. Of this total, approximately 0.99 acre consists of farmland, and approximately 2.08 acres consists of mowed roadside and commercial and residential lawn areas. These properties mainly contain kept lawns (grassland) which are dominated by grasses and forbs. These lawns may contain some trees and shrubs, but they are not the dominant flora. A total of 4.45 acres of trees will be removed for the project within 100 feet of the roadway. The dominant tree species are sugar maple (*Acer saccharum*), white ash (*Fraxinus americana*), and slippery elm (*Ulmus rubra)*.

Early coordination letters were sent to IDNR-DFW, the USFWS, IDEM, and USACE on April 9, 2021. The IDNR-DFW responded to early coordination on April 28, 2021 with recommendations to minimize impacts as restore habitat areas (Appendix C, C7-C8). The USFWS responded to early coordination on April 6, 2021 and stated no comment letter would be provided because the proposed project will have only minor impacts on natural resources (Appendix C4).

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 (IPaC cannot be completed)		X
Section 7 formal consultation Biological Assessment (BA) required		X

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

Other Species not included in IPaC	**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.

Based on a desktop review and the RFI report (Appendix E) completed by BF&S on April 29, 2020, the IDNR LaPorte County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated April 28, 2021 (Appendix C, C7-C8), the Natural Heritage Program's Database has been checked and one state species of special concern, the American badger (*Taxidea taxus*), has been documented within 0.5 mile of the project area. The IDNR stated impacts to the American badger due to this project are unlikely. An INDOT 0.5-mile bat review occurred on November 13, 2020, which indicated captures of the northern long-eared bat (NLEB) have taken place near the project area. It was determined that this project is located in a NLEB documented habitat.

Indiana Bat and Northern Long-Eared Bat

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, C20-C29). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened NLEB (*Myotis septentrionalis*). No additional federally threatened or endangered species were generated in the IPaC species list other than the Indiana bat and northern long-eared bat

The project qualifies for the Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB), dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. Culvert inspections were conducted by BF&S on June 18, 2021 and no evidence of use by birds or bats was observed (Appendix C, C43-C49). An effect determination key was completed on January 24, 2022, and based on the responses provided, the project was found "Not Likely to Adversely Affect (NLAA)" the Indiana bat and/or the NLEB (Appendix C, C30-C42). INDOT reviewed and verified the effect finding on January 24, 2022 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) to limit tree removal and effects from temporary lighting are included as firm commitments in the Environmental Commitments section of this document.

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

Geological and Mineral Resources	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 EWPO (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 EWPO)

Based on a desktop review and the Indiana Karst Region map, the project is located outside the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topo map of the project area (Appendix B, B2) and the RFI report (Appendix E), there are no karst features identified within or adjacent to the project area. In the early coordination response dated October 4, 2021, the IGWS did not indicate that karst features exist in the project area (Appendix C, C9-C11). IGWS identified a high potential for sand and gravel resources and moderate bedrock resource potential. The response from the IGWS has been communicated to the project designer on October 28, 2021. No impacts are expected.

SECTION C – OTHER RESOURCES

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

	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.

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

The IDEM Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on October 4, 2021 by BF&S. This project is located with a Wellhead Protection Area and is not located with a Source Water Area. The IDEM Office of Water Quality, Drinking Water Branch, Groundwater Section was directly coordinated with on October 4, 2021. From IDEM's response, early coordination information was sent to the Springhill Mobile Home Court (Wellhead Protection Area) on August 25, 2021. No response was received within the 30-day time frame.

The Indiana Department of Natural Resources Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed on October 4, 2021 by BF&S. Unconsolidated residential wells are located near the project area on both sides of US 20; but are outside the construction limits and proposed ROW. No impacts are expected because all wells are outside the proposed ROW and the project will adhere to INDOT best management practices (BMPs) with regards to erosion and sediment control during construction. Should it be determined during the ROW phase that these wells will be affected, a cost to cure will be included in the appraisal to restore the wells.

Based on a desktop review of INDOT's MS4 map (https://entapps.indot.in.gov/MS4/) accessed by BF&S on October 4, 2021 and the RFI report (Appendix E), this project is not within an urban area boundary (UAB). No impact is expected.

Based on a desktop review, and site visits on April 20, 2021 and July 1, 2021 by BF&S, the aerial map of the project area (Appendix B, B3), and utility coordination with LaPorte County, no public water systems were identified. Therefore, no impacts are expected.

Floodplains	**Presence**	**Impacts** Yes	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's Indiana Floodway Information Portal website (https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e) accessed by BF&S on January 17, 2022. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, F138-139). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

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

Total Points (from Section VII of CPA-106/AD-1006*) **160**

**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 the desktop review, the aerial map of the project area (Appendix B, B3), and the site visits on April 20, 2021 and July 1, 2021 by BF&S, the project will convert 0.09 acre of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on March 30, 2021 to the NRCS. Coordination with NRCS resulted in a score of 160 on the AD-1006 (03-02) form (Appendix C, C6). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is more than the threshold, a significant loss of prime, unique, statewide, or local important farmland will result from this project.

NRCS responded to initial coordination on April 9, 2021 (Appendix C, C5). A request for further coordination was sent to NRCS on October 4, 2021 (Appendix C, C12). No further response was received. Agricultural properties will be affected by the widening of US 20. Impacts to farmland will be minimized by utilizing steepened backslopes to tie into existing ground over a shorter distance. Avoidance alternatives are not practicable because they will not fulfill the purpose of the project to improve safety on US 20.

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)		ESD Approval Date(s)	SHPO Approval Date(s)
APE, Eligibility and Effect Determination	X	February 22, 2022	March 2, 2022
800.11 Documentation	X	February 22, 2022	March 2, 2022
Historic Properties Report or Short Report	X	May 21, 2021	June 10, 2021
Archaeological Records Check and Assessment			
Archaeological Phase Ia Survey Report	X	September 17, 2021	October 12, 2021
Archaeological Phase Ic Survey Report			
Other:			

		MOA Signature Dates (List all signatories)
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.

Based on a desktop review, the aerial map of the project area (Appendix B, B3), and the State Historic Architectural and Archaeological Research Database and Structures Map (SHAARD), eight potential historic resources are located within the 0.5 mile search radius. As a result of additional research, site visits by BF&S on July 1, 2020 and February 25, 2021, and the Section 106 process, three properties near the project area, Indiana Historic Sites and Structures Inventory (IHSSI) #091-606-40004 (3046 E. US 20), IHSSI #091-606-40005/J.P. Nesbitt Farm (3701 E. US 20), and IHSSI #091-450-41018 (202 W. Mechanic St.) were determined eligible for the National Register of Historic Places (National Register). The project will not diminish the historical associations, historically significant features, or architectural integrity for which IHSSI #091-606-40004 (3046 E. US 20), IHSSI #091-606-40005/J.P. Nesbitt Farm (3701 E. US 20), or IHSSI #091-450-41018 (202 W. Mechanic St.) are eligible for the National Register. Therefore, “No Adverse Effect” is expected.

Area of Potential Effect (APE):
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. The APE consists of the corridor surrounding US 20, accounting for changes in topography and development level. US 20 is tree-lined in the eastern part of the project area, limiting the viewshed (Appendix D, D11).

Coordination with Consulting Parties:
The Indiana State Historic Preservation Officer (SHPO) is considered an automatic consulting party. The following individuals/organizations were sent early coordination via email on October 26, 2020 (Appendix D, D15-D21):

Consulting Party	Response
Indiana Landmarks Northern Regional Office	October 26, 2020
LaPorte County Historian	None
LaPorte County Historical Society	None
Northwestern Indiana Regional Planning Commission	None
LaPorte County Commissioners	None
LaPorte County Highway Department	None
Kankakee Township Trustee	None
Lincoln Highway Association	November 13, 2020
Eastern Shawnee Tribe of Oklahoma	November 1, 2021
Miami Tribe of Oklahoma	None
Peoria Tribe of Indians of Oklahoma	None
Pokagon Band of Potawatomi Indians	October 15, 2021
Forest County Potawatomi Community	None
Shawnee Tribe	None

Indiana Landmarks responded on October 26, 2020, stating they wished to be a consulting party (Appendix D, D22).

The SHPO responded on November 9, 2020 and recommended inviting the Lincoln Highway Association and the owners of any historic properties from which ROW acquisition is expected to be consulting parties (Appendix D, D23-D24).

The Lincoln Highway Association responded on November 13, 2020, stating they support the project (Appendix D, D25).

No other responses to Section 106 early coordination were received.

Archaeology:
In regard to archaeology, a Phase Ia archaeological reconnaissance conducted by NS Services on August 5-6, 2021 located no archaeological sites within the project area. No further work was recommended in the resulting archaeological short report (ASR; Appendix D, D42-D43).

The Indiana Department of Transportation-Cultural Resources Office (INDOT-CRO) approved the ASR on September 17, 2021 and the ASR was sent to consulting parties on the same day (Appendix D, D44-D48). SHPO concurred with the ASR on October 12, 2021, stating, in part, "*A review of the most recent archaeological short report indicates that no additional archaeological resources were identified within the proposed project area. Therefore, we concur with the recommendation that no further archaeological reconnaissance is necessary for the proposed project*," (Appendix D, D49-D50).

The Pokagon Band of Potawatomi Indians responded on October 15, 2021, stating the project would have *""No Adverse Effect" on any historic, religious, or culturally significant resources to the Pokagon Band of Potawatomi Indians,*" (Appendix D, D51).

The Eastern Shawnee Tribe of Oklahoma responded on November 1, 2021, stating, in part, "*we find our people occupied these areas historically and/or prehistorically. However, the project proposes No Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee Tribe*," (Appendix D, D52).

No other responses to the archaeological report were received.

Historic Properties:
Site visits were conducted by an Indiana Division of Historic Preservation and Archaeology-Qualified Professional with BF&S on July 1, 2020 and February 25, 2021. Information from the site visit and research regarding historic resources was compiled into a Historic Property Report (HPR; Appendix D, D26-D34). Historic properties may consist of historic buildings, structures, districts, objects, or archaeological resources. Three properties, IHSSI #091-606-40004 (3046 E. US 20), IHSSI #091-606-40005/J.P. Nesbitt Farm (3701 E. US 20), and IHSSI #091-450-41018 (202 W. Mechanic St.), were recommended eligible for listing in the National Register. INDOT-CRO approved the HPR on May 21, 2021. Consulting parties, including the Lincoln Highway Association and the owners of IHSSI #091-606-40004 and the Nesbitt Farm, were sent instructions on how to access the HPR in INSCOPE, INDOT's Section 106 Consultation and Outreach Portal Enterprise, on May 24, 2021 (Appendix D, D35-D38).

IHSSI #091-606-40004 (3046 E. US 20) is a c. 1860 farm located in the southeast quadrant of US 20 and CR 300 East. The one-and-one-half story Greek Revival farmhouse has a central passage form with five bays. There is a large early twentieth-century dairy barn to the south of the house. The historic property includes a front gable garage to the west of the house, as well as non-contributing/non-historic sheds, grain bins, metal silos, and pole barns. The historic property boundaries are US 20, N. CR 300 E., the southern property line, and the line of trees along the dividing line of the western half of the western half of the southwest quadrant of Section 10. IHSSI #091-606-40004 is eligible for the National Register under Criterion C for significance in architecture.

IHSSI #091-606-40005/J.P. Nesbitt Farm (3701 E. US 20) consists of a c. 1865 Greek Revival/Italianate style farmhouse. The symmetrical, two-story double pile house is clad in common bond brick and has a hipped roof with a center cupola. There is a brick summer kitchen behind (north of) the house, which has been attached to the house through a one-story addition. The house has a semicircular driveway with a gate on either end. The house is approximately 135 feet north of US 20 and has a maintained lawn. There are also a non-historic garage and barn on the historic property. The historic property boundaries are the southern, western, and northern property lines and the tree line to the east of the house. The southern property line is between 20 and 35 feet north of the existing pavement. This boundary includes the house, outbuildings, and yard trees. The J.P. Nesbitt Farm is eligible for the National Register under Criterion C for significance in architecture.

IHSSI #091-450-41018 (202 W. Mechanic St.) is a c. 1920 American Foursquare located in Rolling Prairie. The two-and-one-half story frame house has a hipped roof with wide overhanging eaves and a hipped roof dormer on each elevation. The house has a one-story rear gabled addition. There are also a late twentieth-century shed and garage southwest of the house. The historic property boundaries consist of the existing property lines, J.W. Walker's First Addition, Lot 7 & E 1/2 Lot 8. IHSSI #091-450-41018 is eligible for the National Register under Criterion C for significance in architecture. (Appendix D, D6).

The Lincoln Highway Association responded to the HPR on May 24, 2021, stating, "*work in this section of US 20 does not conflict with what we typically mark and drive as the original Lincoln Highway*," (Appendix D, D39).

The SHPO responded on June 10, 2021 stating, in part, "*…we agree with the conclusions of the HPR that the farm at 3046 US 20 (Indiana Historic Sites and Structures Inventory ["IHSSI"] #091-606-40004, the J.P. Nesbitt Farm at 3701 US 20 (IHSSI #091-606-40005), and the house at 202 W. Mechanic Street (IHSSI #091-450-41018) are eligible for inclusion in the National Register of Historic Places ("NRHP"). We agree that there are no other historic properties listed or eligible for inclusion in the NRHP within the project's APE.*," (DHPA #26654; Appendix D, D40-D41).

No other responses to the HPR were received.

Documentation Findings:
An Effects report was completed by BF&S, recommending a "No Adverse Effect" finding for all properties and explaining the intent to apply a Section 4(f) *de minimis* finding to the Nesbitt Farm (Appendix D, D53-D58). The following summarizes the effects to the three properties eligible for the National Register:

IHSSI #091-606-40004 (3046 E. US 20): No ROW will be acquired from IHSSI #091-606-40004. The property's use will not change and no physical impacts to the property will occur. The house is currently located approximately 90 feet south of the existing pavement on US 20, and the road will remain at the same distance after project completion. The viewshed from the front of the house towards US 20 will change as a result of the pavement widening. These changes in the property's setting will not significantly reduce the rural feeling and will not interfere with the farm's ability to convey its significance in architecture under Criterion C.

IHSSI #091-606-40005/J.P. Nesbitt Farm (3701 E. US 20): Approximately 0.07 acre (2,931 square feet) of permanent and 0.20 acre (8,960 square feet) of temporary ROW will be acquired from the Nesbitt Farm. This will result in the reduction of the front lawn by approximately 10-12 feet. The edge of pavement will move approximately 18-19 feet closer to the house (the existing distance is 135 feet). The property line will move a maximum of approximately 30 feet north at the western property line. The existing roadside ditch will be moved approximately 18 feet closer to the house. The temporary ROW will be used for grading and to reconstruct the two driveway entrances in front of the house. The existing utility pole in the ROW in front of the house will be removed and the overhead utilities relocated to the south side of US 20 (see Appendix D, D53-D54 for renderings). No trees will be removed from the property. Some bushes and shrubs near the driveway will be removed and replaced. The driveway gates will not be impacted. The viewshed from the front of the house

towards US 20 will also change as a result of the pavement widening. The property's use will not change. Overall, this project will not significantly impact the rural setting and feeling and will not interfere with the ability of the Nesbitt Farm to convey its significance in architecture under Criterion C.

IHSSI #091-450-41018 (202 W. Mechanic St.): No ROW will be acquired from IHSSI #091-450-41018. The property's use will not change and no physical impacts to the property will occur. This property is approximately two blocks away from the project area in Rolling Prairie. The changes in the property's setting will not interfere with its ability to convey its significance in architecture under Criterion C.

The Effects Report was approved by INDOT-CRO on December 17, 2021 and was sent to consulting parties on the same day (Appendix D, D55-D56). The report recommended a "No Adverse Effect" finding for all properties and a Section 4(f) de minimis finding for the J.P. Nesbitt Farm (Appendix D, D58).

The SHPO responded in a letter dated January 6, 2022, stating, in part, "*Regarding the effects to these historic properties, we agree that the project as proposed will not adversely affect the farm at 3046 US 20 and the house at 202 W. Mechanic Street. Regarding the J.P. Nesbitt Farm at 3701 US 20 [….] While there will be visual changes due to the enlarged roadway and reduction of the front lawn, the mature trees that are present and the removal of the utility pole will counter and lessen those changes. Overall, we agree with the conclusions of the effects report that the proposed work will not adversely affect the J.P. Nesbitt Farm*," (Appendix D, D68-D69).

Indiana Landmarks responded in a letter dated January 6, 2022 and concurred with the "No Adverse Effect" finding for all three properties (Appendix D, D70).

The Eastern Shawnee Tribe of Oklahoma responded on January 10, 2022, stating, in part, "we find our people occupied these areas historically and/or prehistorically. However, the project proposes No Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee Tribe," (Appendix D, D71).

No other comments on the effects report were received from consulting parties.

A finding of "No Adverse Effect" is appropriate for this project because the project will not diminish the historical associations, historically significant features, or architectural integrity for which IHSSI #091-606-40004 (3046 E. US 20), IHSSI #091-606-40005/J.P. Nesbitt Farm (3701 E. US 20), and IHSSI #091-450-41018 (202 W. Mechanic St.) are eligible for the National Register. INDOT, on behalf of FHWA, signed the "No Adverse Effect" finding on February 22, 2022 (Appendix D, D1-D2). The "No Adverse Effect" finding was sent to consulting parties on the same day (Appendix D, D72-D76).

The SHPO concurred with the "No Adverse Effect" finding on March 2, 2022, stating, in part, *"we concur with INDOT's February 22, 2022, Section 106 finding of "No Adverse Effect" on behalf of FHWA for this federal undertaking*," (Appendix D, D77-D78).

The Eastern Shawnee Tribe of Oklahoma responded on March 3, 2022, stating, in part, "*the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe,"* (Appendix D, D79).

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 *Laporte Herald-Dispatch* on February 26, 2022 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 on March 28 2022. The text of the public notice and the affidavit of publication appear in Appendix D, page D80. No comments were received. Therefore, the Section 106 process has been completed and the FHWA's Section 106 responsibilities 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, B3), and the RFI report (Appendix E), six potential Section 4(f) resources are located within the 0.5 mile search radius. According to additional research, early coordination, and site visits by BF&S on July 1, 2020 and February 25, 2021, three 4(f) resources, IHSSI #091-606-40004 (3046 E. US 20), IHSSI #091-606-40005/J.P. Nesbitt Farm (3701 E. US 20), and IHSSI #091-450-41018 (202 W. Mechanic St.) are located adjacent to the project area and are eligible for the National Register.

The project will not cause a use of IHSSI #091-606-40004 (3046 E. US 20) or IHSSI #091-450-41018 (202 W. Mechanic St.) by taking any permanent ROW. The project also will not indirectly use IHSSI #091-606-40004 (3046 E. US 20) or IHSSI #091-450-41018 (202 W. Mechanic St.) in such a way that the protected activities, features, or attributes that qualify the resources for protection under Section 4(f) are substantially impaired (Appendix D, D3-D10). Therefore, no 4(f) use of IHSSI #091-606-40004 (3046 E. US 20) or IHSSI #091-450-41018 (202 W. Mechanic St.) is expected.

Approximately 0.07 acre (2,931 square feet) of permanent and 0.20 acre (8,960 square feet) of temporary ROW will be acquired from IHSSI #091-606-40005/J.P. Nesbitt Farm (Appendix D, D6-D9). Pursuant to 23 CFR 774.17, a Section 4(f) property *de minimis* impact is one that, after taking into account any measures to minimize harm (such as avoidance, minimization, mitigation, or enhancement measures), results in either:

1) A Section 106 finding of no adverse effect or no historic properties affected on a historic property; or
2) A determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or wildlife refuge for protection under Section 4(f).

This project meets the first requirement. INDOT, on behalf of FHWA, approved a Section 106 800.11(e) finding of "No Adverse Effect" for IHSSI #091-606-40005/J.P. Nesbitt Farm (Appendix D, D1-D2) and the SHPO concurred with the finding in a letter dated

March 2, 2022, stating, in part, "*we concur with INDOT's February 22, 2022, Section 106 finding of "No Adverse Effect" on behalf of FHWA for this federal undertaking*," (Appendix D, D77-D78). Therefore, a *de minimis* impact on IHSSI #091-606-40005/J.P. Nesbitt Farm is anticipated.

No other potential Section 4(f) resources were identified within or adjacent to the project area.

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 12 properties in LaPorte County (Appendix I, I1). 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: Pg. 417

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

Location in TIP (if applicable): Online (https://rtip.nirpc.org/)

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.

The Fiscal Year (FY) 2020-2024 Statewide Transportation Improvement Program (STIP) is listed based on the lead DES number in the contract. The lead DES number for this contract is Des No. 1702993. The FY 2020-2024 STIP includes DES No. 1702992 by reference with the contract number R-41437 (Appendix H, H1). This project is included in the FY 2020-2024 Northwest Indiana Regional Planning Commission (NIRPC) Transportation Improvement Program (TIP) (Appendix H, H2).

This project is in LaPorte County, which is currently a maintenance area for Ozone, under the 1997 Ozone 8-hour 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 (https://www.epa.gov/green-book. 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: N/A

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

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

SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors	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 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.

The surrounding area is residential, commercial, and agricultural. No changes in surrounding land use are anticipated. This project is not of regional significance and will not have a significant impact on community cohesion or property values. The project is in a rural environment, and it is not anticipated the project will divide a community or impact any areas where the community hosts events. Access to all properties will be maintained.

INDOT has adopted an Americans with Disabilities Act (ADA) transition plan (https://www.in.gov/indot/files/2018%20INDOT%20ADA%20Transition%20Plan.pdf). There are no pedestrian facilities within the project area. Therefore, ADA compliance does not apply to this project.

This project is one of four planned INDOT projects to add TWLTLs to US 20 in LaPorte County. The following projects will cumulatively provide US 20 with a consistent typical section in the central part of LaPorte County:

- Des. 1700993: US 20 from 400 feet east of State Road (SR) 39 to 2.85 miles east of SR 39 (Fail Road). Scheduled for construction in the spring of 2023;
- Des. 1900049: US 20 from 0.25 mile east of US 35 to 1.25 miles east of US 35. Scheduled for construction in the summer of 2024;
- Des. 1900050: US 20 from 3.1 miles east of SR 39 to 4.85 miles east of SR 39. This project will be nearly contiguous to the subject project on the east side. Scheduled for construction in the summer of 2024.

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, B3), and the RFI report (Appendix E) there are six public facilities within the 0.5 mile search radius. One public facility is present within or adjacent to project area. The visits on July 1, 2020 and February 25, 2021 by BF&S confirmed this number.

One recreational facility/managed land, the Sauk Trail Rest Area, is adjacent to the project area. Access to the property will not be affected. Negative impacts to the Sauk Trail Rest Area are not anticipated.

Early coordination was sent to the LaPorte County Commissioners, LaPorte County Council, LaPorte County Surveyor's Office, the LaPorte County Highway Department, and Rolling Prairie United Methodist Church on March 30, 2021 and September 24, 2021 (Appendix C, C1-C3). No responses were received.

The closures/lane restrictions during construction 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. 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.

Environmental Justice (EJ) (Presidential EO 12898)	**Yes**	**No**
During the development of the project were EJ issues identified?		X
Does the project require an EJ analysis?	X	
If YES, then:		
Are any EJ populations located within the project area?		X
Will the project result in adversely high and disproportionate impacts to EJ populations?		X

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

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent ROW. The project will require more than 0.5 acre of permanent ROW acquisition. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is LaPorte County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tract 418. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the 2019 American Community Survey 5-year Estimates was obtained from the U.S. Census Bureau (https://data.census.gov/cedsci/) on October 5, 2021 by BF&S. The data collected for minority and low-income populations within the AC are summarized in the below table.

	COC – LaPorte County, Indiana	**AC – Census Tract 418, LaPorte County, Indiana**
Percent Low-Income	15.2 %	11.2 %
125% of COC	19.0 %	AC < 125% COC
EJ Population of Concern		No
Percent Minority	20.7 %	6.2 %
125% of COC	25.9 %	AC < 125% COC
EJ Population of Concern		No

The AC, Census Tract 418, has a percent low-income population of 11.2%, which is below 50% and is below the 125% COC threshold. Therefore, the AC does not contain a low-income population of EJ concern.

Census Tract 418 has a percent minority population of 6.2%, which is below 50% and is below the 125% COC threshold. Therefore, the AC does not contain a minority population of EJ concern.

The census data sheets, map, and calculations can be found in Appendix I. No populations of EJ concern were identified. No further environmental justice analysis is warranted.

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): April 30, 2020

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 GIS and available public records, a RFI was approved by INDOT SAM on April 30, 2020 (Appendix E). Two underground storage tank (UST) sites and three leaking underground storage tank (LUST) sites were located within 0.5 mile of the project area. One LUST site could affect the project area.

The R & R Mini Mart (4102 E US 20, FID #16522) is adjacent to the project area on the south side. IDEM site information regarding the LUST incident has been redacted and no other file records regarding a LUST incident could be found. IDEM conducted a UST site inspection on June 25, 2019 and the facility was found to be out of compliance with equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 329 IAC 9. According to a document dated March 30, 2020, the facility plans to close its USTs through removal and IDEM has approved the removal. Removal is scheduled to begin April 28, 2020. If excavation occurs in this area, petroleum contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)	**Likely Required**
Army Corps of Engineers (404/Section10 Permit)	
Nationwide Permit (NWP)	
Regional General Permit (RGP)	
Individual Permit (IP)	
Other	
IN Department of Environmental Management (401/Rule 5)	
Nationwide Permit (NWP)	
Regional General Permit (RGP)	
Individual Permit (IP)	
Isolated Wetlands	
Rule 5	**X**
Other	
IN Department of Natural Resources	
Construction in a Floodway	
Navigable Waterway Permit	
Other	
Mitigation Required	
US Coast Guard Section 9 Bridge Permit	
Others (Please discuss in the discussion below)	

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

Since more than 1.0 acre of new ground disturbance will occur, a Rule 5 permit from IDEM will be required.

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)
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. The R & R Mini Mart (4102 E US 20, FID #16522) is adjacent to the project area on the south side. IDEM site information regarding the LUST incident has been redacted and no other file records regarding a LUST incident could be found. IDEM conducted a UST site inspection on June 25, 2019 and the facility was found to be out of compliance with equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 329 IAC 9. According to a document dated March 30, 2020, the facility plans to close its USTs through removal and IDEM has approved the removal. Removal is scheduled to begin April 28, 2020. If excavation occurs in this area, petroleum contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. (INDOT SAM)

4. (General AMM 1) Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
5. (Tree Removal AMM 1) Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
6. (Tree Removal AMM 2) Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS)
7. (Tree Removal AMM 3) Ensure tree removal 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 clearing to ensure contractors stay within clearing limits). (USFWS)
8. (Tree Removal AMM 4) Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year. (USFWS)
9. (Lighting AMM 1) Direct temporary lighting away from suitable habitat during the active season. (USFWS)
10. Any work in a wetland area within INDOT's right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the US Army Corps of Engineers or IDEM permit. (INDOT - EWPO)
11. A USFWS Bridge/Structure Assessment shall take place no earlier than two (2) years prior to the start of construction. If construction will begin after June 18, 2023, an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT - LaPorte District)
12. The J.P. Nesbitt Farm (3701 E. US 20) is eligible for the National Register. To minimize impacts to the historic farmhouse, no trees will be removed from the property. All bushes and shrubs removed by the project will be replaced. The driveway gates will not be impacted. (INDR-DHPA)

For Further Consideration:

1. Any new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. Upgrading wildlife passage for rehabilitated structures is encouraged whenever possible to improve wildlife/vehicle safety. (IDNR-DFW)
2. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30. (IDNR-DFW)
3. Plant five trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height. (IDNR-DFW)

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Des. No. 1702992

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Appendix A

INDOT Supporting Documentation

Categorical Exclusion Level Thresholds

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

[1] Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.
[2] Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.
[3] Total permanent impacts to streams (linear feet) and wetlands (acres).
[4] US Army Corps of Engineers Individual 404 Permit
[5] Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.
[6] Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.
[7] 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.
[8] Potential for causing a disproportionately high and adverse impact.
[9] Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.
[10] Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.
* Includes the threatened/endangered species critical habitat
Note: Substantial public or agency controversy may require a higher-level NEPA document.

Appendix B

Graphics



0 23,750 47,500 Feet

Project Location

0 80,000 160,000 320,000 Feet

Map Source: Indiana Map

State Map

Two-way-Left-Turn Addition
US 20, 4.8 miles East of SR 39 to 7.2 miles East of SR 39
LaPorte County, Indiana

Des. No. 1702992

B1

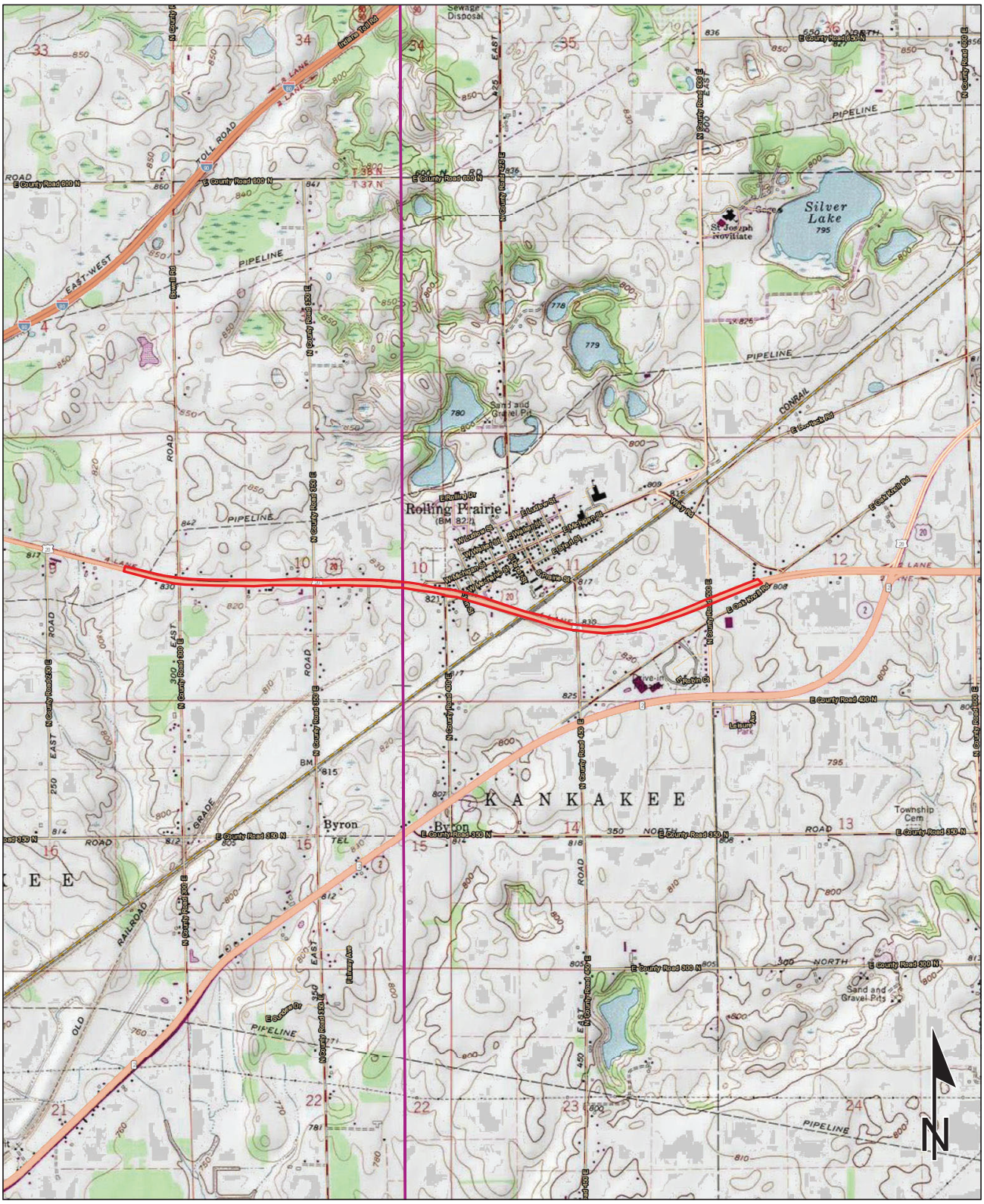
BF&S CIVIL ENGINEERS

US 20 Two-way-Left-Turn Addition

4.8 miles East of SR 39 to 7.2 miles East of SR 39

LaPorte County, Indiana

Des No. 1702992



0.45 0.225 0 0.45 Miles

Sources:

Non Orthophotography

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

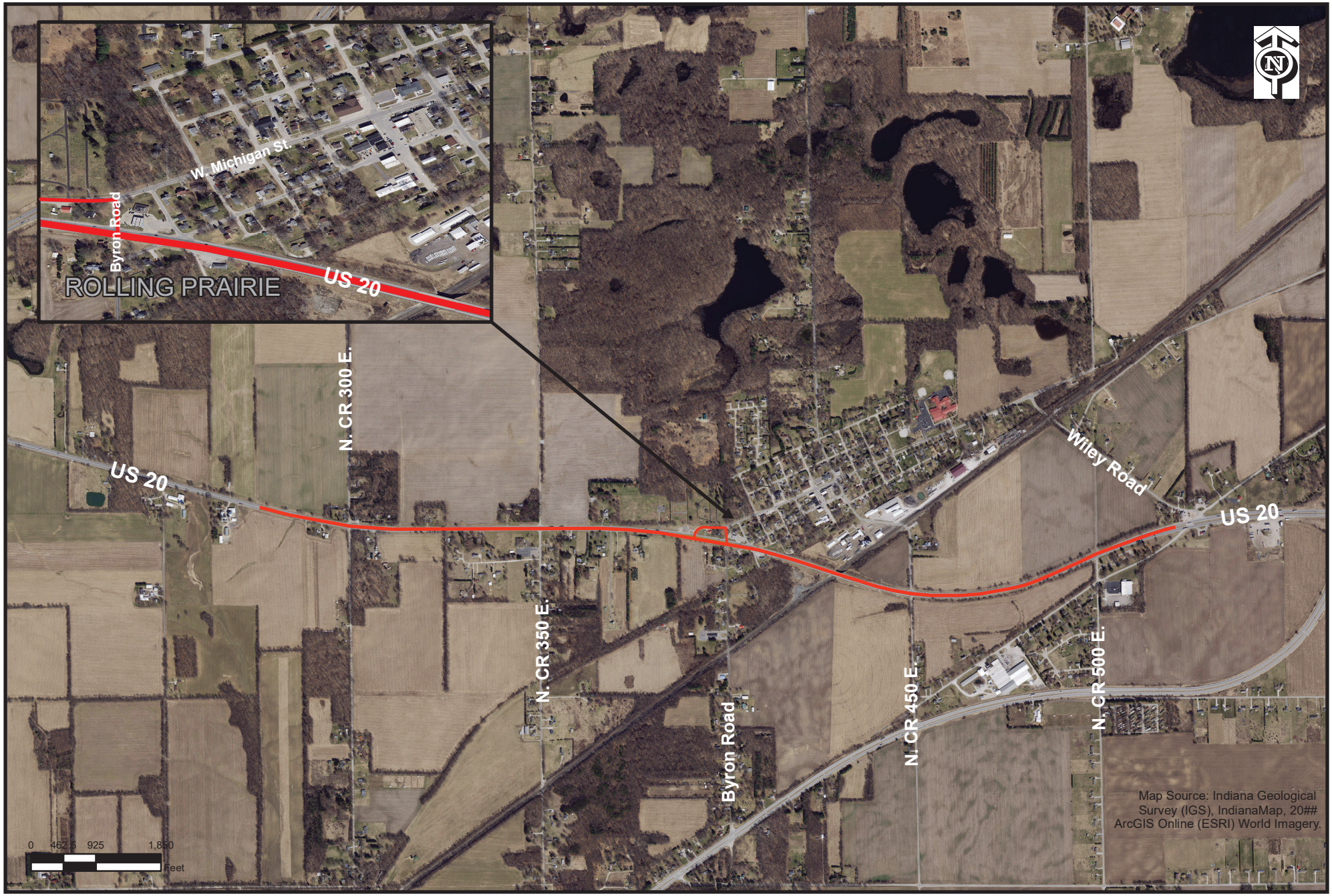
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

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.

Project Area

NEW CARLISLE AND SPRINGVILLE QUADRANGLES
INDIANA 7.5 MINUTE SERIES

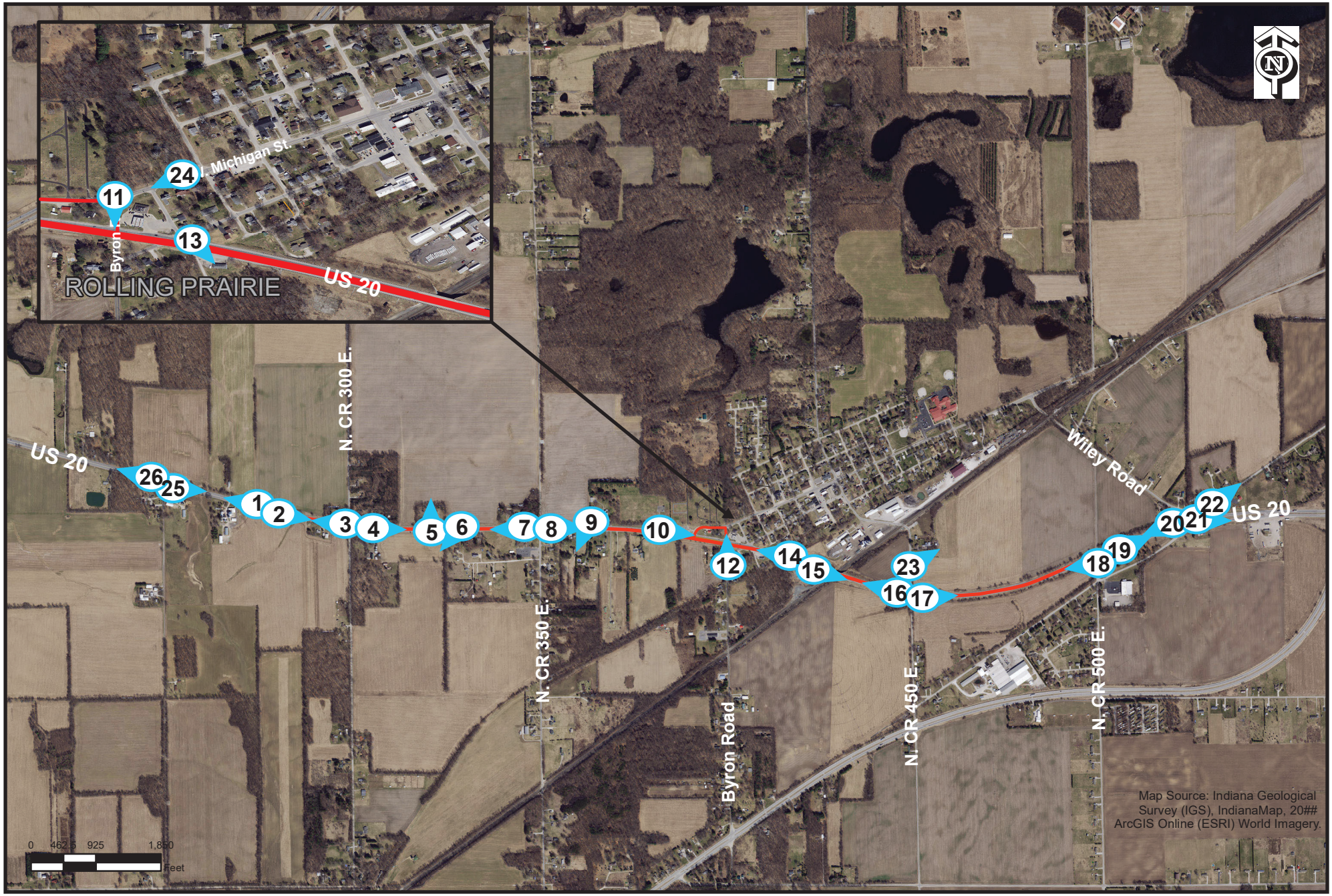


BF&S
CIVIL ENGINEERS

Aerial MAP

US 20 Two Way Left Turn Lanes
4.8 Miles East of SR 39 (CR 300 E.) to 7.2 Miles East of SR 39 (CR 500 E.)
LaPorte County, Indiana
Des. No. 1702992

Project Area



BF&S
CIVIL ENGINEERS

Photo Key

US 20 Two Way Left Turn Lanes
4.8 Miles East of SR 39 (CR 300 E.) to 7.2 Miles East of SR 39 (CR 500 E.)
LaPorte County, Indiana
Des. No. 1702992

Project Area
Photo No.



Photo 1: Looking northwest along US 20 from the western project terminus



Photo 2: Looking southeast along US 20 from the western project terminus



Photo 3: Looking west along US 20 at CR 300 E.



Photo 4: Looking east along US 20 from CR 300 E.



Photo 5: Looking north at 3163 E. US 20.



Photo 6: Looking southwest at 3222 E. US 20.



Photo 7: Looking west along US 20 from CR 350 E.



Photo 8: Looking east along US 20 from CR 350 E.



Photo 9: Looking south at 3606 E. US 20.



Photo 10: Looking east along US 20 towards Rolling Prairie with the Rolling Prairie Cemetery at left.



Photo 11: Looking south along Byron Road towards US 20 from the Rolling Prairie Cemetery.



Photo 12: Looking north along Byron Road towards US 20 and the Rolling Prairie Cemetery.



Photo 13: Looking southeast across US 20 at Lynn Road.



Photo 14: Looking northwest along US 20 with Rolling Prairie at right.



Photo 15: Looking southeast along the US 20 Bridge over the Norfolk Southern Railroad.



Photo 16: Looking northwest along the US 20 Bridge over the Norfolk Southern Railroad.



Photo 17: Looking east along US 20 from CR 450 E.



Photo 18: Looking west along US 20 towards CR 500 E.



Photo 19: Looking northeast along US 20 from east of CR 500 E.



Photo 20: Looking southwest along US 20 from Wiley Road.



Photo 21: Looking east towards the US 20/SR 2 interchange from Wiley Road.



Photo 22: Looking northeast along Oak Knoll Road from Wiley Road.



Photo 23: Looking northeast at Wiley Road from N. CR 500 E.



Photo 24: Looking west along Michigan Street towards E. Lynn Street.



Photo 25: Looking east along US 20 from CR 250 E.



Photo 26: Looking northwest along US 20 from CR 250 E.

Preliminary Plans

PROJECT	DESIGNATION
1702992	1702992
CONTRACT	
R-41437	

KIN PROJECT INFORMATION	
DESIGNATION	PROJECT DESCRIPTION
1900049	US 20 From 0.15 Miles East Of US 35 To A Point 1.25 Miles East Of US 35 Including Adding A Two-way Left Turn Lane, Improve And Widen Shoulders, Replace Or Add New Pavement Markings.
1900050	US 20 From 3.1 Miles East Of SR 39 To A Point 4.85 Miles East Of SR 39 Including Adding A Two-way Left Turn Lane, Improve And Widen Shoulders, Replace Or Add New Pavement Markings.
1702993	US 20 From SR 39 To 2.85 Miles East Of SR 39 (Fail Rd.) Including Adding A Two-way Left Turn Lane, Improve And Widen Shoulders, Replace Or Add New Pavement Markings.

INDIANA DEPARTMENT OF TRANSPORTATION

ROAD PLANS
US 20

PROJECT NO.

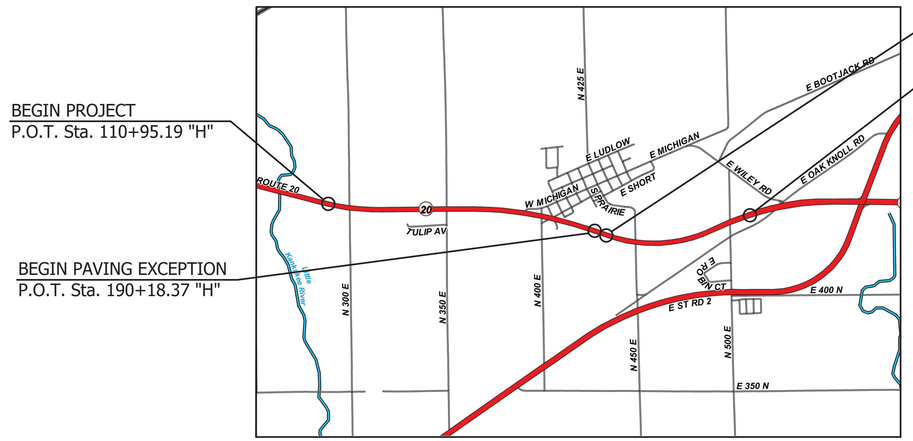
1702992 P.E.
1702992 R/W
1702992 CONST.

Improvements To US 20 From 4.8 Miles East Of SR 39 (C.R. 300 E) To 7.2 Miles East Of SR 39 (C.R. 500 E) Including Adding A Two-way Left Turn Lane And Widened Shoulders, In Sections 10 And 11, Township 37 N, Range 2 West, Kankakee Township, LaPorte County

GROSS LENGTH: 2.37 Mi.
NET LENGTH: 2.33 Mi.

SCALES:

PLAN { LONG:- 1"=50' TRANS:- 1"=50' PROFILE { HORIZ:- 1"=50' VERT:- 1"=10' MAX. GRADE- 3.60%



SCALE: 1"=2000'

VICINITY MAP
LAPORTE COUNTY

TRAFFIC DATA		US 20	
A.A.D.T.	(2023)	26900	V.P.D.
A.A.D.T.	(2043)	32300	V.P.D.
D.H.V.	(2043)	2584	V.P.H.
DIRECTIONAL DISTRIBUTION		52/48	%
TRUCKS		36	% D.H.V.
		36	% A.A.D.T.
DESIGN DATA			
DESIGN SPEED		55 MPH (45MPH Through Rolling Prairie)	
FUNCTIONAL CLASSIFICATION		OTHER PRINCIPAL ARTERIAL	
TERRAIN		LEVEL	
RURAL/URBAN		RURAL	
ACCESS CONTROL		NONE	
PROJECT DESIGN CRITERIA		3R-NON FREEWAY	



PROJECT LOCATION SHOWN BY

Begin Approx. 41°40'23" N. Lat. & 86°38'36" W. Long.
End Approx. 41°40'17" N. Lat. & 86°36'02" W. Long.

RP 53+7 TO 56+0

HUC - 04040001070010

INDIANA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS DATED 2022 AND STANDARD DRAWINGS EFFECTIVE SEPTEMBER 2021 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

BRIDGE FILE	
DESIGNATION	
1702992	
SURVEY BOOK	SHEET
	01 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

\\bfsia2\Jobs5\6440000\ProjDevelopment\Design\Drawings\6440_R101.dwg Bryan Myers Plot:3/9/2022 1:00 PM Save:3/9/2022 1:00 PM

Preliminary Plans

UTILITIES

CABLE:
Comcast
16 West 84th Drive
Merrillville, In. 46405
(224) 229-6850
Attn. Larry Smith
Larry Smith3@cable.comcast.com

COMMUNICATIONS:
AT&T Distrubition
107 Mariner Drive
Michigan City, In. 46360
(219) 972-5687
Attn. Rich Schulte
rs2763@att.com

COMMUNICATIONS:
Frontier Communications
2401 Chicago Street
Valparaiso, In. 46383
(219) 531-9237
Attn. Alison Bchanan
alison.buchanan@ftr.com

COMMUNICATIONS:
MCI-Verizon
Attn. Efrain Rodriguez
efrain.rodriguez@one.verizon.com

COMMUNICATIONS:
New Prairie United School Corporation
5327 North Cougar Road
New Carlisle, In. 46552
(574) 654-7273
Attn. Mark Norton
mnorton@npusc.k12.in.us

COMMUNICATIONS:
Windstream Com. (McCloud, Paetec, KDL
800 N. Durand Road
Corunna, Mi. 48817
(812) 253-1554
Attn. Christopher Rogers
christopher.rogers@windstream.com

COMMUNICATIONS:
Zayo Group (Job, 8)
9209 Castlegate Drive
Indianapolis, In. 46256
(765) 341-1199
Attn. Waylon Higgins
Waylon.higgins@zayo.com

GAS:
NIPSCO
1501 St. Rd. 2 West
Laporte, In. 46350
(219) 325-4284
Attn. Lisa Taylor
letaylor@nisource.com

ELECTRIC:
AEP Distribution
2929 Lathrop Street
South Bend, In. 46628
(574) 236-1658
Attn. Antonio Macias
amacias@aep.com

ELECTRIC:
AEP Transmission
8500 Smith's Mill Rd.
New Ablany, Oh. 43054
(614) 933-2297
Attn. Josh Adams
TL PublicProjects@aep.com

FIBER:
Century Link Fiber
100 S Cinncinnati Ave, Suite 1200
Tulsa, Ok. 74103
(918) 547-0547
Attn. Kendall Zetina
kendall zetina@centurylink.com

PETROLEUM:
BP Pipeline Co.
30 South Wacker Drive
Chicago, Il. 60606
(312) 809-4708
Attn. Keith Boyle
keith.boyle@bp.com

PETROLEUM:
Buckeye Partners, LP.
One TEK Parke, Suite 300
Breinigsville, Pa. 18031
(610) 841-4405
Attn. Tim Jaffe
tjaffe@jfkiely.com

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. OO+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
01	TITLE SHEET
02	INDEX SHEET
03-08	TYPICAL CROSS SECTION
09-17	PLAT NO. 1
18-32	MAINTENANCE OF TRAFFIC
33-41	PLAN & PROFILES
42	SUPERELEVATION DIAGRAM
43-64	CONSTRUCTION DETAILS
65-71	EROSION CONTROL
72-79	PAVEMENT MARKINGS AND SIGNAGE
80	STRUCTURE DATA TABLE
81-82	APPROACH TABLE
83-185	CROSS SECTIONS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: JCS DRAWN: BKM

CHECKED: JWG CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

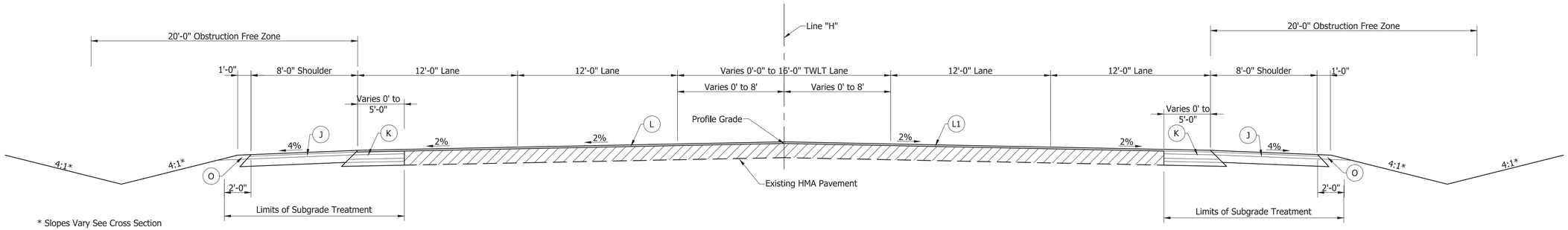
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VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	02 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans

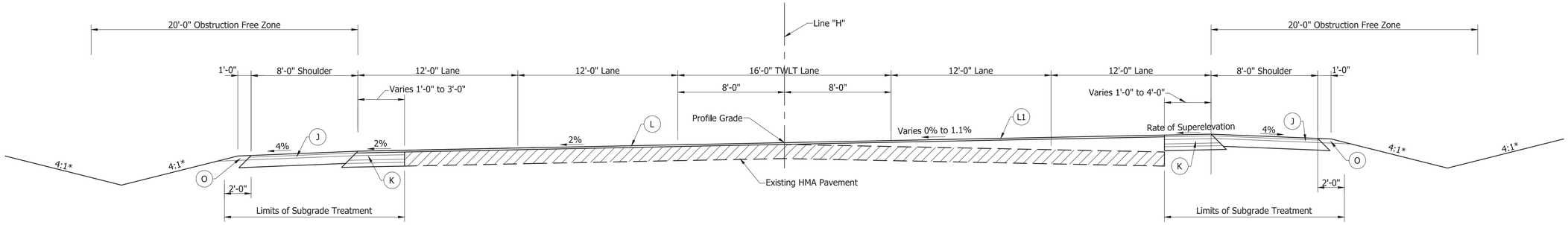


* Slopes Vary See Cross Section

TYPICAL CROSS SECTION-US 20

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

Sta. 107+65.19 "H" to Sta. 110+95.19 "H"

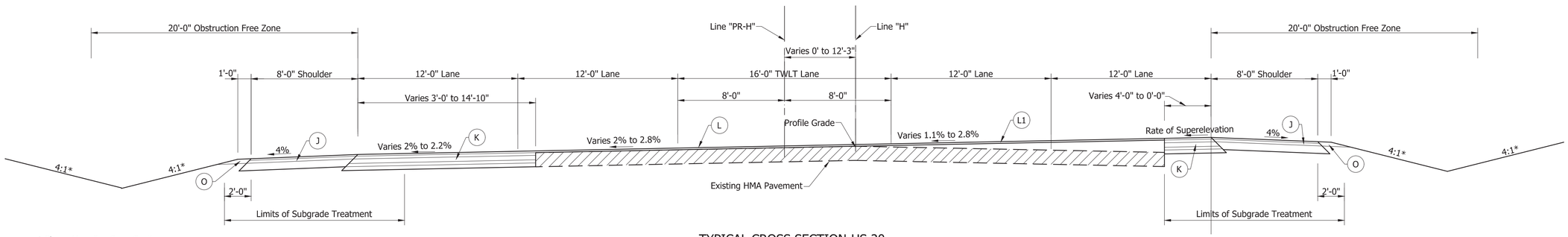


* Slopes Vary See Cross Section

TYPICAL CROSS SECTION-US 20

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

Sta. 110+95.19 "H" to Sta. 112+63.10 "H"
Sta. 194+22.99 "H" to Sta. 223+09.84 "H"



* Slopes Vary See Cross Section

TYPICAL CROSS SECTION-US 20

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

Sta. 112+63.10 "H" to Sta. 128+00.00 "H"

LEGEND

- (J) HMA SHOULDER (TBD)
- (K) FULL DEPTH HMA PAVEMENT (TBD)
- (L) MILL & OVERLAY EXISTING PAVEMENT (TBD)
- (L1) MILL & VARIABLE DEPTH OVERLAY EXISTING PAVEMENT (TBD)
- (O) COMPACTED AGGREGATE, NO. 53

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: JCS DRAWN: BKM

CHECKED: JWG CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

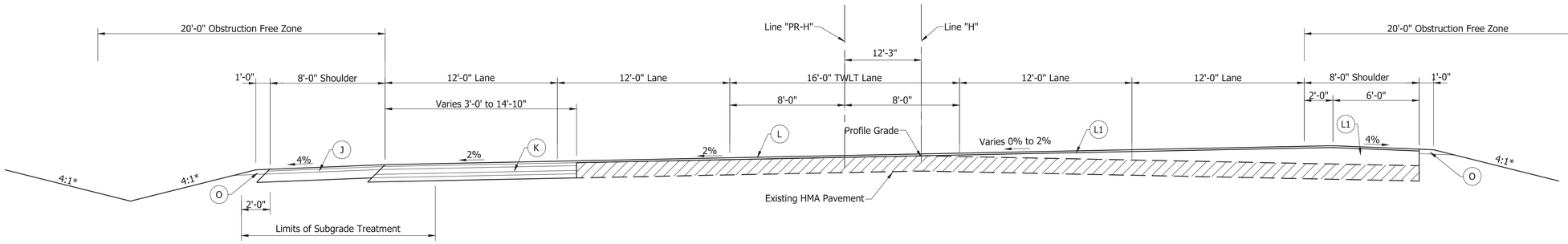
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1/4"=1'-0"	
VERTICAL SCALE	DESIGNATION
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SURVEY BOOK	SHEET
	03 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans

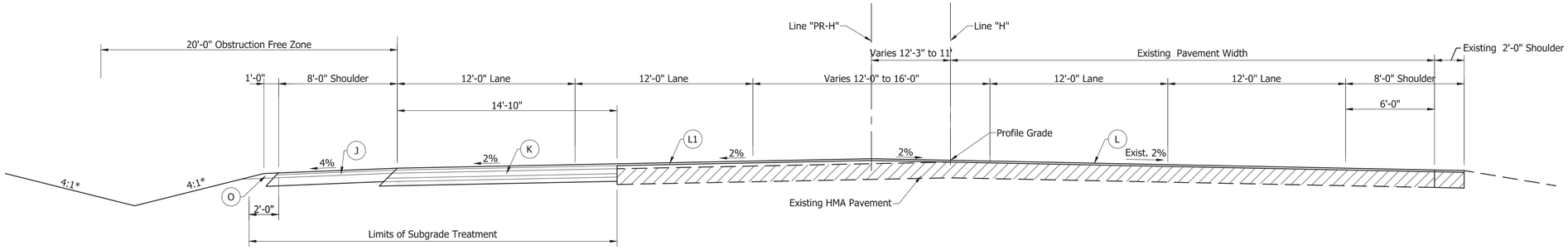


* Slopes Vary See Cross Section

TYPICAL CROSS SECTION-US 20

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

Sta. 128+00.00 "H" to Sta. 131+14.96 "H"

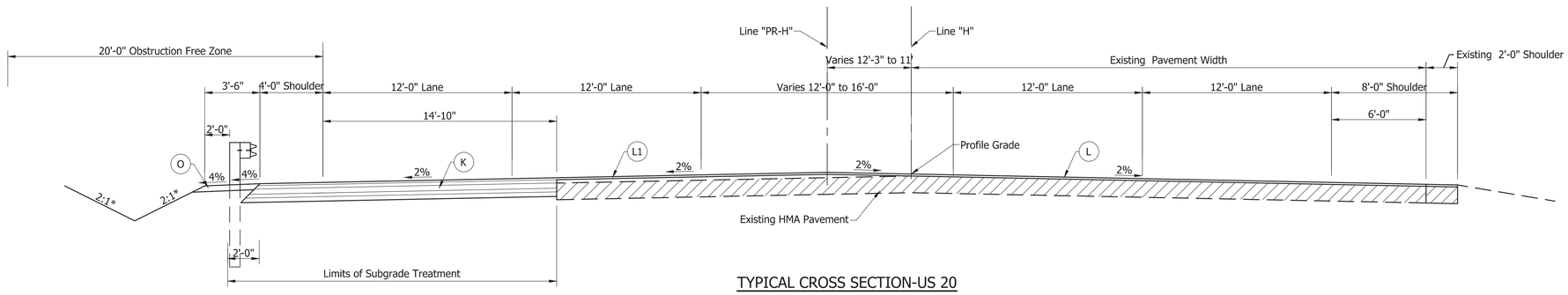


* Slopes Vary See Cross Section

TYPICAL CROSS SECTION-US 20

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

Sta. 131+14.96 "H" to Sta. 140+63.30 "H"
Sta. 148+22.37 "H" to Sta. 153+80.00 "H"



* Slopes 2:1 Max See Cross Section

TYPICAL CROSS SECTION-US 20

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

Sta. 140+63.30 "H" to Sta. 148+22.37 "H"

LEGEND

- (J) HMA SHOULDER (TBD)
- (K) FULL DEPTH HMA PAVEMENT (TBD)
- (L) MILL & OVERLAY EXISTING PAVEMENT (TBD)
- (L1) MILL & VARIABLE DEPTH OVERLAY EXISTING PAVEMENT (TBD)
- (O) COMPACTED AGGREGATE, NO. 53

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: JCS DRAWN: BKM

CHECKED: JWG CHECKED: JCS

INDIANA DEPARTMENT OF TRANSPORTATION

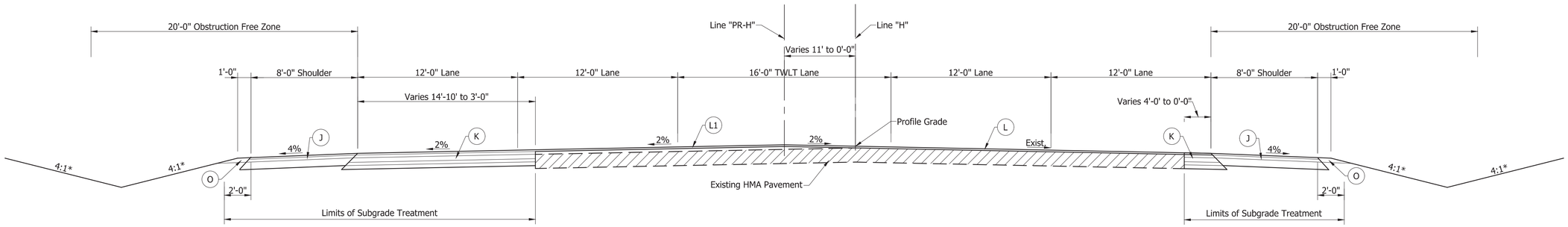
TYPICAL CROSS SECTIONS

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VERTICAL SCALE	DESIGNATION
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SURVEY BOOK	SHEET
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R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans

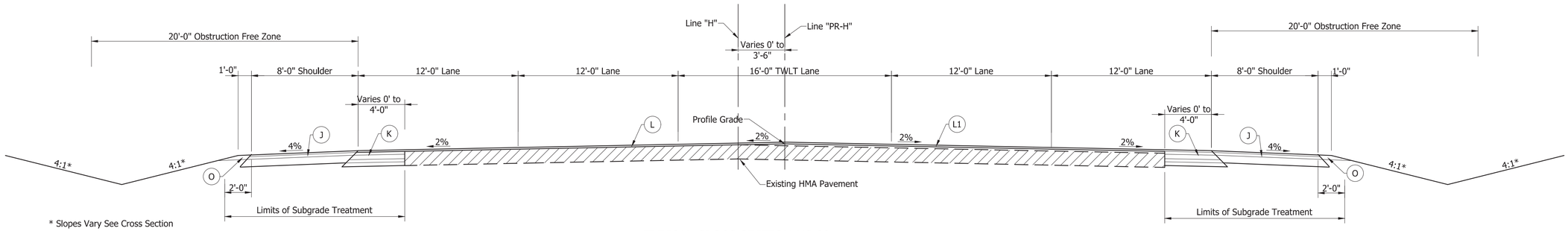


* Slopes Vary See Cross Section

TYPICAL CROSS SECTION-US 20

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

Sta. 153+80.00 "H" to Sta. 164+46.15 "H"

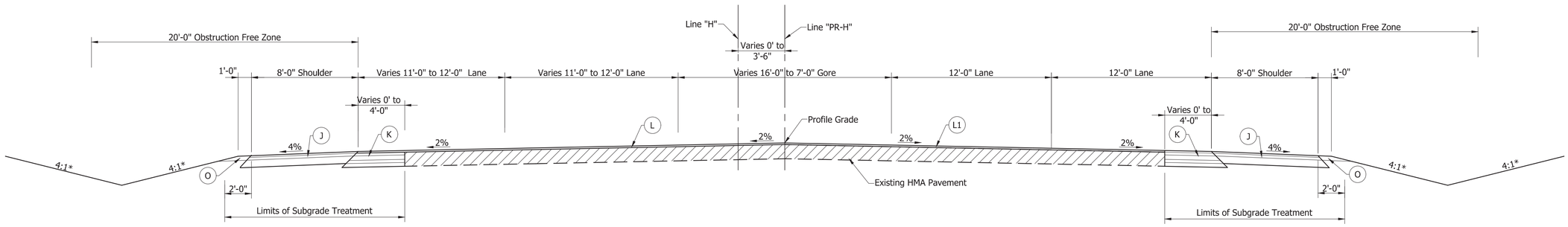


* Slopes Vary See Cross Section

TYPICAL CROSS SECTION-US 20

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

Sta. 164+46.15 "H" to Sta. 169+51.50 "H"



* Slopes Vary See Cross Section

TYPICAL CROSS SECTION-US 20

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

Sta. 169+52.00 "H" to Sta. 170+97.00 "H"

LEGEND

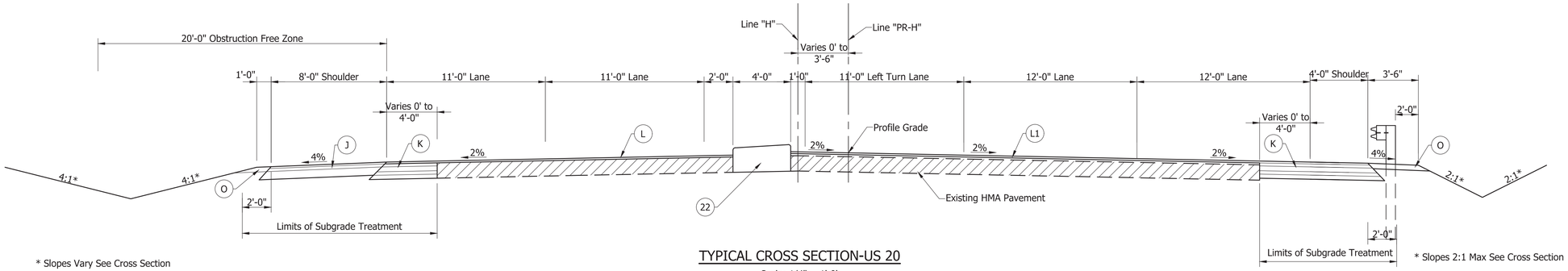
- (J) HMA SHOULDER (TBD)
- (K) FULL DEPTH HMA PAVEMENT (TBD)
- (L) MILL & OVERLAY EXISTING PAVEMENT (TBD)
- (L1) MILL & VARIABLE DEPTH OVERLAY EXISTING PAVEMENT (TBD)
- (O) COMPACTED AGGREGATE, NO. 53

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE: 1/4"=1'-0"	BRIDGE FILE:
		VERTICAL SCALE: N/A	DESIGNATION: 1702992
DESIGNED: JCS DRAWN: BKM	TYPICAL CROSS SECTIONS	SURVEY BOOK:	SHEET: 05 OF 185
CHECKED: JWG CHECKED: JCS		CONTRACT: R-41437	PROJECT: 1702992

BFS NO. 6440.1701

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Preliminary Plans



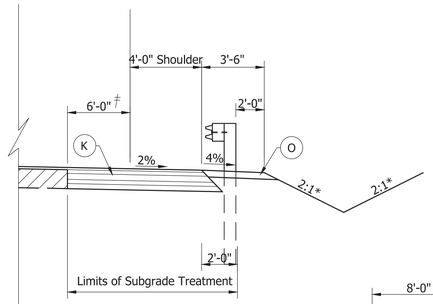
* Slopes Vary See Cross Section

* Slopes 2:1 Max See Cross Section

TYPICAL CROSS SECTION-US 20

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

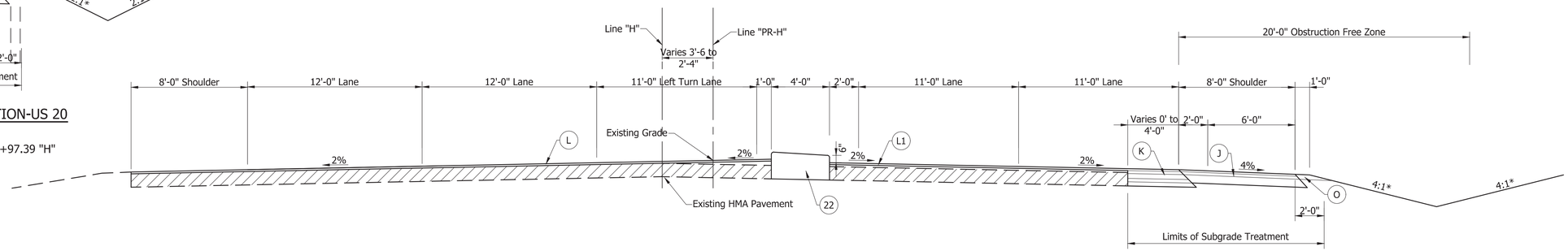
Sta. 170+97.00 "H" to Sta. 174+47.00 "H"



TYPICAL GUARDRAIL SECTION-US 20

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

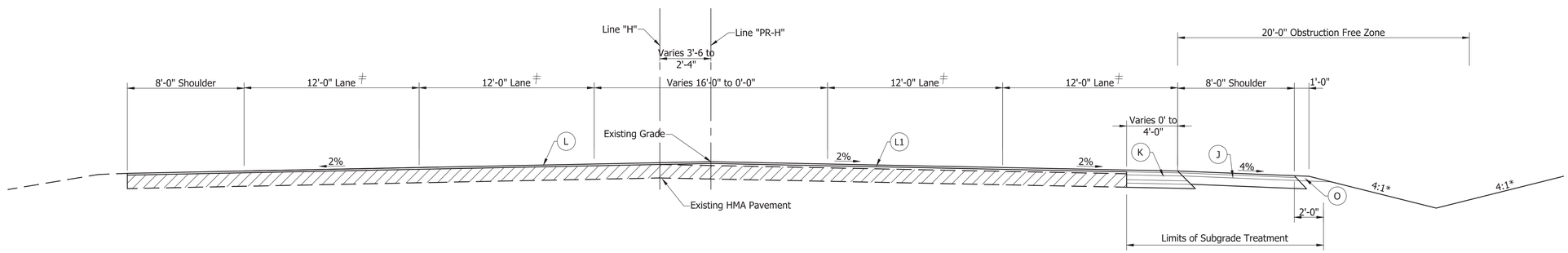
Sta. 171+21.70 "H" to Sta. 174+97.39 "H"



TYPICAL CROSS SECTION-US 20

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

Sta. 175+58.00 "H" to Sta. 179+53.00 "H"



TYPICAL CROSS SECTION-US 20

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

Sta. 174+47.00 "H" to Sta. 175+58.00 "H"

Sta. 179+53.00 "H" to Sta. 184+00.00 "H"

* Slopes Vary See Cross Section

‡ Lane Varies 11'-0" to 12'-0" From Sta. 174+47.00 "H" to Sta. 175+58.00 "H"

Lane Varies 11'-0" to 12'-0" From Sta. 179+53.00 "H" to Sta. 180+53.00 "H"

LEGEND

- (J) HMA SHOULDER (TBD)
- (K) FULL DEPTH HMA PAVEMENT (TBD)
- (L) MILL & OVERLAY EXISTING PAVEMENT (TBD)
- (L1) MILL & VARIABLE DEPTH OVERLAY EXISTING PAVEMENT (TBD)
- (O) COMPACTED AGGREGATE, NO. 53

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: JCS DRAWN: BKM

CHECKED: JWG CHECKED: JCS

INDIANA DEPARTMENT OF TRANSPORTATION

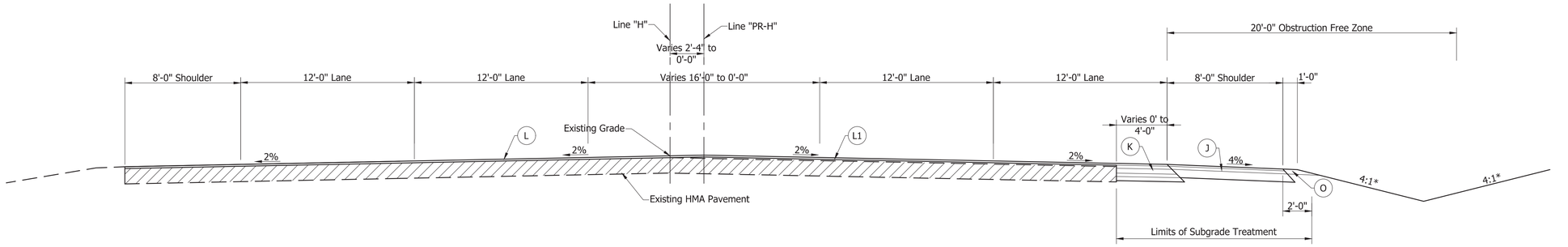
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HORIZONTAL SCALE	BRIDGE FILE
1/4"=1'-0"	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	06 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans

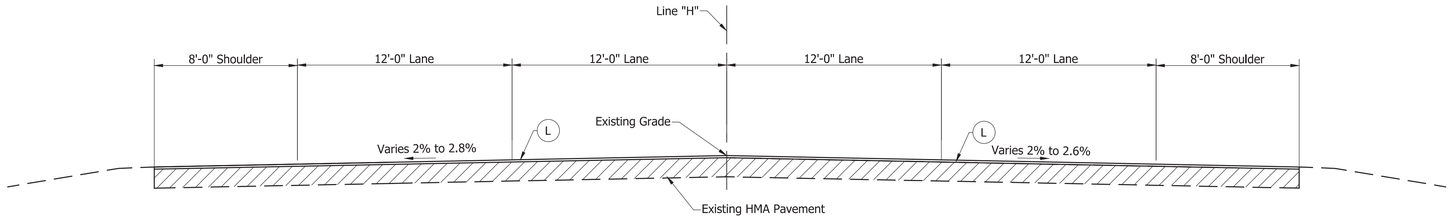


TYPICAL CROSS SECTION-US 20

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

Sta. 184+00.00 "H" to Sta. 188+20.00 "H"

* Slopes Vary See Cross Section

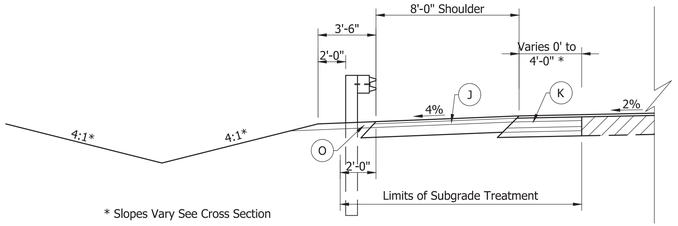


TYPICAL CROSS SECTION-US 20

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

Sta. 188+20.00 "H" to Sta. 190+18.37 "H"

Paving Exception Sta. 190+18.37 "H" to Sta. 192+22.99 "H"

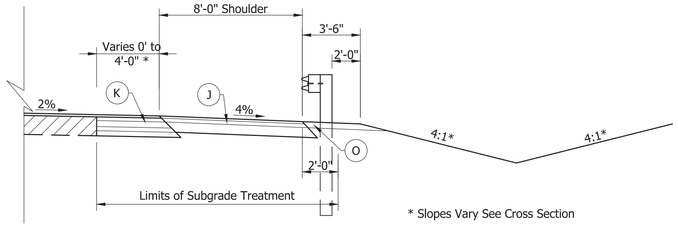


* Slopes Vary See Cross Section

TYPICAL GUARDRAIL SECTION-US 20

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

Sta. 192+10.59 "H" to Sta. 199+86.78 "H"
Sta. 194+21.68 "H" to Sta. 200+58.69 "H"

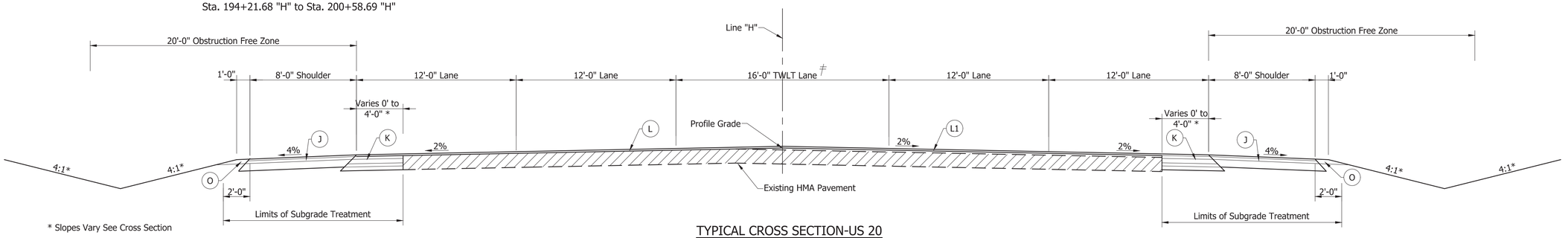


* Slopes Vary See Cross Section

TYPICAL GUARDRAIL SECTION-US 20

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

Sta. 183+72.10 "H" to Sta. 185+10.06 "H"



* Slopes Vary See Cross Section

TYPICAL CROSS SECTION-US 20

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

Sta. 192+22.99 "H" to Sta. 195+09.75 "H"
Sta. 223+09.84 "H" to Sta. 230+00.00 "H"

16' Left Turn Lane From Sta. 226+47 "H" to Sta. 229+40 "H"

* 5' Widening Left and 6' Widening Right From Sta. 223+09.84 "H" to Sta. 230+00.00 "H"

LEGEND

- (J) HMA SHOULDER (TBD)
- (K) FULL DEPTH HMA PAVEMENT (TBD)
- (L) MILL & OVERLAY EXISTING PAVEMENT (TBD)
- (L1) MILL & VARIABLE DEPTH OVERLAY EXISTING PAVEMENT (TBD)
- (O) COMPACTED AGGREGATE, NO. 53

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: JCS DRAWN: JMT

CHECKED: JWG CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

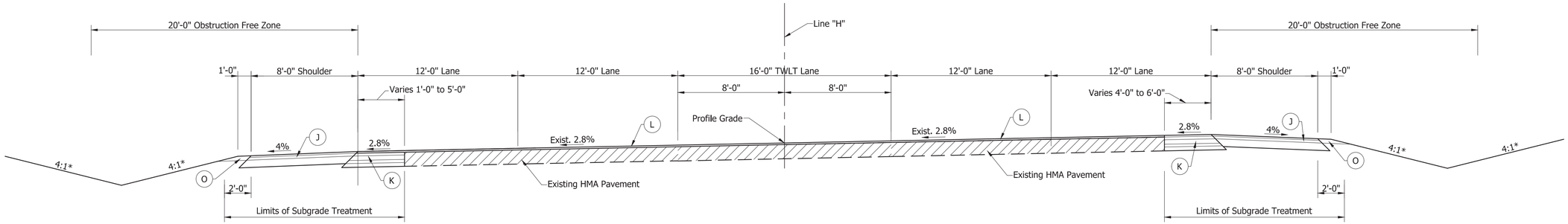
TYPICAL CROSS SECTIONS

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1/4"=1'-0"	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	07 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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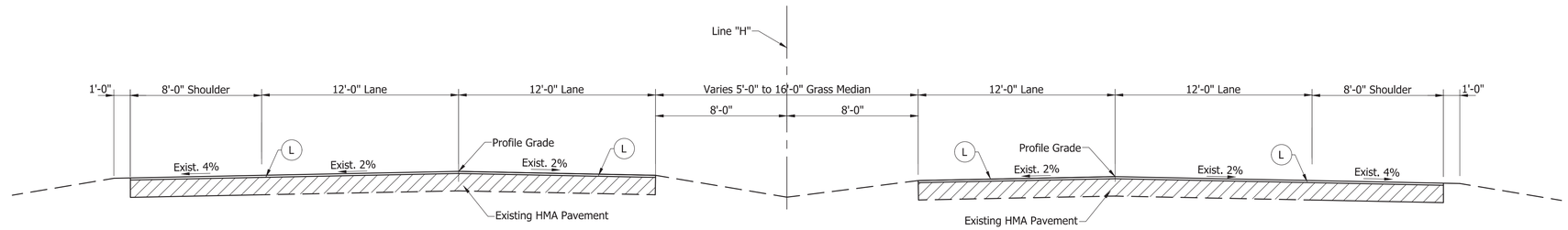
Preliminary Plans



TYPICAL CROSS SECTION-US 20

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

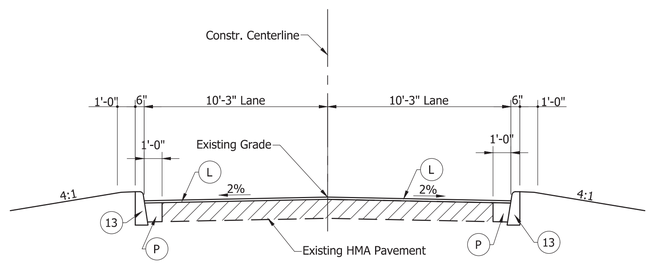
Sta. 195+09.75 "H" to Sta. 223+09.84 "H"



TYPICAL CROSS SECTION-US 20

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

Sta. 230+00.00 "H" to Sta. 236+22.00 "H"



TYPICAL CROSS SECTION-LYNN ST.

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

LEGEND

- (J) HMA SHOULDER (TBD)
- (K) FULL DEPTH HMA PAVEMENT (TBD)
- (K1) FULL DEPTH HMA PAVEMENT (TBD)
- (L) MILL & OVERLAY EXISTING PAVEMENT (TBD)
- (O) COMPACTED AGGREGATE, NO. 53

	RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE: 1/4"=1'-0" / BRIDGE FILE:
	DESIGNED: JCS DRAWN: JMT	TYPICAL CROSS SECTIONS	VERTICAL SCALE: N/A / DESIGNATION: 1702992
	CHECKED: JWG CHECKED: JCS		SURVEY BOOK: / SHEET: 08 OF 185
			CONTRACT: R-41437 / PROJECT: 1702992

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Preliminary Plans

105+00

110+00

115+00

120+00

App. Sec. Line

GRAPHIC SCALE
50 0 25 50
(IN FEET)
1 inch = 50 ft.

SEC. 9, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

LIVINGHOUSE FARMS, INC.

LIVINGHOUSE FARMS, INC.

CHRISTOPHER L.
& LANA K. FINE

Temp. R/W
R/W
Temp. R/W
R/W
Res. "B"
Temp. R/W
Temp. R/W
Temp. R/W
R/W

Line "H"

BEGIN PROJECT
P.O.T. Sta. 110+95.19 "H"

P.C. Sta. 113+11.00 "H"

R/W
R/W
Temp. R/W
Temp. R/W
Temp. R/W
Temp. R/W
Temp. R/W
Temp. R/W
R/W

CURVE DATA
P.I Sta. 121+64.20 "H"
Δ = 15°16'00" Rt.
R = 6366.18'
T = 853.20'
L = 1696.29'
E = 56.92'

LIVINGHOUSE FARMS, INC.

LIVINGHOUSE FARMS, INC.

Res. "A"

Res. "A"

	RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1"=50' / VERTICAL SCALE N/A	BRIDGE FILE / DESIGNATION 1702992
	DESIGNED: JCS DRAWN: JMT	PLAT NO. 1	SURVEY BOOK / SHEET 09 OF 185	
	CHECKED: JWG CHECKED: JCS		CONTRACT R-41437	PROJECT 1702992

BFS NO. 6440.1701

\\Dfsta\2\Jobs\6440000.0000\ProjDevelopment\ROW\RWENG\CalculationDrawings\6440_W201.dwg Dillon Mong Plot:8/11/2021 8:30 AM Save:6/28/2021 10:48 AM

Preliminary Plans

120+00

125+00

130+00

135+00

App. Sec. Line

SEC. 10, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

App. 1/4 Sec. Line

9 10
9 10

6+00

P.O.T. Sta. 6+00.00 "S-9-D"

5+00

Res. "A"

DAVID L. WAGNER

DWAYNE SCHERB &
TINA YOUNG-SCHERB

TINA YOUNG (SCHERB)

LIVINGHOUSE FARMS

HERMAN R. WILLIAMSON

R/W

Temp. R/W

Line "H"

P.O.C. Sta. 121+27.90 "H" =
P.O.T. Sta. 3+49.20 "S-9-D"

P.T. Sta. 130+07.29 "H"

Line "S-9-D"

CURVE DATA
P.I Sta. 121+64.20 "H"
Δ = 15°16'00" Rt.
R = 6366.18'
T = 853.20'
L = 1696.29'
E = 56.92'

LIVINGHOUSE FARMS, INC.

Lot 1

0+00

P.O.T. Sta. 0+00.00 "S-9-D"

SEC. 10, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

GRAPHIC SCALE
50 0 25 50
(IN FEET)
1 inch = 50 ft.

RECOMMENDED
FOR APPROVAL: _____
DESIGN ENGINEER DATE

DESIGNED: JCS DRAWN: JMT

CHECKED: JWG CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

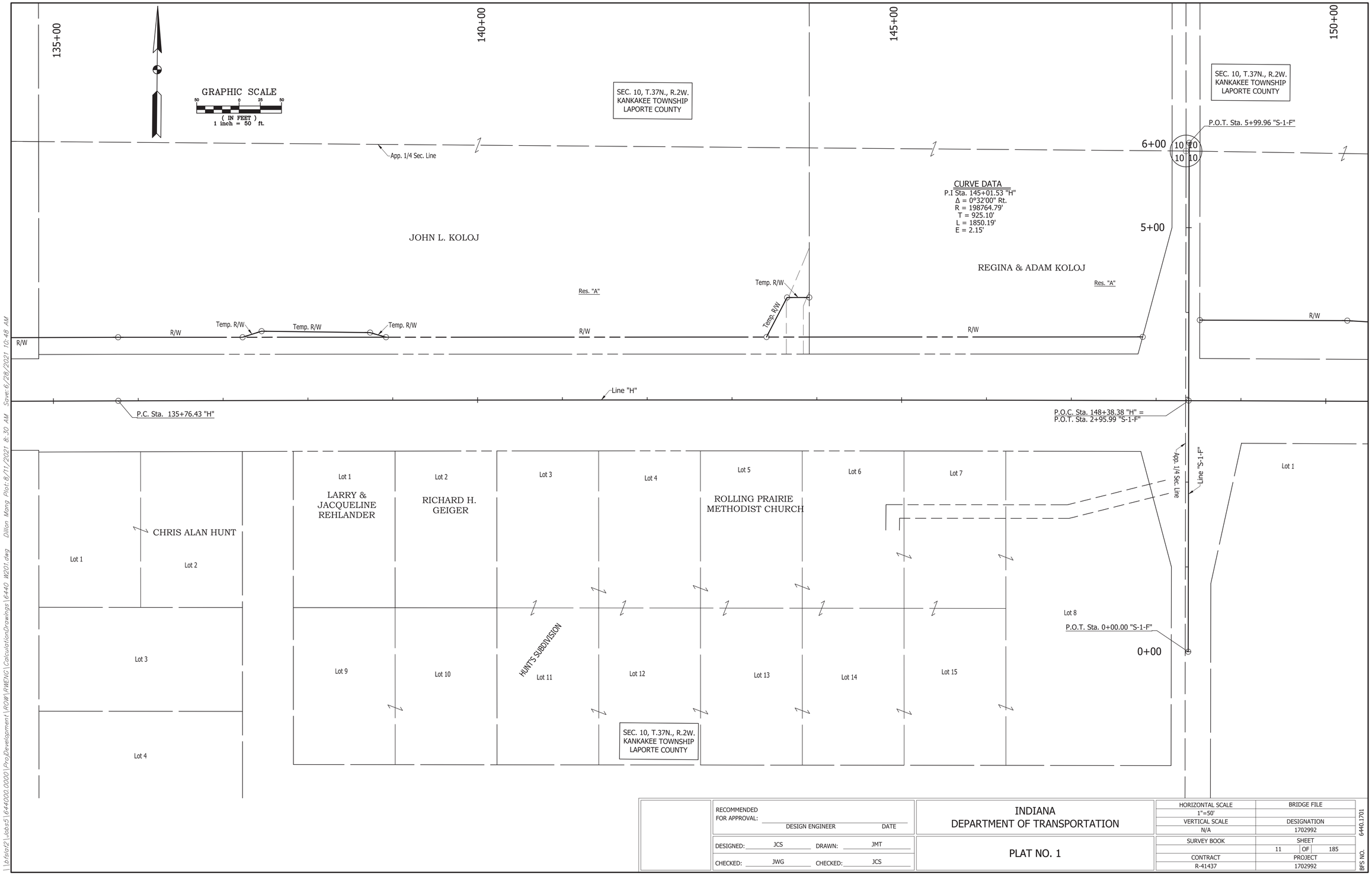
PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	10 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



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RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: JCS DRAWN: JMT

CHECKED: JWG CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	11 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

Preliminary Plans

150+00

155+00

160+00

SEC. 10, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

App. 1/4 Sec. Line

GRAPHIC SCALE
50 0 25 50
(IN FEET)
1 inch = 50 ft.

DUANE & ALICIA CLARICH

Temp. R/W For
Grading & Driveway

Res. "A"

JOSEPH L. HILL TRUST

R/W R/W R/W

Temp. R/W Temp. R/W

R/W R/W

Res. "A"

Temp. R/W Temp. R/W

CURVE DATA
P.I Sta. 171+00.43 "H"
Δ = 18°31'00" Rt.
R = 10268.15'
T = 1673.81'
L = 3318.42'
E = 135.53'

Line "H"

P.C.C. Sta. 154+26.62 "H"

Lot 1 Lot 2 Lot 3 Lot 4 Lot 5 Lot 6 Lot 7 Lot 8 Lot 9 Lot 10 Lot 11 Lot 12 Lot 13

CURVE DATA
P.I Sta. 145+01.53 "H"
Δ = 0°32'00" Rt.
R = 198764.79'
T = 925.10'
L = 1850.19'
E = 2.15'

JASON A. RUNION

CYRIL OAKE

Temp. R/W Temp. R/W

WILLIAM &
DEBORA YERGLER

RONALD & HORMA ROSENTRETER

SCOTT F. ERNEY

PLAT OF PRAIRIE ACRES

ASHLEY NEGRETE

R/W R/W

Res. "A"

ROBERT &
JANET SCHULTZ

SEC. 10, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: JCS DRAWN: JMT

CHECKED: JWG CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	12 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

b:\sio\2_Jobs\6440000.0000\Pro_Development\ROW\RWENG\CalculationDrawings\6440_W201.dwg Ronald Mulligan Plot: 10/19/2021 2:36 PM Save: 10/19/2021 1:43 PM

Preliminary Plans

165+00

170+00

175+00

180+00

App. 1/4 Sec. Line

SEC. 10, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

SEC. 11, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

GRAPHIC SCALE
50 0 25 50
(IN FEET)
1 inch = 50 ft.

6+00

P.O.T. Sta. 6+00.00 "S-1-G"

5+00

CURVE DATA
P.I Sta. 171+00.43 "H"
Δ = 18°31'00" Rt.
R = 10268.15'
T = 1673.81'
L = 3318.42'
E = 135.53'

WILLIAM & MARILEE MCGUIRE

P.O.C. Sta. 175+02.98 "H" =
P.O.T. Sta. 2+98.91 "S-1-G"

Line "S-1-G"

Line "H"

W.J. WALKER'S FIRST ADDITION TO PORTLAND

Lot 15

P.O.T. Sta. 5+00.00 "S-2-G"

Lot 18

DOROTHY & JERRY SCHROEDER
Lot 17

FAMILY EXPRESS CORPORATION
Lot 25

CHARLES & JULIE DARWIN
Lot 16

Lot 26

THE TIME LOW CORPORATION
Lot 27

Lot 29

Lot 30

Lot 19

Lot 20

JON & KATHLEEN MILLER

Lot 21

SEC. 11, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

Line "S-2-G"

P.O.C. Sta. 177+63.65 "H" =
P.O.T. Sta. 2+48.98 "S-2-G"

R/W

Res. "A"

MELANIE YASKO & GAEL ROSENBAUM

DOUGLAS L. ATHERTON

Lot 13

Lot 14

Lot 15

R/W

Lot 16

ROBERT & JANET SCHULTZ

Res. "A"

P.O.T. Sta. 0+00.00 "S-2-G"

0+00

DOUGLAS L. ATHERTON

P.O.T. Sta. 0+00.00 "S-1-G"

0+00

SEC. 10, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

App. Sec. Line

STEVEN VOGEL

R/W

R/W

R/W

Lot 31

Lot 32

Lot 22

JAMES & ANN RIEDSTRA

Res. "A"

Lot 33

DORIS KRENZKE

Lot 34

SCOTT KRENZKE

Lot 35

Lot 41

Lot 40

JACK STROP & JODY GILCHRIST

Lot 39

Lot 38

Lot 37

Lot 36

W.J. WALKER'S FIRST ADDITION TO PORTLAND

RECOMMENDED FOR APPROVAL:
DESIGN ENGINEER DATE

DESIGNED: JCS DRAWN: JMT

CHECKED: JWG CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	13 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans

185+00

190+00

195+00

W.J. WALKER'S FIRST ADDITION TO PORTLAND

Lot 8

Lot 9

Lot 12

DONALD & JACQUELINE PROSSER

Lot 11

Lot 10

NICKLAS & CHRISTINA SODER

Lot 19

Lot 20

JON & KATHLEEN MILLER

HUNTER PARMLEY

REDTAIL, LLC

REDTAIL, LLC

STATE OF INDIANA

STATE OF INDIANA

STATE OF INDIANA

GRAPHIC SCALE

50 0 25 50

(IN FEET)

1 inch = 50 ft.

Line "H"

P.T. Sta. 187+45.05 "H"

P.C. Sta. 195+09.75 "H"

SEC. 11, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

Lot 22

Lot 23

JAMES & ANN RIEDSTRA

STATE OF INDIANA

STATE OF INDIANA

SCOTT VANWANZEELE

STATE OF INDIANA

JOHNATHON KUESPERT

Utility Esmt.

	RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE: 1"=50' / BRIDGE FILE:
	DESIGNED: JCS DRAWN: JMT	PLAT NO. 1	VERTICAL SCALE: N/A / DESIGNATION: 1702992
	CHECKED: JWG CHECKED: JCS		SURVEY BOOK: / SHEET: 14 OF 185
			CONTRACT: R-41437 / PROJECT: 1702992

BFS NO. 6440.1701

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Preliminary Plans

195+00

200+00

205+00

210+00

App. 1/4 Sec. Line

6+00

5+00

P.O.T. Sta. 6+00.00 "S-3-G"

GRAPHIC SCALE

50 0 25 50

(IN FEET)
1 inch = 50 ft.

EUGENE & ROBERT SMITH

MICHAEL & JOY VANEK

P.C. Sta. 195+09.75 "H"

P.O.C. Sta. 202+30.01 "H" =
P.O.T. Sta. 3+00.00 "S-3-G"

CURVE DATA
P.I Sta. 209+76.05 "H"
Δ = 42°00'00" Rt.
R = 3819.84'
T = 1466.30'
L = 2800.09'
E = 271.76'

EUGENE & ROBERT SMITH

ROLLING PRAIRIE
BTS RETAIL, LLC

0+00

P.O.T. Sta. 0+00.00 "S-3-G"

App. 1/4 Sec. Line

\\bfsfs2\Jobs5\644000 0000\ProjDevelopment\ROW\PWENG\CalculationDrawings\6440_W201.dwg Dillon Mong Plot: 8/11/2021 8:30 AM Save: 6/28/2021 10:48 AM

	RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1"=50'	BRIDGE FILE
			VERTICAL SCALE N/A	DESIGNATION 1702992
	DESIGNED: JCS DRAWN: JMT	PLAT NO. 1	SURVEY BOOK	SHEET 15 OF 185
	CHECKED: JWG CHECKED: JCS		CONTRACT R-41437	PROJECT 1702992

BFS NO. 6440.1701

Preliminary Plans

210+00

215+00

220+00

GRAPHIC SCALE

50 0 25 50

(IN FEET)
1 inch = 50 ft.

CURVE DATA
P.I Sta. 209+76.05 "H"
Δ = 42°00'00" Rt.
R = 3819.84'
T = 1466.30'
L = 2800.09'
E = 271.76'

P.T. Sta. 223+09.84 "H"

GEORGE & KATHRYN GURROLA

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: JCS DRAWN: JMT

CHECKED: JWG CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

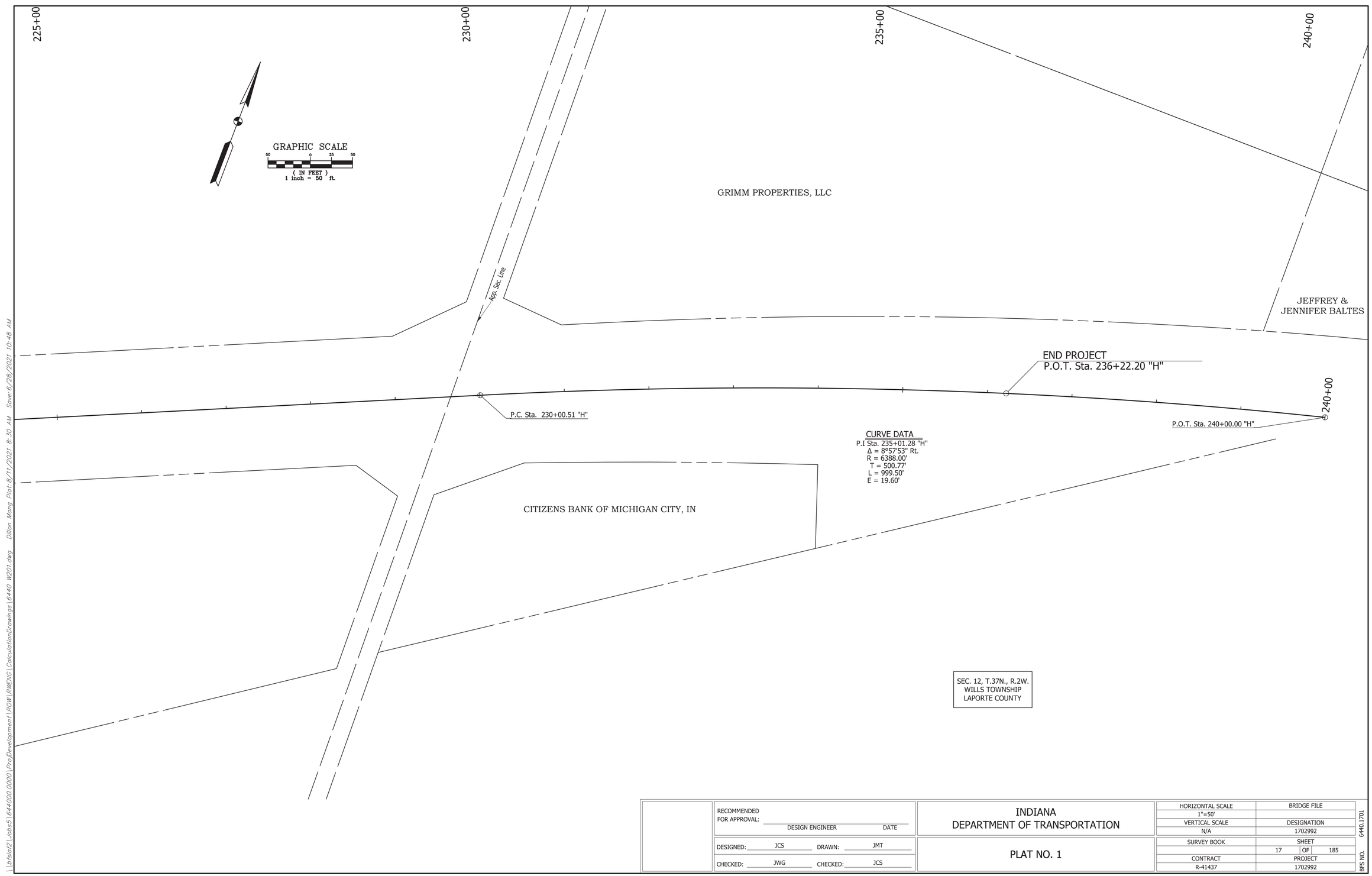
PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	16 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans

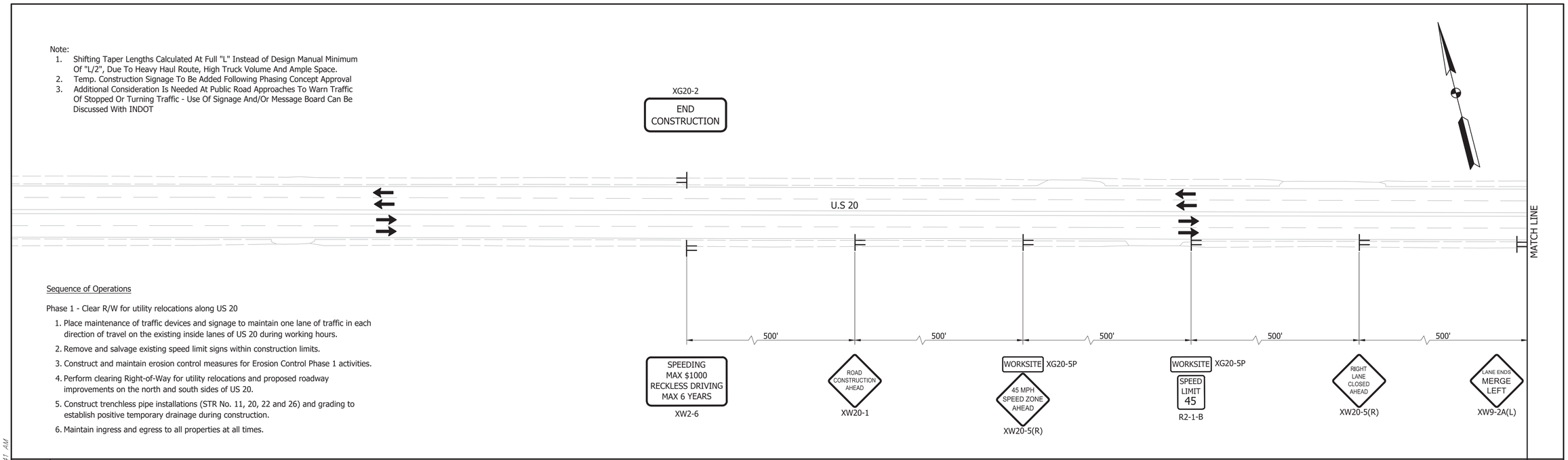


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	RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1"=50' / BRIDGE FILE	BFS NO. 6440.1701
	DESIGNED: JCS DRAWN: JMT	PLAT NO. 1	VERTICAL SCALE N/A / DESIGNATION 1702992	
	CHECKED: JWG CHECKED: JCS		SURVEY BOOK / SHEET 17 OF 185	
			CONTRACT R-41437 / PROJECT 1702992	

Preliminary Plans

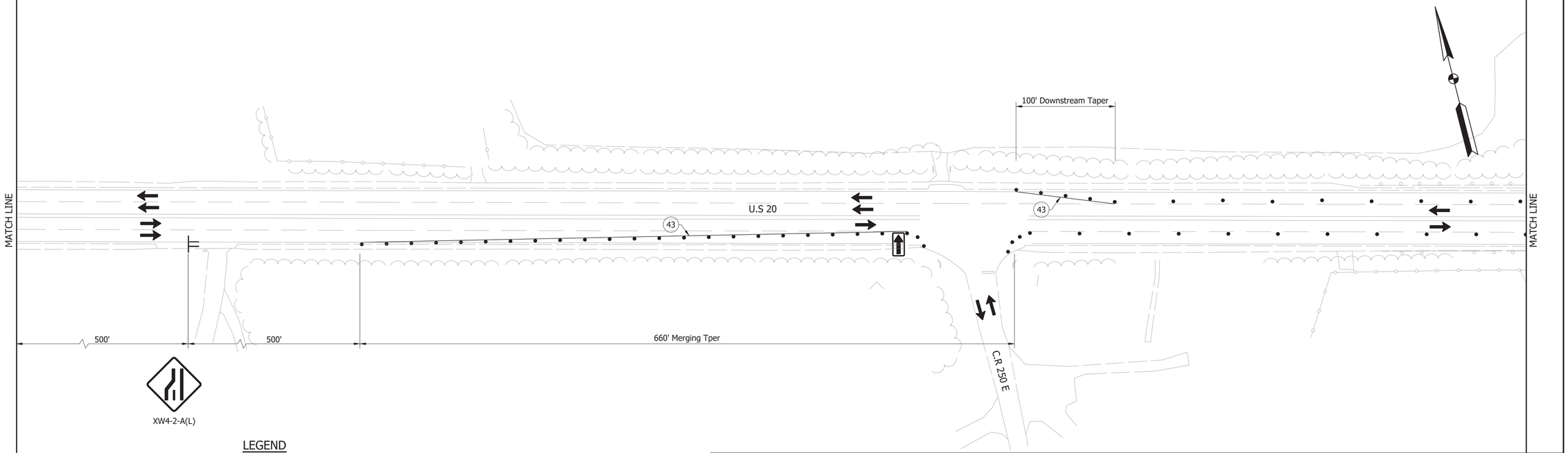
Note:
1. Shifting Taper Lengths Calculated At Full "L" Instead of Design Manual Minimum Of "L/2", Due To Heavy Haul Route, High Truck Volume And Ample Space.
2. Temp. Construction Signage To Be Added Following Phasing Concept Approval
3. Additional Consideration Is Needed At Public Road Approaches To Warn Traffic Of Stopped Or Turning Traffic - Use Of Signage And/Or Message Board Can Be Discussed With INDOT



Sequence of Operations

Phase 1 - Clear R/W for utility relocations along US 20

1. Place maintenance of traffic devices and signage to maintain one lane of traffic in each direction of travel on the existing inside lanes of US 20 during working hours.
2. Remove and salvage existing speed limit signs within construction limits.
3. Construct and maintain erosion control measures for Erosion Control Phase 1 activities.
4. Perform clearing Right-of-Way for utility relocations and proposed roadway improvements on the north and south sides of US 20.
5. Construct trenchless pipe installations (STR No. 11, 20, 22 and 26) and grading to establish positive temporary drainage during construction.
6. Maintain ingress and egress to all properties at all times.



LEGEND

- TRAFFIC FLOW
- CHANNELIZING DEVICE
- TRAFFIC SIGNS
- ARROW BOARD
- (43) TEMP. PAVEMENT MARKING, REMOVABLE SOLID WHITE, 6"

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: CWW DRAWN: DRM

CHECKED: JWG CHECKED: CWW

INDIANA DEPARTMENT OF TRANSPORTATION

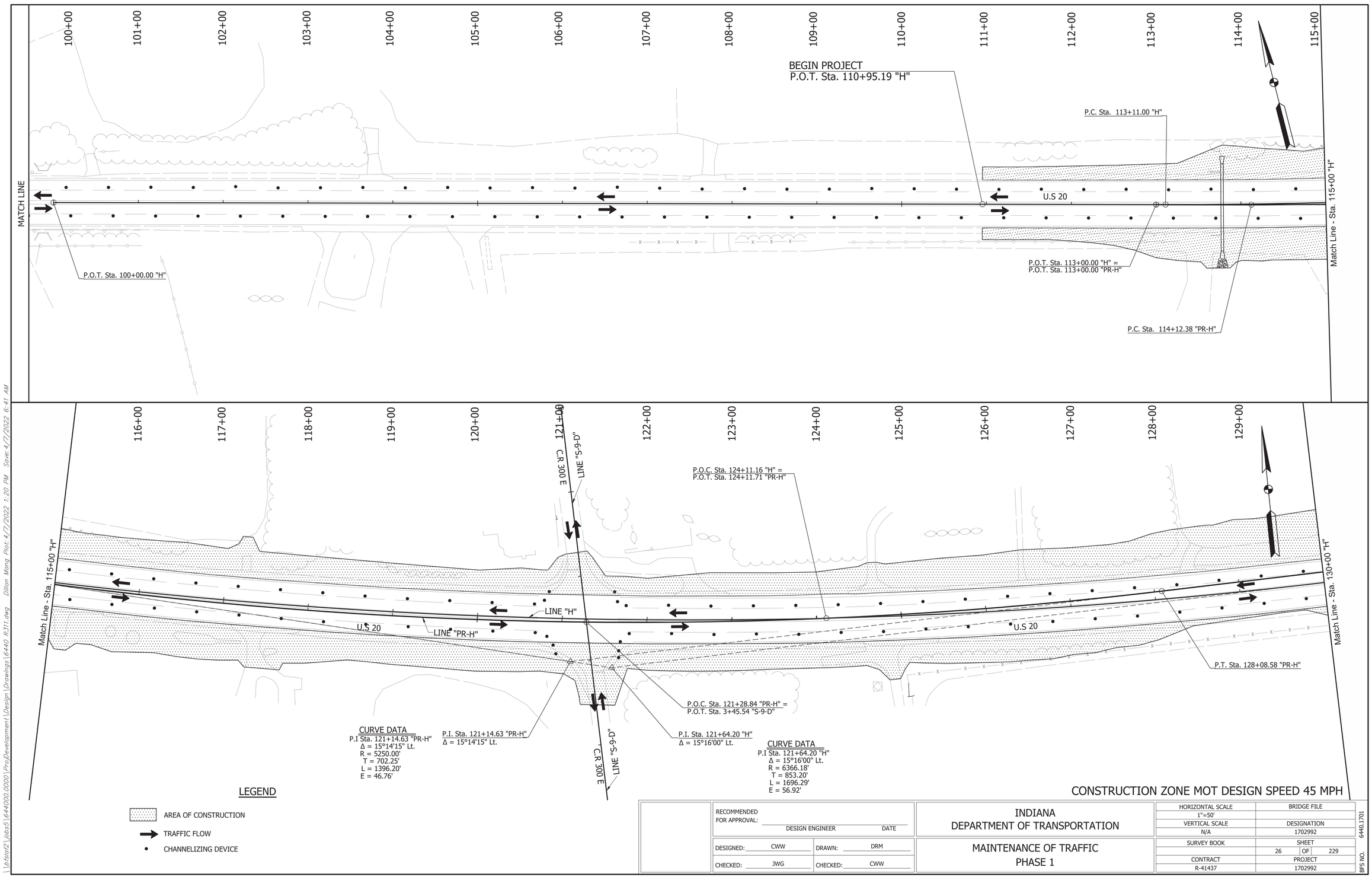
MAINTENANCE OF TRAFFIC PHASE 1

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	25 OF 229
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



LEGEND

- AREA OF CONSTRUCTION
- TRAFFIC FLOW
- CHANNELIZING DEVICE

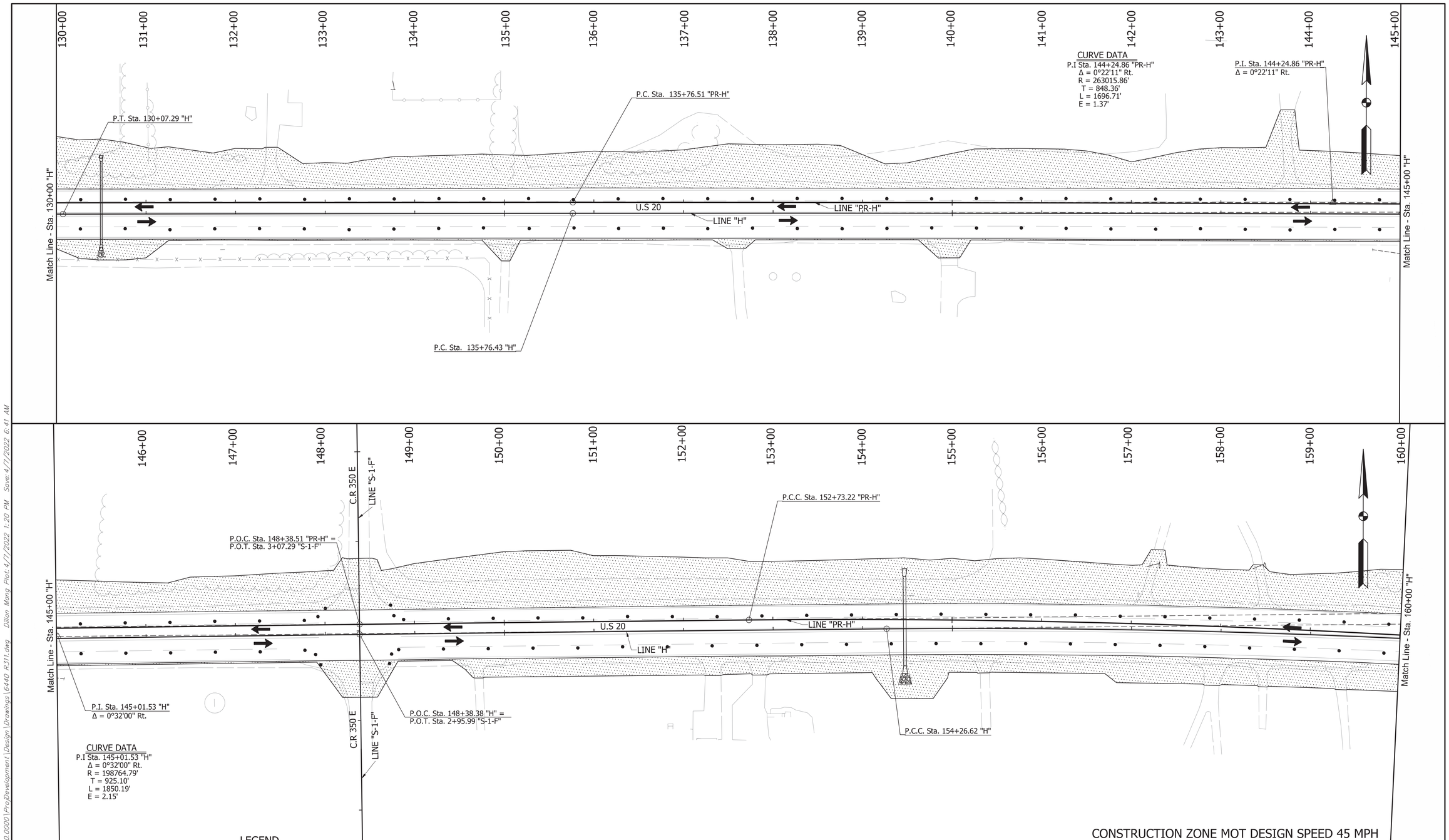
CONSTRUCTION ZONE MOT DESIGN SPEED 45 MPH

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE: 1"=50' / BRIDGE FILE:
			VERTICAL SCALE: N/A / DESIGNATION: 1702992
DESIGNED: CWW	DRAWN: DRM	MAINTENANCE OF TRAFFIC PHASE 1	SURVEY BOOK: / SHEET: 26 OF 229
CHECKED: JWG	CHECKED: CWW		CONTRACT: R-41437 / PROJECT: 1702992

BFS NO. 6440.1701

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Preliminary Plans



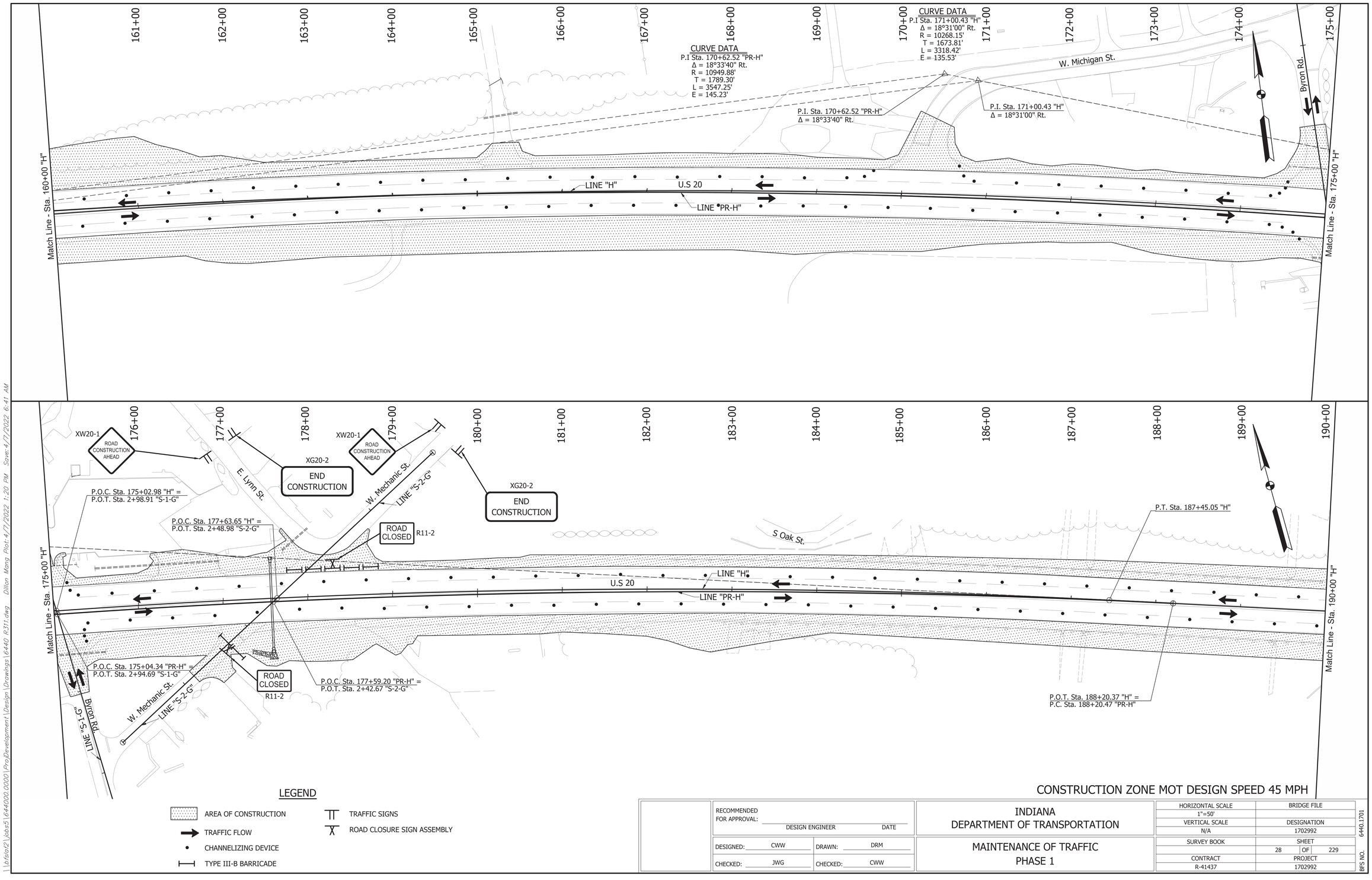
CONSTRUCTION ZONE MOT DESIGN SPEED 45 MPH

	RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1"=50' / BRIDGE FILE / VERTICAL SCALE N/A / DESIGNATION 1702992
	DESIGNED: CWW DRAWN: DRM CHECKED: JWG CHECKED: CWW	MAINTENANCE OF TRAFFIC PHASE 1	SURVEY BOOK / SHEET 27 OF 229 CONTRACT R-41437 / PROJECT 1702992

BFS NO. 6440.1701

\\dfsta2\jobs5\644000.0000\ProjDevelopment\Design\Drawings\6440_R311.dwg Dillon Mong Plot: 4/7/2022 1:20 PM Save: 4/7/2022 6:41 AM

Preliminary Plans



LEGEND

- AREA OF CONSTRUCTION
- TRAFFIC FLOW
- CHANNELIZING DEVICE
- TYPE III-B BARRICADE
- TRAFFIC SIGNS
- ROAD CLOSURE SIGN ASSEMBLY

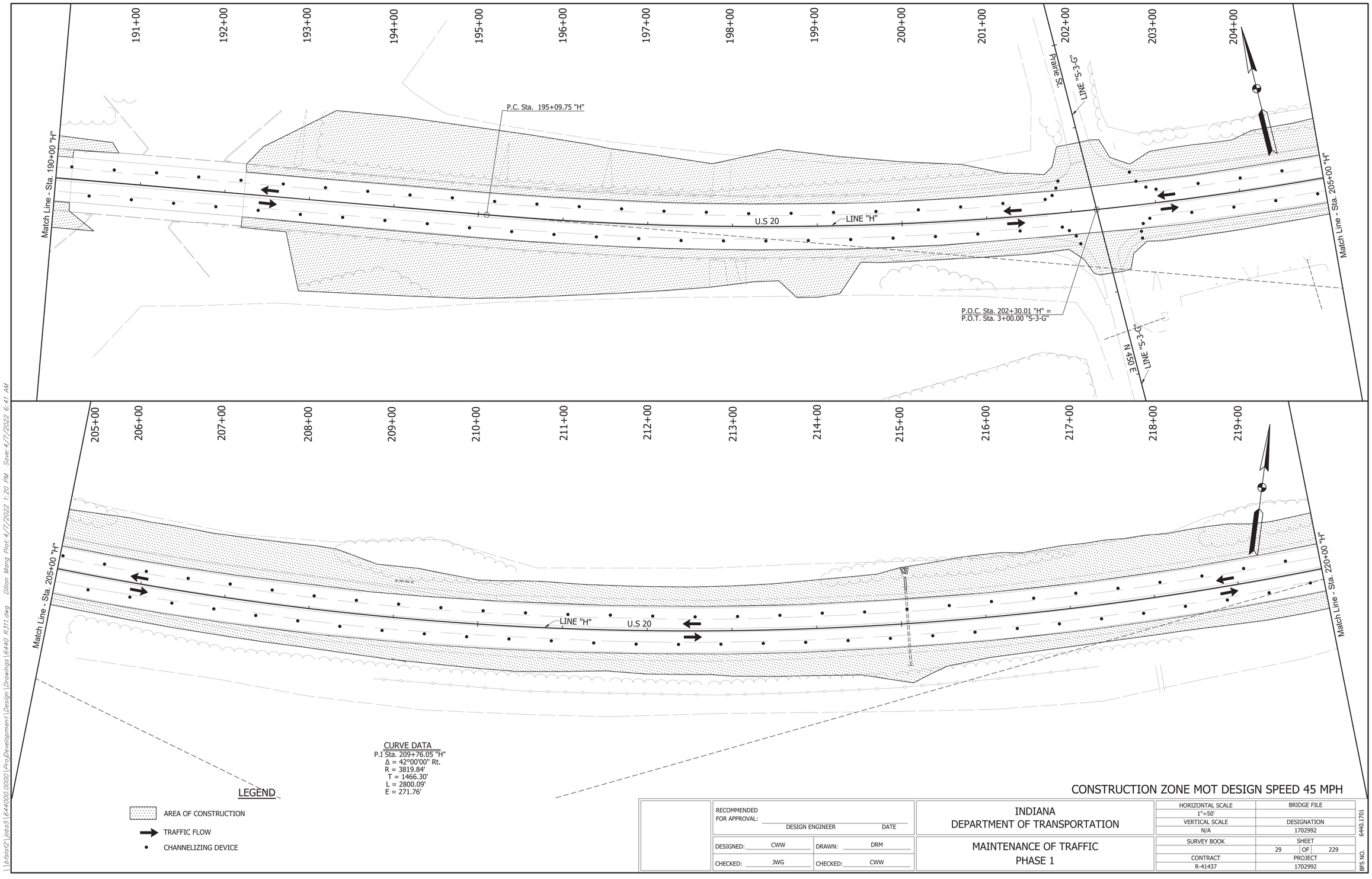
CONSTRUCTION ZONE MOT DESIGN SPEED 45 MPH

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1"=50' / BRIDGE FILE / VERTICAL SCALE N/A / DESIGNATION 1702992
DESIGNED: CWW	DRAWN: DRM	MAINTENANCE OF TRAFFIC PHASE 1	SURVEY BOOK / SHEET 28 OF 229
CHECKED: JWG	CHECKED: CWW		CONTRACT R-41437 / PROJECT 1702992

BFS NO. 6440.1701

\\bfsi2\jobs5\644000\0000\ProDevelopment\Design\Drawings\6440_R311.dwg Dillon Mong Plot:4/7/2022 1:20 PM Save:4/7/2022 6:41 AM

Preliminary Plans



CURVE DATA
P.I Sta. 209+76.05 "H"
Δ = 42°00'00" Rt.
R = 3819.84'
T = 1466.30'
L = 2800.09'
E = 271.76'

LEGEND

- AREA OF CONSTRUCTION
- TRAFFIC FLOW
- CHANNELIZING DEVICE

CONSTRUCTION ZONE MOT DESIGN SPEED 45 MPH

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1"=50' / BRIDGE FILE
			VERTICAL SCALE N/A / DESIGNATION 1702992
DESIGNED: CWW	DRAWN: DRM	MAINTENANCE OF TRAFFIC PHASE 1	SURVEY BOOK / SHEET 29 OF 229
CHECKED: JWG	CHECKED: CWW		CONTRACT R-41437 / PROJECT 1702992

BFS NO. 6440.1701

\\bfsnf2\Jobs\6440000\ProjDevelopment\Design\Drawings\6440_R311.dwg Dillon Mong Plot:4/7/2022 1:20 PM Save:4/7/2022 6:41 AM

Preliminary Plans

Note To Reviewer:
1. Road Closure Of CR 500 E Approaches Is Shown To Avoid Turning Movements Within Lane Shift Limits. 500 N North Of US 20 Is A Short Gravel Road With No Structures And Can Be Accessed From Wiley Road. 500 N South Of US 20 Is Very Short And Can Be Accessed From Oaknoll Road And Has "No Truck" Signs. As An Alternate, 500 N Could Be Restricted To Right In/Right Out During Construction If Closure Creates Issues.

221+00 222+00 223+00 224+00 225+00 226+00 227+00 228+00 229+00 230+00 231+00 232+00 233+00 234+00 235+00

P.T. Sta. 223+09.84 "H"

N 500 E

Match Line - Sta. 220+00 "H"

U.S 20

LINE "H"

P.C. Sta. 230+00.51 "H"

N 500 E

U.S 20

Match Line - Sta. 235+00 "H"

CURVE DATA
P.I Sta. 235+01.28 "H"
Δ = 8°57'53" Rt.
R = 6388.00'
T = 500.77'
L = 999.50'
E = 19.60'

236+00 237+00 238+00 239+00 240+00

P.I. Sta. 235+01.28 "H"
Δ = 8°57'53" Rt.

P.O.T. Sta. 240+00.00 "H"

WILEY RD.

E. OAKNOLL RD.

660' Merging Taper

43

U.S 20

Match Line - Sta. 235+00 "H"

U.S 20

LINE "H"

U.S 20

MATCH LINE

43

100' Downstream Taper

END PROJECT
P.O.C. Sta. 236+22.20 "H"

E. OAKNOLL RD.

LEGEND

AREA OF CONSTRUCTION

TRAFFIC FLOW

CHANNELIZING DEVICE

(43) TEMP. PAVEMENT MARKING, REMOVABLE SOLID WHITE, 6"

CONSTRUCTION ZONE MOT DESIGN SPEED 45 MPH

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: CWW DRAWN: DRM

CHECKED: JWG CHECKED: CWW

INDIANA
DEPARTMENT OF TRANSPORTATION

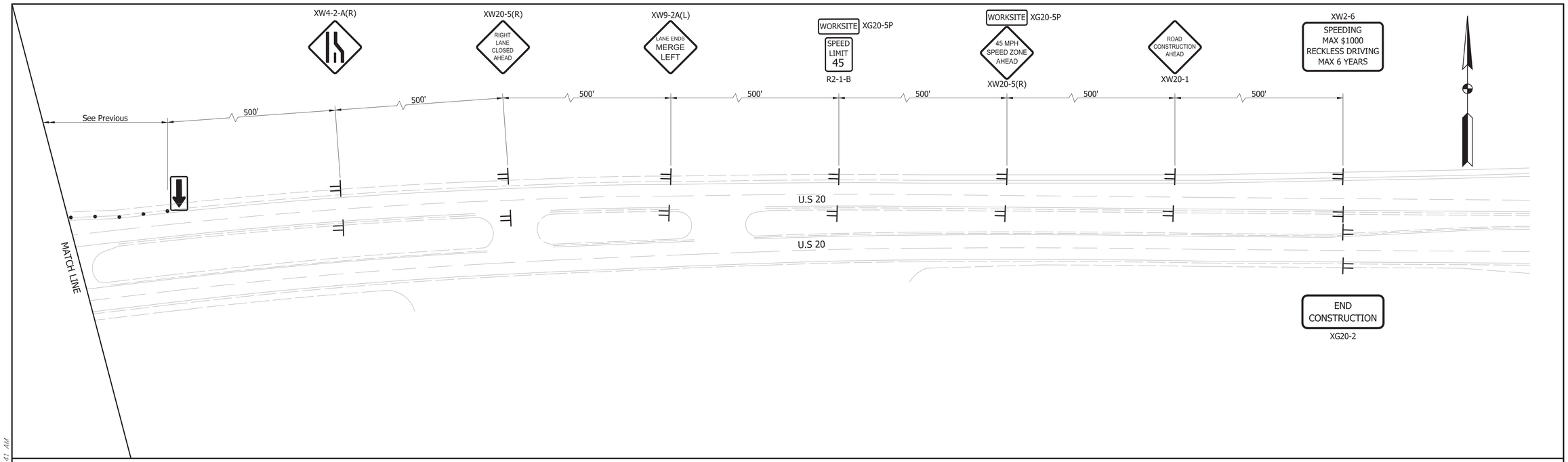
MAINTENANCE OF TRAFFIC
PHASE 1

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	30 OF 229
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



LEGEND

TRAFFIC FLOW

TRAFFIC SIGNS

ARROW BOARD

CONSTRUCTION ZONE MOT DESIGN SPEED 45 MPH

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE: 1"=50' / VERTICAL SCALE: N/A / BRIDGE FILE / DESIGNATION: 1702992
DESIGNED: CWW	DRAWN: DRM	MAINTENANCE OF TRAFFIC PHASE 1	SURVEY BOOK / SHEET: 31 OF 229 / CONTRACT: R-41437 / PROJECT: 1702992
CHECKED: JWG	CHECKED: CWW		BFS NO. 6440.1701

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Preliminary Plans

Sequence of Operations:

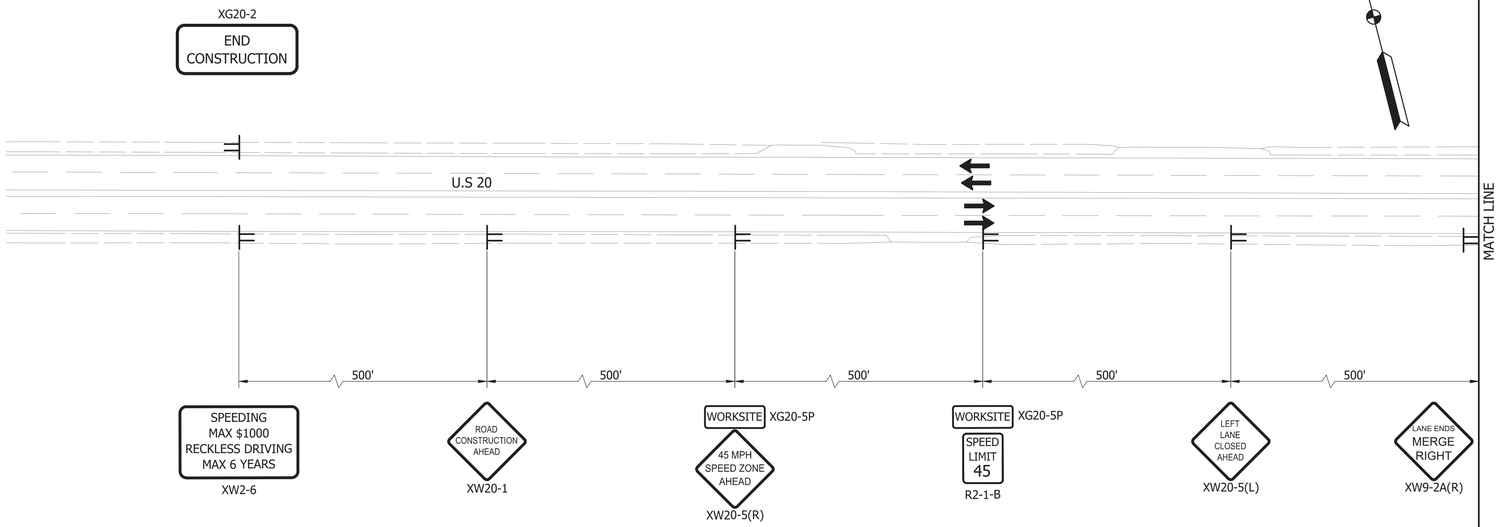
Phase 2A - Construct north side widening and the two westbound lanes of US 20

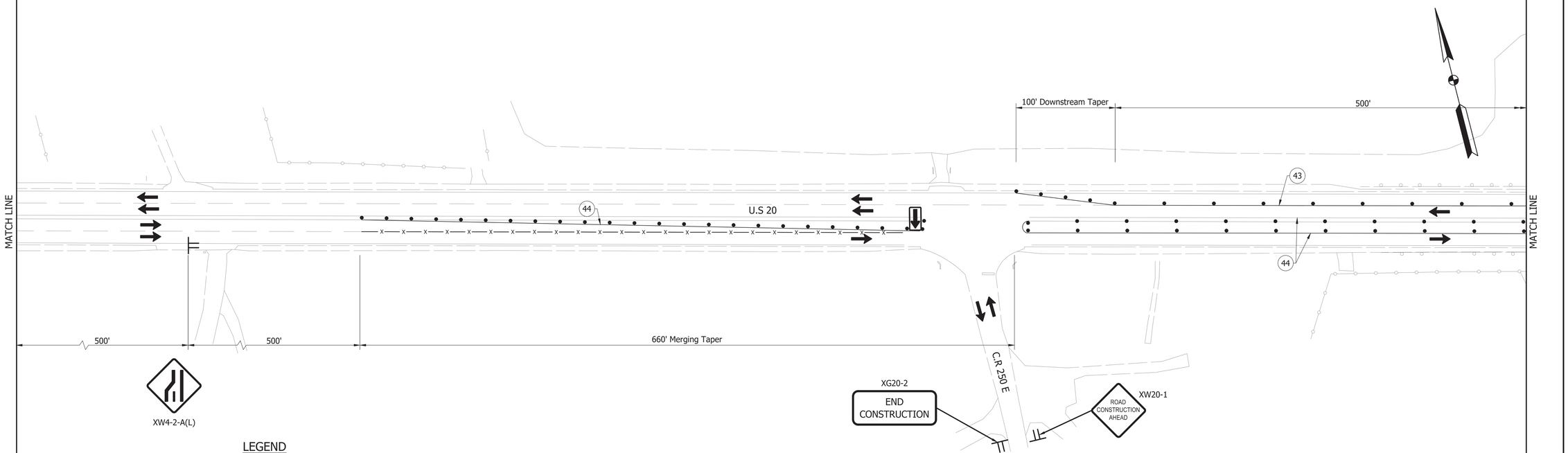
1. Place maintenance of traffic devices, temporary pavement markings and signage to maintain one lane of traffic in each direction of travel on existing pavement on the south half of US 20, with left turn only lanes and temporary traffic barrier at public road approaches.
2. Relocate flashing traffic beacons at the intersection of US 20 and Byron Road for Phase 2 traffic.
3. Close Michigan Street at US 20 to through traffic during construction to force traffic for Rolling Prairie to use the Byron St intersection.
4. Close Mechanic Street at US 20 permanently at the start of Phase 2.
5. Close CR 500E at US 20 to through traffic during construction to force traffic to use the Oak Knoll Road intersection.
6. Remove and salvage snowplowable raised pavement markers from Begin Project to End Project limits.
7. Construct and maintain erosion control measures for Erosion Control Phase 2 activities.
8. Construct proposed grading, drainage improvements, grout abandon in place culverts, pavement widening, HMA mill and overlay through surface course and guardrail on the two proposed westbound lanes of US 20.
9. Do not construct concrete center from STA 170+97 to STA 174+47, Left, in Phase 2. Place temporary HMA at this location.
10. Complete final grading and install permanent seeding on the north side of US 20.
11. Maintain ingress and egress to all properties at all times.

Sequence of Operations:

Phase 2B - Construct westbound lanes HMA mill and overlay at the temporary left turn lanes at public road approaches

1. Phase 2b construction activities shall be conducted during nighttime hours at one public road approach at a time.
2. Remove temporary left turn only lane at one public road approach at a time and maintain one lane of traffic in each direction of travel on existing pavement on the south half of US 20 during public road approach construction.
3. Remove temporary traffic barrier at the public road approach.
4. Construct HMA mill and overlay through surface course at the public road approach.
5. Place maintenance of traffic devices, temporary pavement markings and signage to maintain one lane of traffic in each direction of travel on the south half of US 20, with left turn only lanes using temporary pavement markings at public road approaches for the remaining duration of Phase 2b.





LEGEND

- TRAFFIC FLOW
- CHANNELIZING DEVICE
- TRAFFIC SIGNS
- PAVEMENT MARKING REMOVAL
- ARROW BOARD
- (43) TEMP. PAVEMENT MARKING, REMOVABLE SOLID WHITE, 6"
- (44) TEMP. PAVEMENT MARKING, REMOVABLE SOLID YELLOW, 6"

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: CWW DRAWN: DRM

CHECKED: JWG CHECKED: CWW

INDIANA DEPARTMENT OF TRANSPORTATION

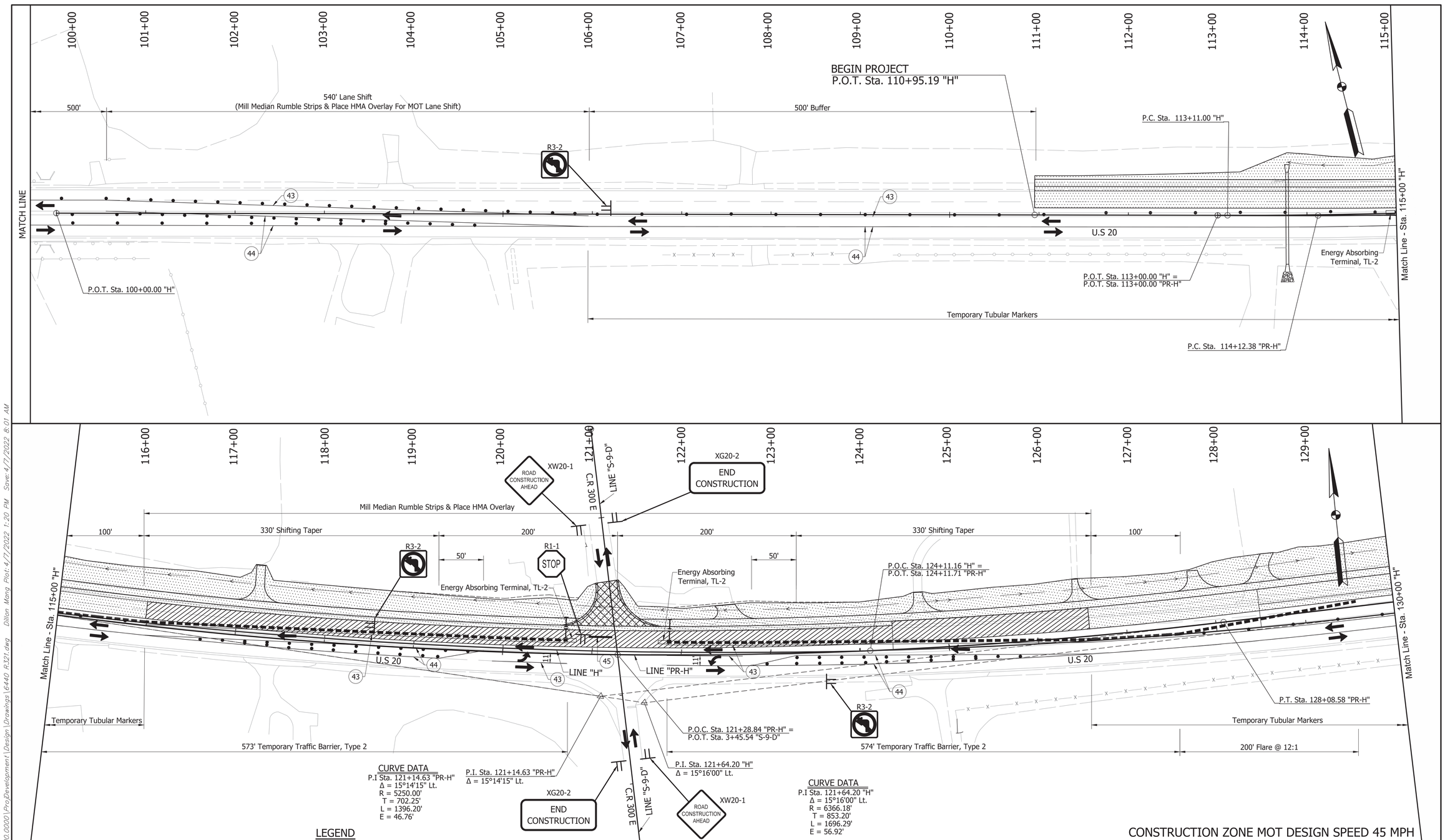
MAINTENANCE OF TRAFFIC PHASE 2A

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	32 OF 229
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



LEGEND

- PHASE 2B - MILL AND OVERLAY
- AREA OF CONSTRUCTION UNDER FLAGGING OPERATIONS
- AREA OF CONSTRUCTION
- TRAFFIC FLOW
- CHANNELIZING DEVICE
- TRAFFIC SIGNS
- TYPE III-B BARRICADE
- (41) TEMP. PAVEMENT MARKING, SOLID YELLOW, 6"
- (43) TEMP. PAVEMENT MARKING, REMOVABLE SOLID WHITE, 6"
- (44) TEMP. PAVEMENT MARKING, REMOVABLE SOLID YELLOW, 6"
- (45) TEMP. PAVEMENT MARKING, SOLID WHITE, 24"

CONSTRUCTION ZONE MOT DESIGN SPEED 45 MPH

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: CWW DRAWN: DRM

CHECKED: JWG CHECKED: CWW

INDIANA
DEPARTMENT OF TRANSPORTATION

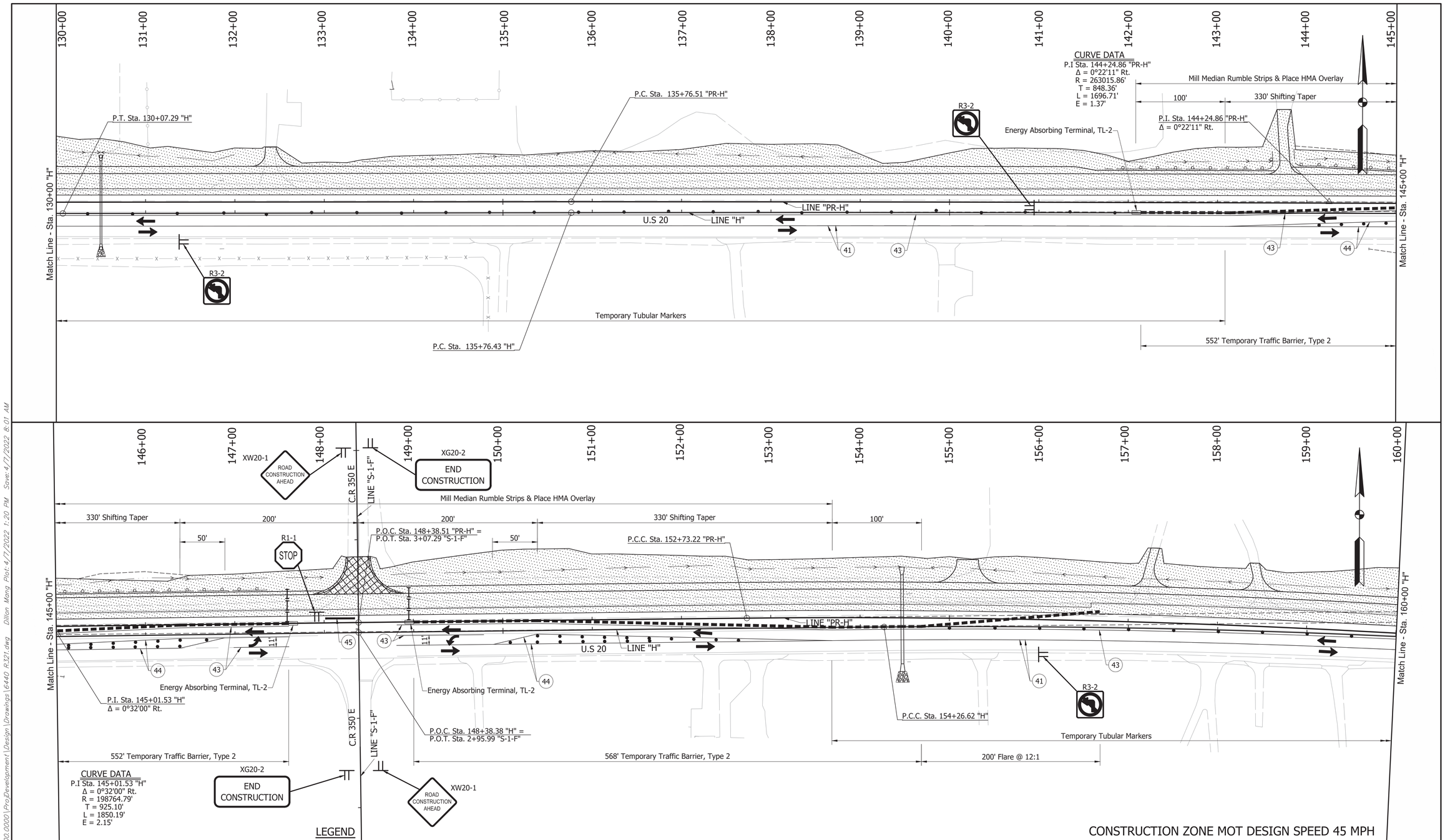
MAINTENANCE OF TRAFFIC
PHASE 2A

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	33 OF 229
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



LEGEND

- AREA OF CONSTRUCTION UNDER FLAGGING OPERATIONS
- AREA OF CONSTRUCTION
- TRAFFIC FLOW
- CHANNELIZING DEVICE
- TRAFFIC SIGNS
- TYPE III-B BARRICADE
- (41) TEMP. PAVEMENT MARKING, SOLID YELLOW, 6"
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CONSTRUCTION ZONE MOT DESIGN SPEED 45 MPH

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DESIGNED: CWW DRAWN: DRM

CHECKED: JWG CHECKED: CWW

INDIANA
DEPARTMENT OF TRANSPORTATION

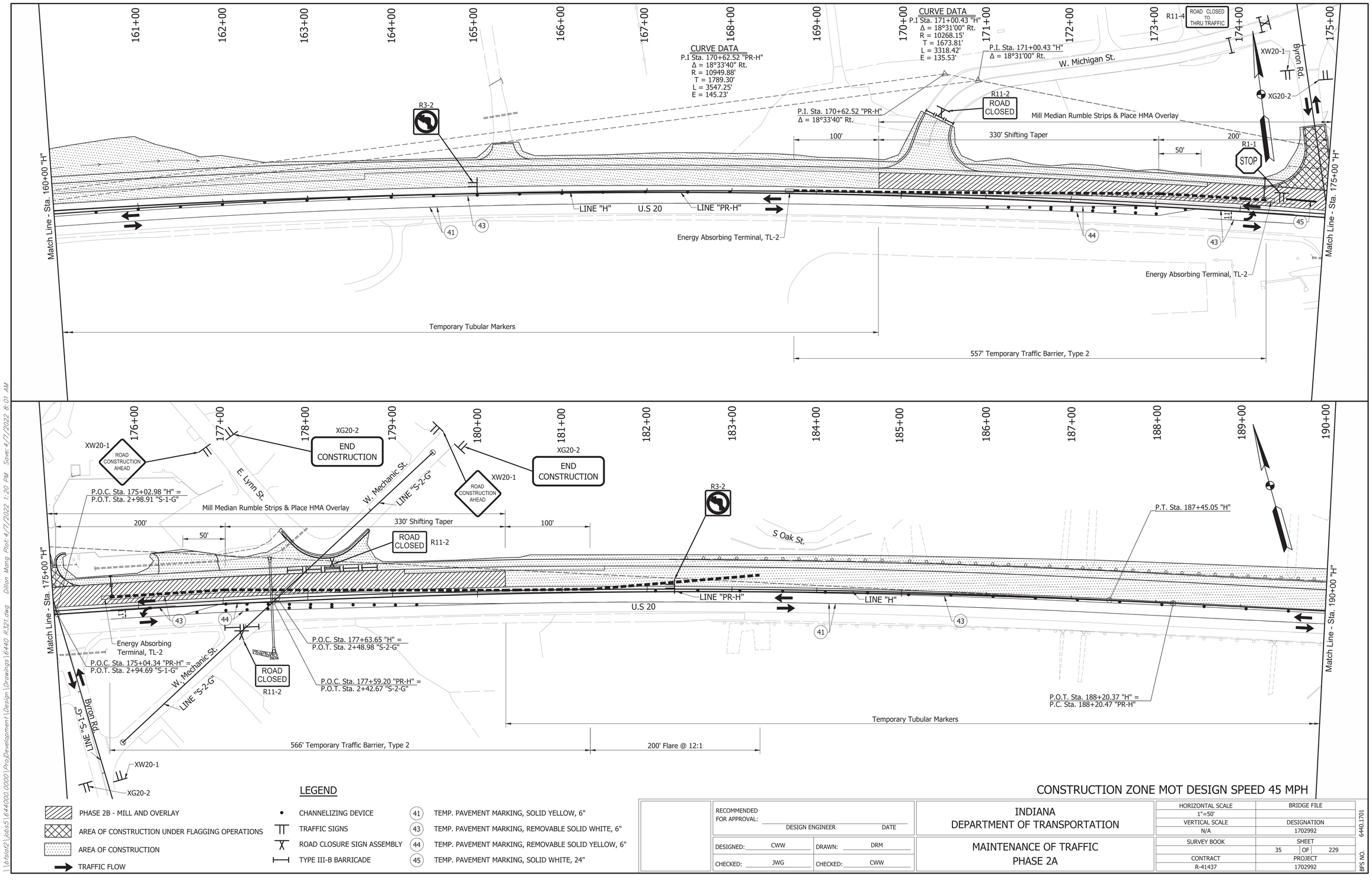
MAINTENANCE OF TRAFFIC
PHASE 2A

HORIZONTAL SCALE	BRIDGE FILE
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VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	34 OF 229
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



LEGEND

- PHASE 2B - MILL AND OVERLAY
- AREA OF CONSTRUCTION UNDER FLAGGING OPERATIONS
- AREA OF CONSTRUCTION
- TRAFFIC FLOW
- CHANNELIZING DEVICE
- TRAFFIC SIGNS
- ROAD CLOSURE SIGN ASSEMBLY
- TYPE III-B BARRICADE
- (41) TEMP. PAVEMENT MARKING, SOLID YELLOW, 6"
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- (45) TEMP. PAVEMENT MARKING, SOLID WHITE, 24"

CONSTRUCTION ZONE MOT DESIGN SPEED 45 MPH

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CHECKED: JWG CHECKED: CWW

INDIANA DEPARTMENT OF TRANSPORTATION

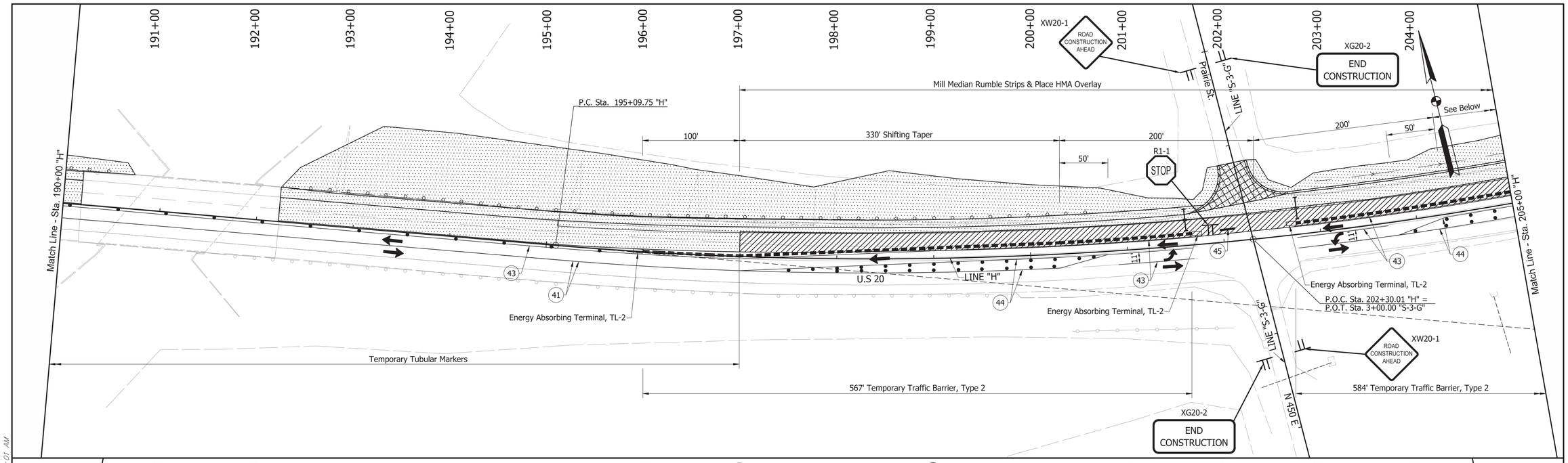
MAINTENANCE OF TRAFFIC PHASE 2A

HORIZONTAL SCALE	BRIDGE FILE
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VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	35 OF 229
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



CURVE DATA
P.I Sta. 209+76.05 "H"
Δ = 42°00'00" Rt.
R = 3819.84'
T = 1466.30'
L = 2800.09'
E = 271.76'

LEGEND

- PHASE 2B - MILL AND OVERLAY
- AREA OF CONSTRUCTION UNDER FLAGGING OPERATIONS
- AREA OF CONSTRUCTION
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CONSTRUCTION ZONE MOT DESIGN SPEED 45 MPH

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CHECKED: JWG CHECKED: CWW

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 2A

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	36 OF 229
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans

Note To Reviewer:
1. Road Closure Of CR 500 E Approaches Is Shown To Avoid Turning Movements Within Lane Shift Limits. 500 N North Of US 20 Is A Short Gravel Road With No Structures And Can Be Accessed From Wiley Road. 500 N South Of US 20 Is Very Short And Can Be Accessed From Oaknoll Road And Has "No Truck" Signs. As An Alternate, 500 N Could Be Restricted To Right In/Right Out During Construction If Closure Creates Issues.

221+00 222+00 223+00 224+00 225+00 226+00 227+00 228+00 229+00 230+00 231+00 232+00 233+00 234+00 235+00

Match Line - Sta. 220+00 "H"

P.T. Sta. 223+09.84 "H"

540' Lane Shift

ROAD CLOSED R11-2

R3-2

U.S 20

LINE "H"

41 43 43 44 43 44 44

R3-2

N 500 E

R11-2 ROAD CLOSED

P.C. Sta. 230+00.51 "H"

Temporary Tubular Markers

Mill Median Rumble Strips & Place HMA Overlay for MOT Lane Shift

Match Line - Sta. 235+00 "H"

CURVE DATA
P.I Sta. 235+01.28 "H"
Δ = 8°57'53" Rt.
R = 6388.00'
T = 500.77'
L = 999.50'
E = 19.60'

236+00 237+00 238+00 239+00 240+00

P.I. Sta. 235+01.28 "H"
Δ = 8°57'53" Rt.

P.O.T. Sta. 240+00.00 "H"

500' Buffer

XG20-2 END CONSTRUCTION

XW20-1 ROAD CONSTRUCTION AHEAD

WILEY RD.

E. OAKNOLL RD.

XW20-1 ROAD CONSTRUCTION AHEAD

660' Merging Taper

43 44 43 44

LINE "H"

U.S 20

U.S 20

U.S 20

MATCH LINE

END PROJECT
P.O.C. Sta. 236+22.20 "H"

XG20-2 END CONSTRUCTION

E. OAKNOLL RD.

XW20-1 ROAD CONSTRUCTION AHEAD

KEEP RIGHT R4-7

100' Downstream Taper

CONSTRUCTION ZONE MOT DESIGN SPEED 45 MPH

LEGEND

- AREA OF CONSTRUCTION
- TRAFFIC FLOW
- CHANNELIZING DEVICE
- TRAFFIC SIGNS
- TYPE III-B BARRICADE
- ROAD CLOSURE SIGN ASSEMBLY
- PAVEMENT MARKING REMOVAL
- (41) TEMP. PAVEMENT MARKING, SOLID YELLOW, 6"
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DESIGNED: CWW DRAWN: DRM

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INDIANA DEPARTMENT OF TRANSPORTATION

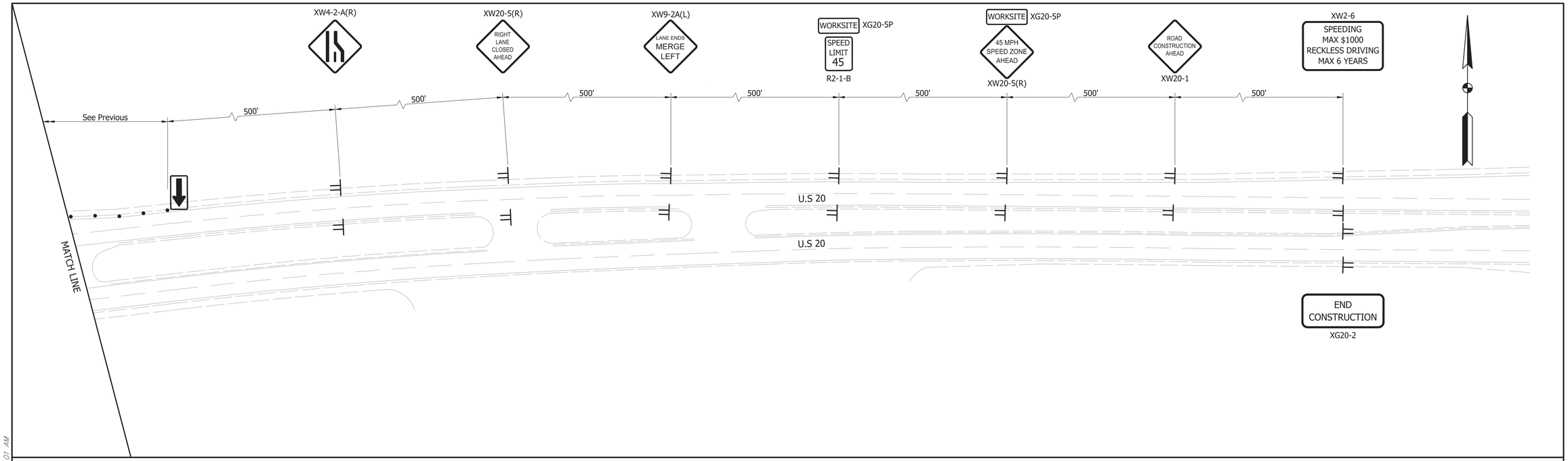
MAINTENANCE OF TRAFFIC PHASE 2A

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VERTICAL SCALE	DESIGNATION
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SURVEY BOOK	SHEET
	37 OF 229
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



LEGEND

- TRAFFIC FLOW
- CHANNELIZING DEVICE
- TRAFFIC SIGNS
- ARROW BOARD

CONSTRUCTION ZONE MOT DESIGN SPEED 45 MPH

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DEPARTMENT OF TRANSPORTATION

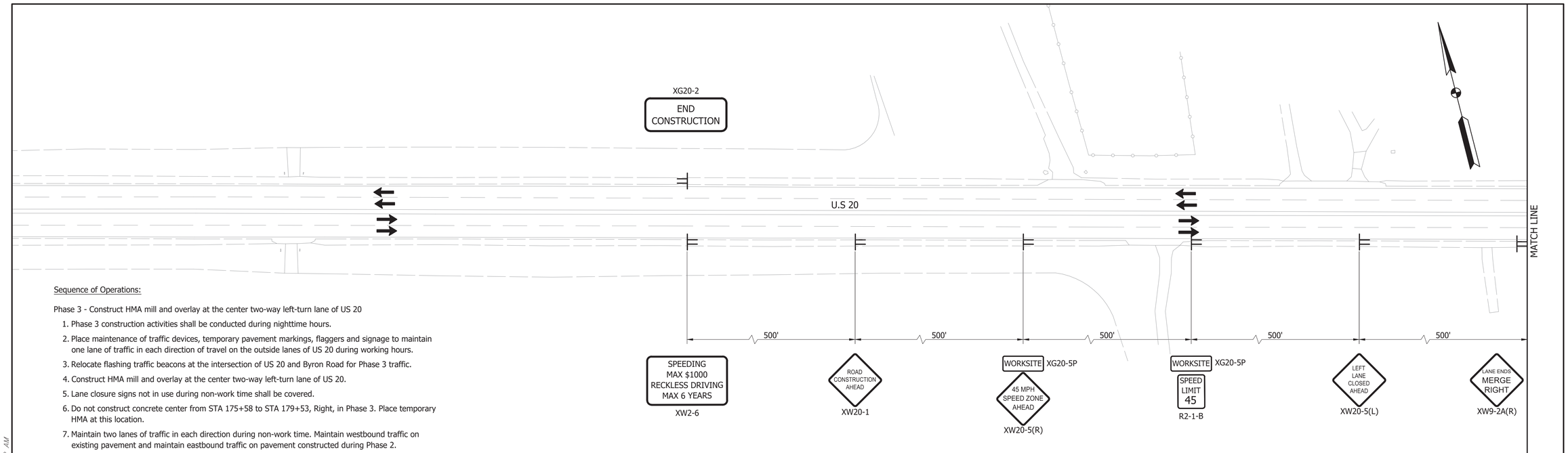
MAINTENANCE OF TRAFFIC
PHASE 2A

HORIZONTAL SCALE	BRIDGE FILE
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VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	38 OF 229
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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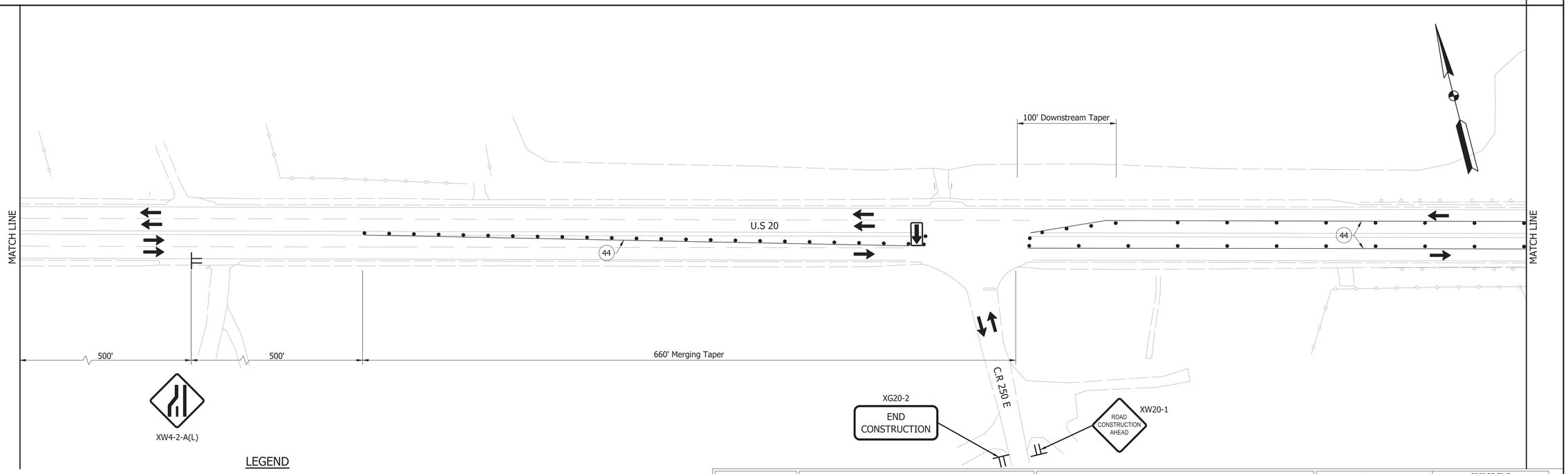
Preliminary Plans



Sequence of Operations:

Phase 3 - Construct HMA mill and overlay at the center two-way left-turn lane of US 20

1. Phase 3 construction activities shall be conducted during nighttime hours.
2. Place maintenance of traffic devices, temporary pavement markings, flaggers and signage to maintain one lane of traffic in each direction of travel on the outside lanes of US 20 during working hours.
3. Relocate flashing traffic beacons at the intersection of US 20 and Byron Road for Phase 3 traffic.
4. Construct HMA mill and overlay at the center two-way left-turn lane of US 20.
5. Lane closure signs not in use during non-work time shall be covered.
6. Do not construct concrete center from STA 175+58 to STA 179+53, Right, in Phase 3. Place temporary HMA at this location.
7. Maintain two lanes of traffic in each direction during non-work time. Maintain westbound traffic on existing pavement and maintain eastbound traffic on pavement constructed during Phase 2.



LEGEND

- TRAFFIC FLOW
- CHANNELIZING DEVICE
- TRAFFIC SIGNS
- ARROW BOARD
- (44) TEMP. PAVEMENT MARKING, REMOVABLE SOLID YELLOW, 6"

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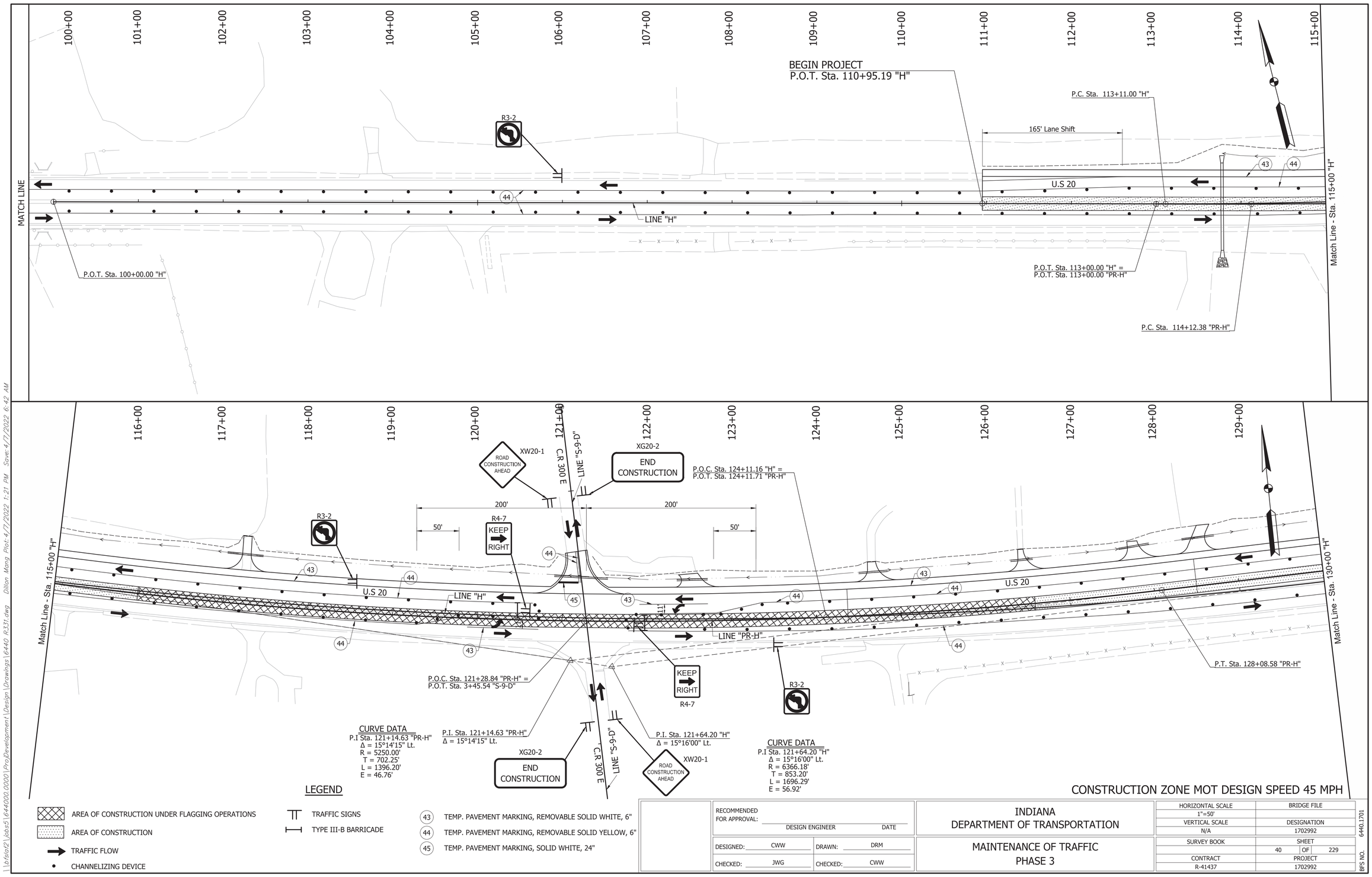
MAINTENANCE OF TRAFFIC PHASE 3

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1"=50'	
VERTICAL SCALE	DESIGNATION
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SURVEY BOOK	SHEET
	39 OF 229
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



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INDIANA
DEPARTMENT OF TRANSPORTATION

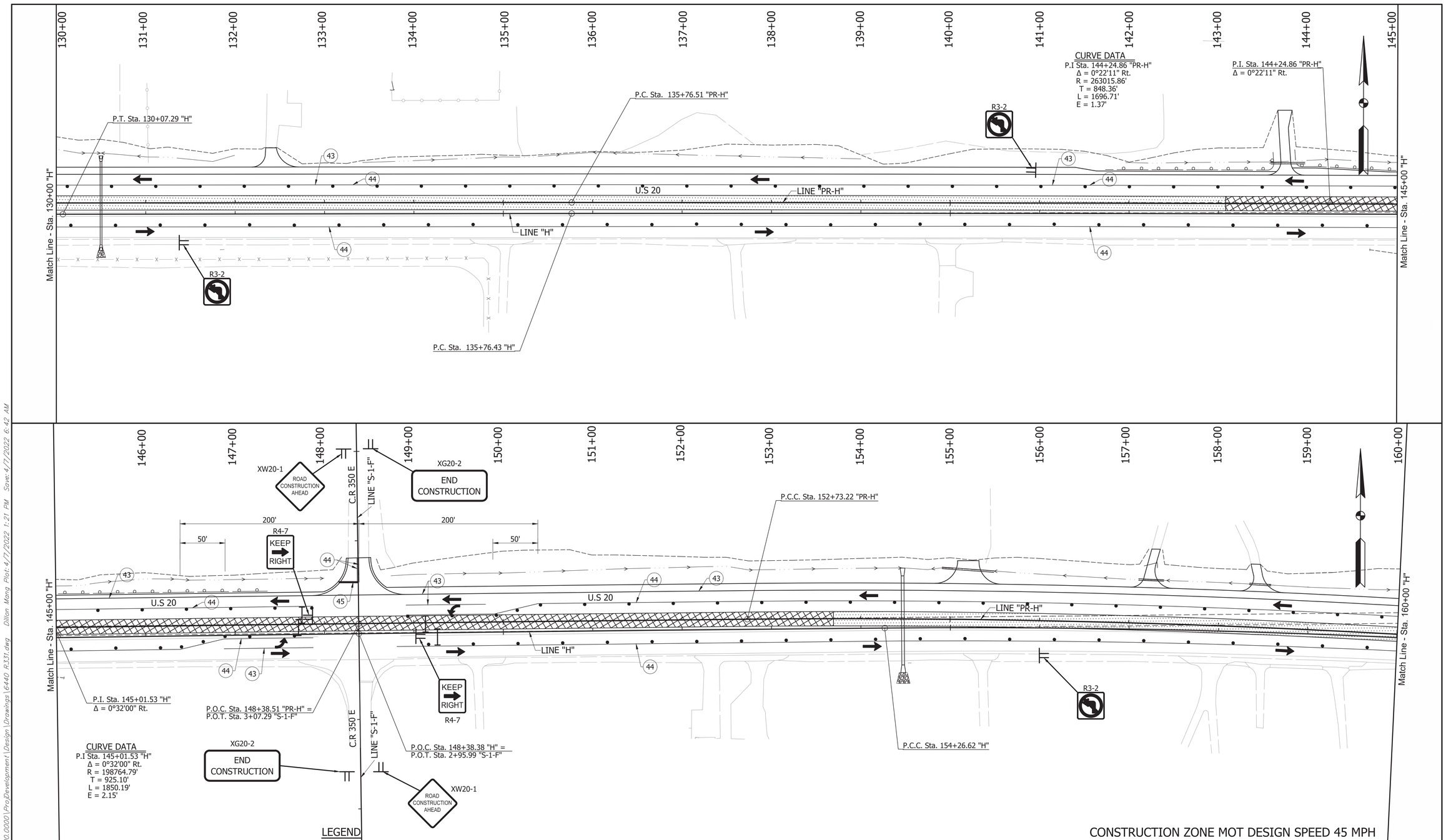
MAINTENANCE OF TRAFFIC
PHASE 3

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	40 OF 229
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



CONSTRUCTION ZONE MOT DESIGN SPEED 45 MPH

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DEPARTMENT OF TRANSPORTATION

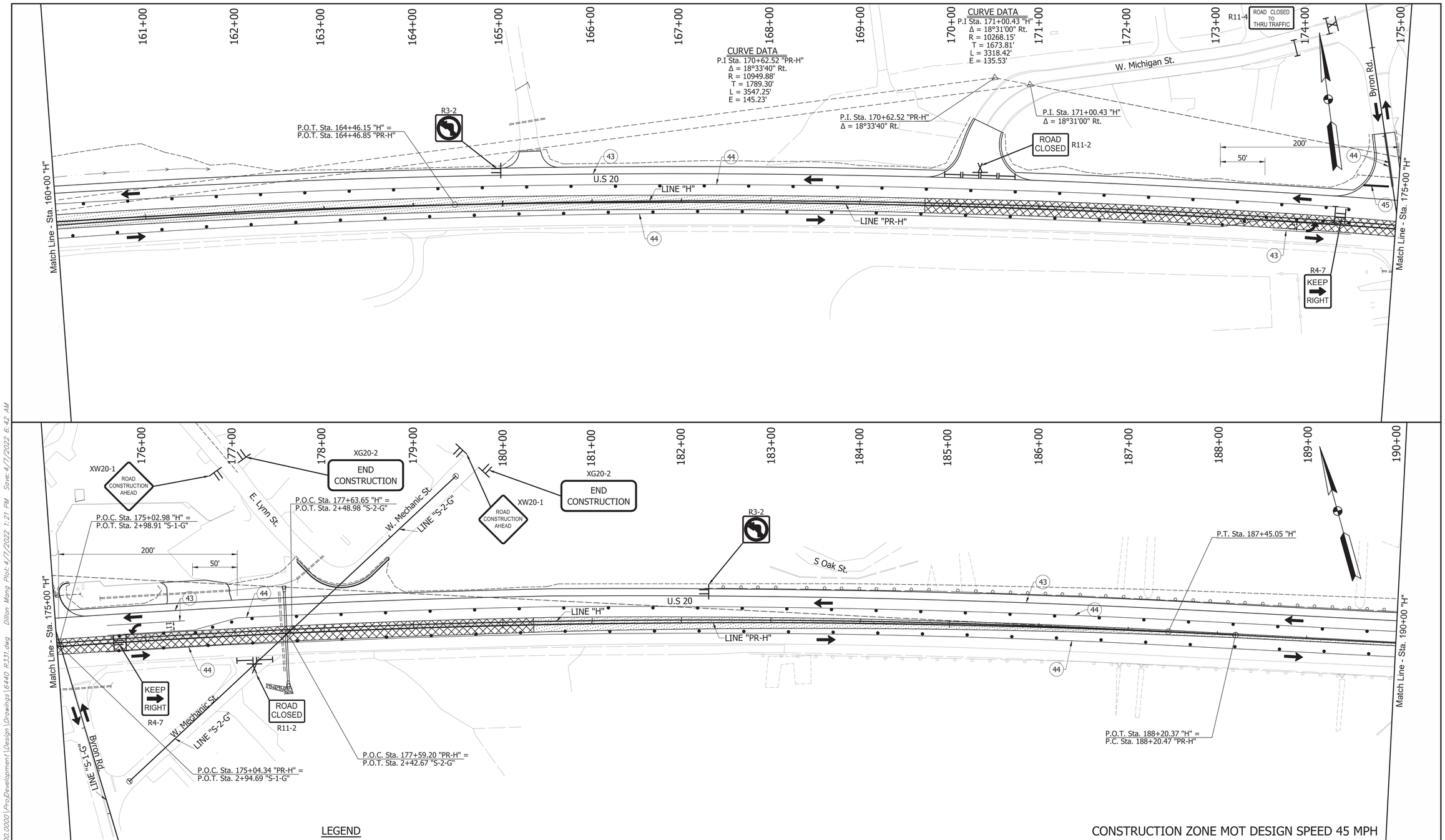
MAINTENANCE OF TRAFFIC
PHASE 3

HORIZONTAL SCALE	BRIDGE FILE
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VERTICAL SCALE	DESIGNATION
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SURVEY BOOK	SHEET
	41 OF 229
CONTRACT	PROJECT
R-41437	1702992

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Preliminary Plans



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LEGEND

- AREA OF CONSTRUCTION UNDER FLAGGING OPERATIONS
- AREA OF CONSTRUCTION
- TRAFFIC FLOW
- CHANNELIZING DEVICE
- TRAFFIC SIGNS
- ROAD CLOSURE SIGN ASSEMBLY
- TYPE III-B BARRICADE
- (43) TEMP. PAVEMENT MARKING, REMOVABLE SOLID WHITE, 6"
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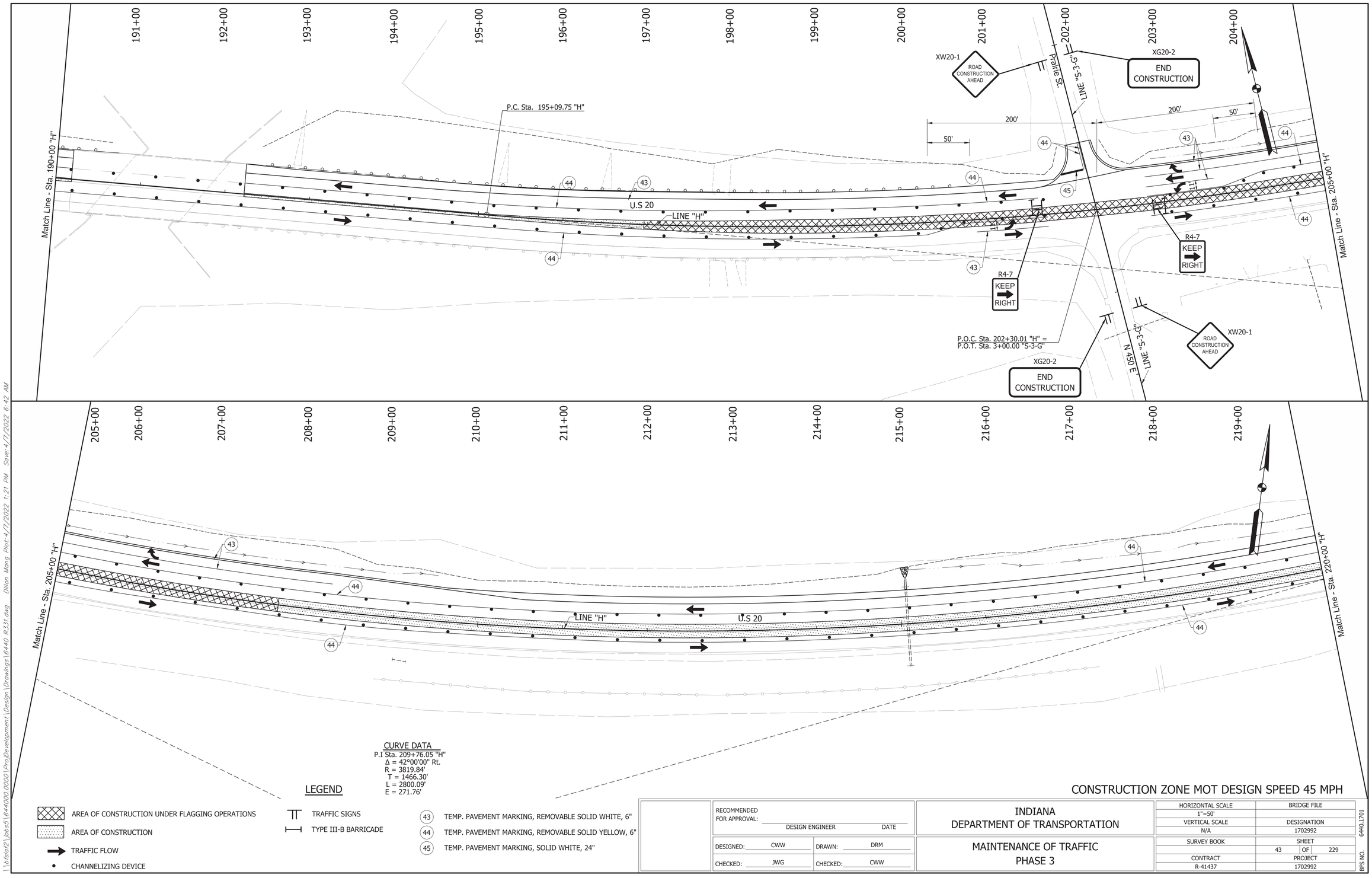
INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE 3

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1"=50'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	42 OF 229
CONTRACT	PROJECT
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BFS NO. 6440.1701

Preliminary Plans



CURVE DATA
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Δ = 42°00'00" Rt.
R = 3819.84'
T = 1466.30'
L = 2800.09'
E = 271.76'

LEGEND

- AREA OF CONSTRUCTION UNDER FLAGGING OPERATIONS
- AREA OF CONSTRUCTION
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CONSTRUCTION ZONE MOT DESIGN SPEED 45 MPH

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INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 3

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	43 OF 229
CONTRACT	PROJECT
R-41437	1702992

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Preliminary Plans

Note To Reviewer:
1. Road Closure Of CR 500 E Approaches Is Shown To Avoid Turning Movements Within Lane Shift Limits. 500 N North Of US 20 Is A Short Gravel Road With No Structures And Can Be Accessed From Wiley Road. 500 N South Of US 20 Is Very Short And Can Be Accessed From Oaknoll Road And Has "No Truck" Signs. As An Alternate, 500 N Could Be Restricted To Right In/Right Out During Construction If Closure Creates Issues.

221+00 222+00 223+00 224+00 225+00 226+00 227+00 228+00 229+00 230+00 231+00 232+00 233+00 234+00 235+00

Match Line - Sta. 220+00 "H"

P.T. Sta. 223+09.84 "H"

U.S 20

LINE "H"

R3-2

R11-2 ROAD CLOSED

P.C. Sta. 230+00.51 "H"

N 500 E

R11-2 ROAD CLOSED

R3-2

U.S 20

Match Line - Sta. 235+00 "H"

CURVE DATA
P.I Sta. 235+01.28 "H"
Δ = 8°57'53" Rt.
R = 6388.00'
T = 500.77'
L = 999.50'
E = 19.60'

236+00 237+00 238+00 239+00 240+00

P.I. Sta. 235+01.28 "H"
Δ = 8°57'53" Rt.

P.O.T. Sta. 240+00.00 "H"

Match Line - Sta. 235+00 "H"

LINE "H"

U.S 20

END PROJECT
P.O.C. Sta. 236+22.20 "H"

XG20-2 END CONSTRUCTION

E. OAKNOLL RD.

XW20-1 ROAD CONSTRUCTION AHEAD

R4-7 KEEP RIGHT

XW20-1 ROAD CONSTRUCTION AHEAD

WILEY RD.

XG20-2 END CONSTRUCTION

E. OAKNOLL RD.

XW20-1 ROAD CONSTRUCTION AHEAD

660' Merging Taper

U.S 20

U.S 20

MATCH LINE

100' Downstream Taper

R4-7 KEEP RIGHT

LEGEND

- AREA OF CONSTRUCTION
- TRAFFIC FLOW
- CHANNELIZING DEVICE
- TRAFFIC SIGNS
- ROAD CLOSURE SIGN ASSEMBLY
- TYPE III-B BARRICADE
- (43) TEMP. PAVEMENT MARKING, REMOVABLE SOLID WHITE, 6"
- (44) TEMP. PAVEMENT MARKING, REMOVABLE SOLID YELLOW, 6"

CONSTRUCTION ZONE MOT DESIGN SPEED 45 MPH

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: CWW DRAWN: DRM

CHECKED: JWG CHECKED: CWW

INDIANA DEPARTMENT OF TRANSPORTATION

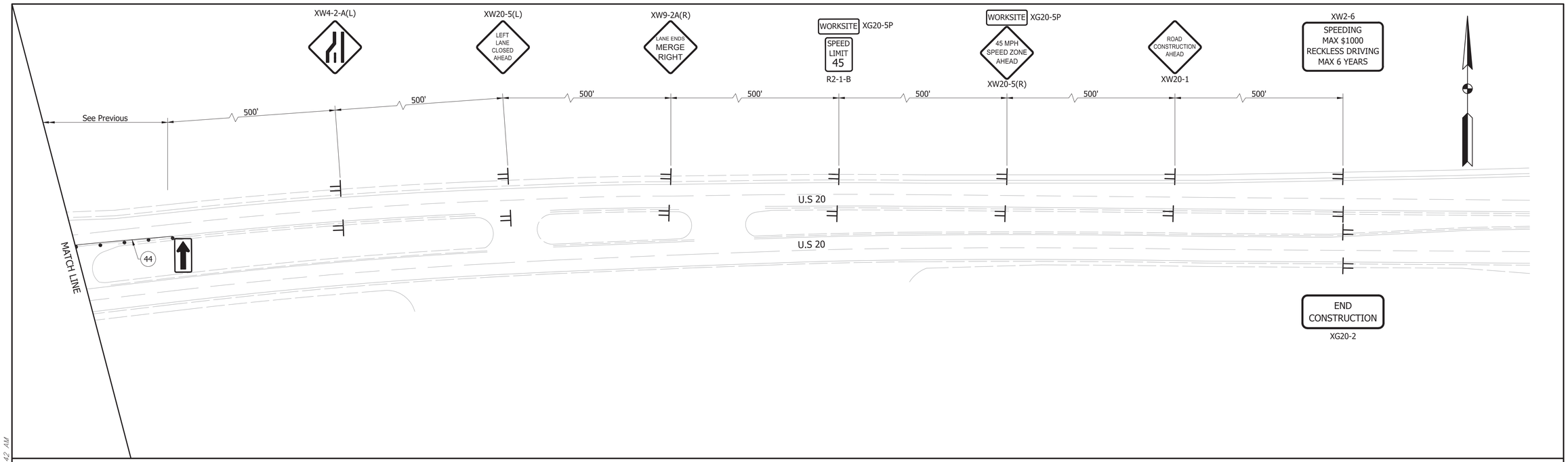
MAINTENANCE OF TRAFFIC PHASE 3

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	44 OF 229
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



LEGEND

- TRAFFIC FLOW
- CHANNELIZING DEVICE
- TRAFFIC SIGNS
- ARROW BOARD
- (44) TEMP. PAVEMENT MARKING, REMOVABLE SOLID YELLOW, 6"

CONSTRUCTION ZONE MOT DESIGN SPEED 45 MPH

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: CWW DRAWN: DRM

CHECKED: JWG CHECKED: CWW

INDIANA
DEPARTMENT OF TRANSPORTATION

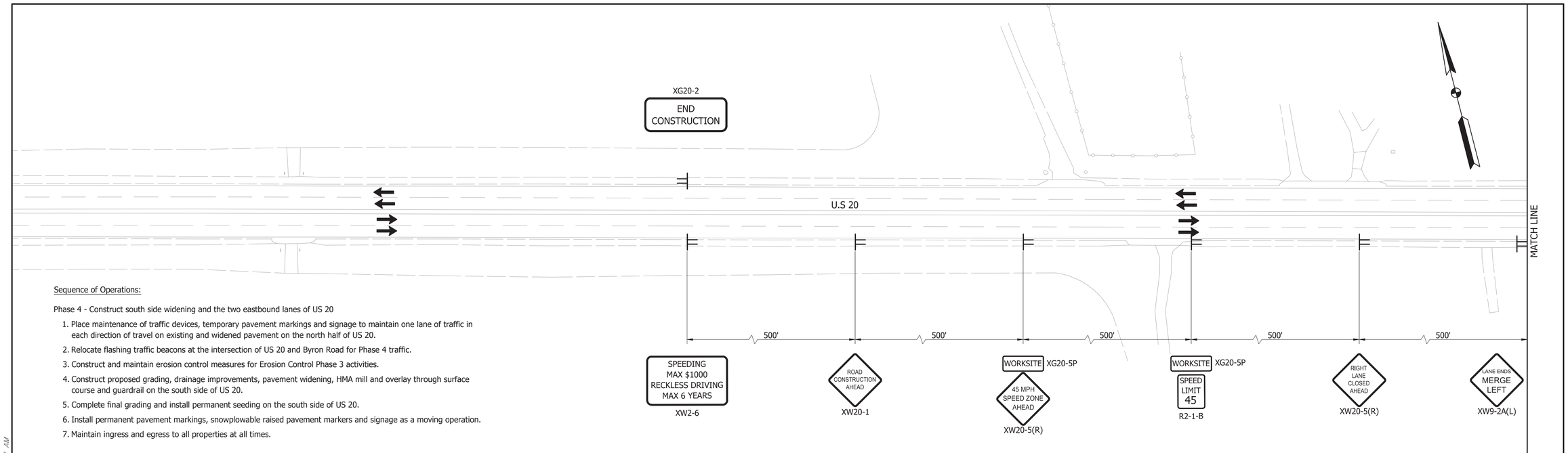
MAINTENANCE OF TRAFFIC
PHASE 3

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	45 OF 229
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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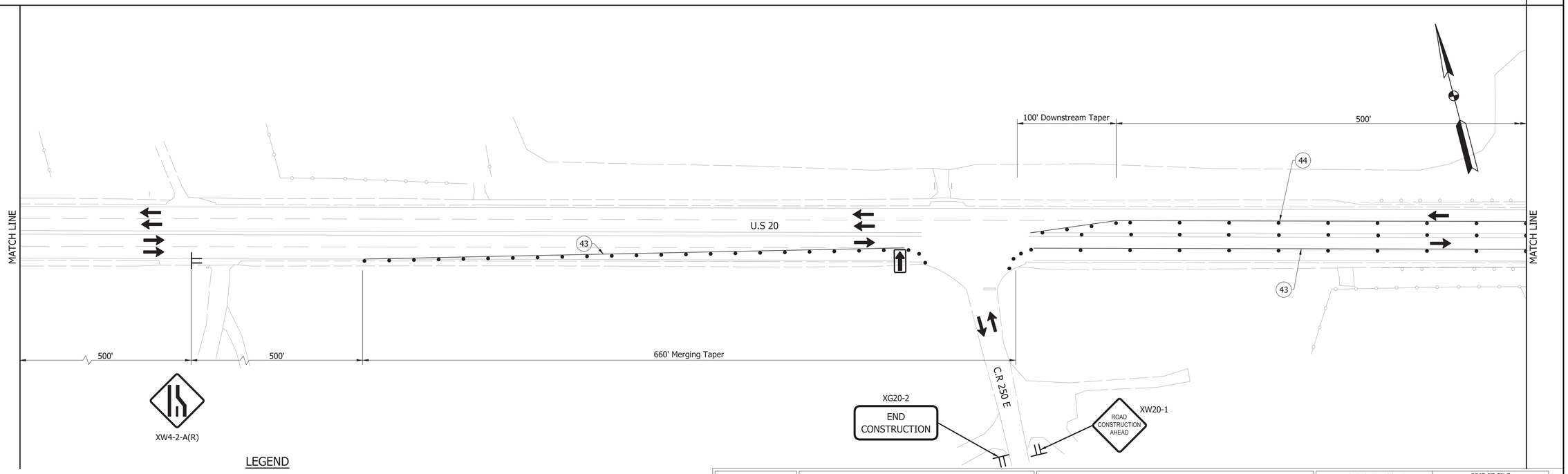
Preliminary Plans



Sequence of Operations:

Phase 4 - Construct south side widening and the two eastbound lanes of US 20

1. Place maintenance of traffic devices, temporary pavement markings and signage to maintain one lane of traffic in each direction of travel on existing and widened pavement on the north half of US 20.
2. Relocate flashing traffic beacons at the intersection of US 20 and Byron Road for Phase 4 traffic.
3. Construct and maintain erosion control measures for Erosion Control Phase 3 activities.
4. Construct proposed grading, drainage improvements, pavement widening, HMA mill and overlay through surface course and guardrail on the south side of US 20.
5. Complete final grading and install permanent seeding on the south side of US 20.
6. Install permanent pavement markings, snowplowable raised pavement markers and signage as a moving operation.
7. Maintain ingress and egress to all properties at all times.



LEGEND

- TRAFFIC FLOW
- CHANNELIZING DEVICE
- TRAFFIC SIGNS
- ARROW BOARD
- (43) TEMP. PAVEMENT MARKING, REMOVABLE SOLID WHITE, 6"
- (44) TEMP. PAVEMENT MARKING, REMOVABLE SOLID YELLOW, 6"

RECOMMENDED FOR APPROVAL: DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE: 1"=50' / VERTICAL SCALE: N/A / SURVEY BOOK: / CONTRACT: R-41437
DESIGNED: CWW DRAWN: DRM	MAINTENANCE OF TRAFFIC PHASE 4	BRIDGE FILE: / DESIGNATION: 1702992 / SHEET: 46 OF 229 / PROJECT: 1702992
CHECKED: JWG CHECKED: CWW		BFS NO. 6440.1701

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Preliminary Plans

100+00 101+00 102+00 103+00 104+00 105+00 106+00 107+00 108+00 109+00 110+00 111+00 112+00 113+00 114+00 115+00

BEGIN PROJECT
P.O.T. Sta. 110+95.19 "H"

500'
540' Lane Shift
(Mill Median Rumble Strips & Place HMA Overlay For MOT Lane Shift)
500' Buffer

R3-2

P.O.T. Sta. 113+00.00 "H" =
P.O.T. Sta. 113+00.00 "PR-H"

P.C. Sta. 113+11.00 "H"

165' Lane Shift

MATCH LINE

U.S 20

LINE "H"

P.O.T. Sta. 100+00.00 "H"

1265' Temporary Traffic Barrier, Type 2

Temporary Tubular Markers

P.C. Sta. 114+12.38 "PR-H"

Match Line - Sta. 115+00 "H"

116+00 117+00 118+00 119+00 120+00 121+00 122+00 123+00 124+00 125+00 126+00 127+00 128+00 129+00

ROAD CONSTRUCTION AHEAD XW20-1

C.R 300 E

LINE "S-9-D"

XG20-2
END CONSTRUCTION

P.O.C. Sta. 124+11.16 "H" =
P.O.T. Sta. 124+11.71 "PR-H"

330' Shifting Taper
200'
200'
330' Shifting Taper

50'
P.O.C. Sta. 121+28.84 "PR-H" =
P.O.T. Sta. 3+45.54 "S-9-D"
50'

R3-2

U.S 20

LINE "H"
LINE "PR-H"

Match Line - Sta. 115+00 "H"
Match Line - Sta. 130+00 "H"

Temporary Tubular Markers
Energy Absorbing Terminal, TL-2
1265' Temporary Traffic Barrier, Type 2

Energy Absorbing Terminal, TL-2
STOP R1-1
R3-2
P.T. Sta. 128+08.58 "PR-H"
Temporary Tubular Markers
1171' Temporary Traffic Barrier, Type 2

CURVE DATA
P.I Sta. 121+14.63 "PR-H"
Δ = 15°14'15" Lt.
R = 5250.00'
T = 702.25'
L = 1396.20'
E = 46.76'

P.I. Sta. 121+14.63 "PR-H"
Δ = 15°14'15" Lt.

P.I. Sta. 121+64.20 "H"
Δ = 15°16'00" Lt.

CURVE DATA
P.I Sta. 121+64.20 "H"
Δ = 15°16'00" Lt.
R = 6366.18'
T = 853.20'
L = 1696.29'
E = 56.92'

XG20-2
END CONSTRUCTION

C.R 300 E
LINE "S-9-D"

ROAD CONSTRUCTION AHEAD XW20-1

LEGEND

- AREA OF CONSTRUCTION UNDER FLAGGING OPERATIONS
- AREA OF CONSTRUCTION
- TRAFFIC FLOW
- TYPE III-B BARRICADE
- CHANNELIZING DEVICE
- TRAFFIC SIGNS
- TEMP. TRAFFIC BARRIER, TYPE 2
- (43) TEMP. PAVEMENT MARKING, REMOVABLE SOLID WHITE, 6"
- (44) TEMP. PAVEMENT MARKING, REMOVABLE SOLID YELLOW, 6"
- (45) TEMP. PAVEMENT MARKING, SOLID WHITE, 24"

CONSTRUCTION ZONE MOT DESIGN SPEED 45 MPH

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: CWW DRAWN: DRM
CHECKED: JWG CHECKED: CWW

INDIANA
DEPARTMENT OF TRANSPORTATION

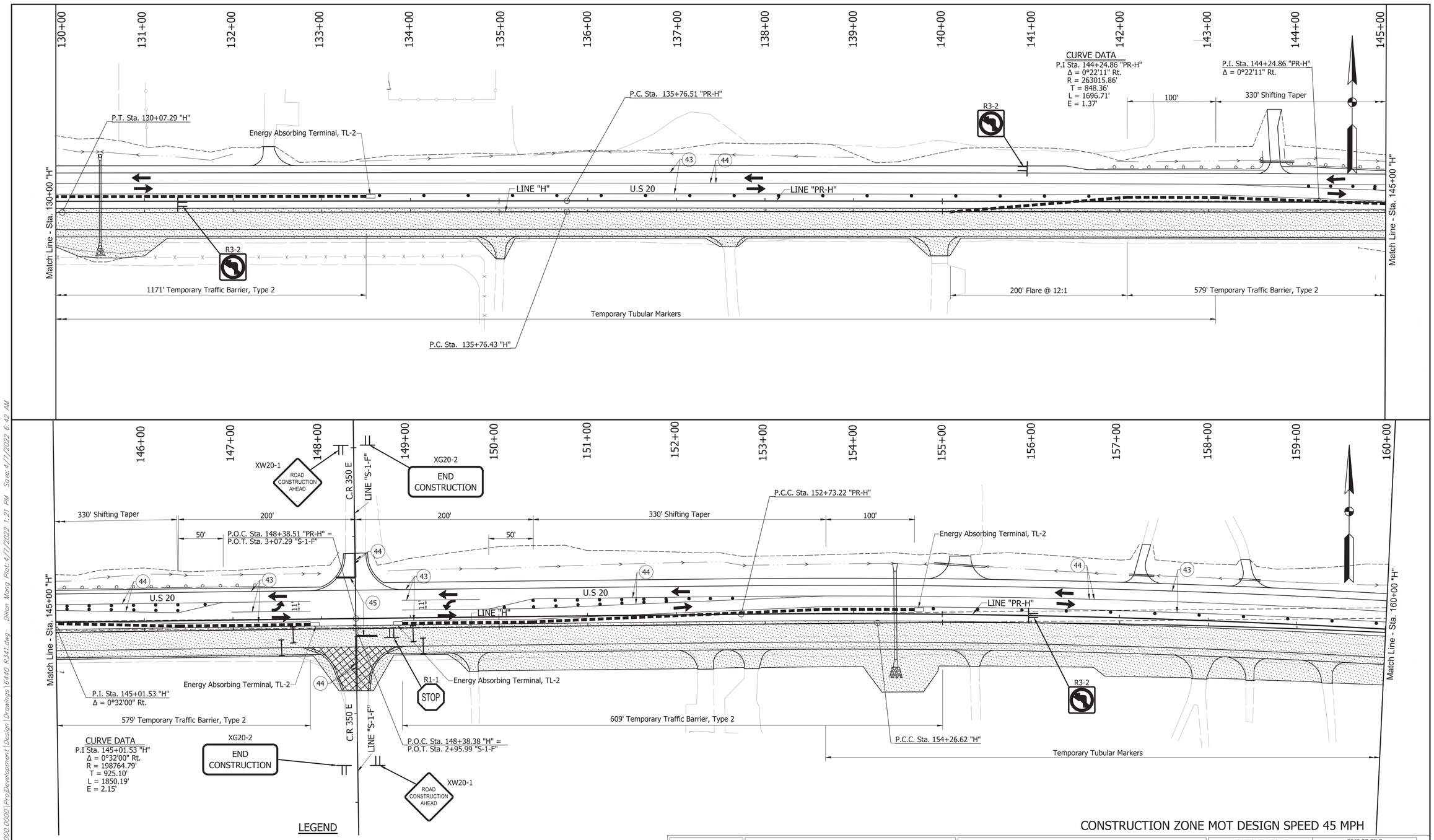
MAINTENANCE OF TRAFFIC
PHASE 4

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	47 OF 229
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



LEGEND

- AREA OF CONSTRUCTION UNDER FLAGGING OPERATIONS
- AREA OF CONSTRUCTION
- TRAFFIC FLOW
- TYPE III-B BARRICADE
- CHANNELIZING DEVICE
- TRAFFIC SIGNS
- TEMP. TRAFFIC BARRIER, TYPE 2
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CONSTRUCTION ZONE MOT DESIGN SPEED 45 MPH

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: CWW DRAWN: DRM

CHECKED: JWG CHECKED: CWW

INDIANA DEPARTMENT OF TRANSPORTATION

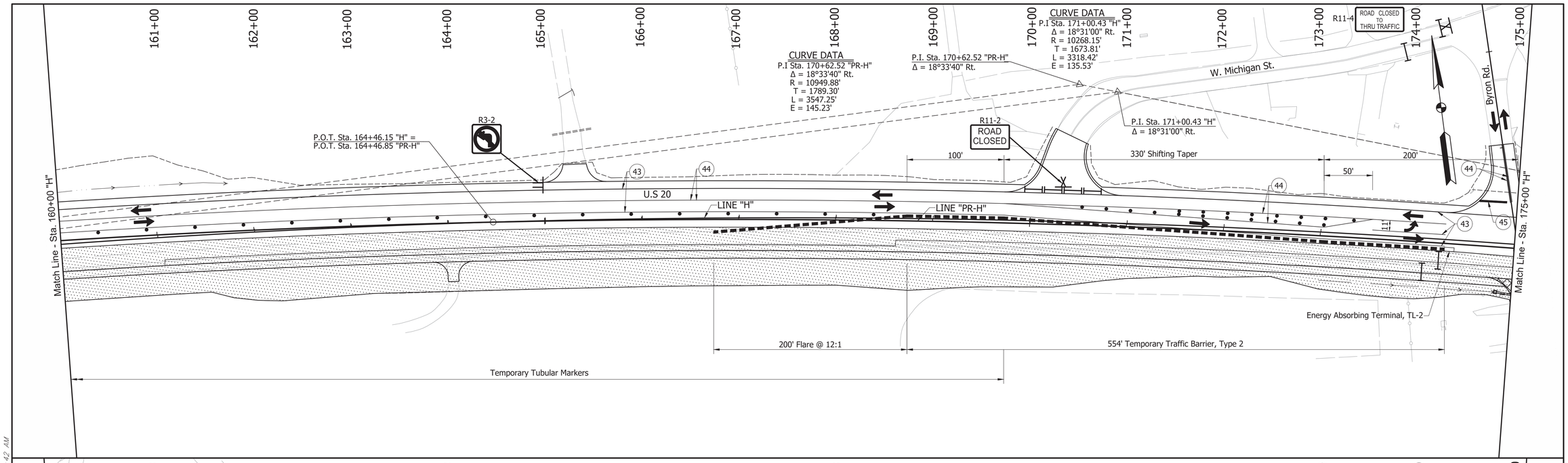
MAINTENANCE OF TRAFFIC PHASE 4

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	48 OF 229
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



LEGEND

- AREA OF CONSTRUCTION UNDER FLAGGING OPERATIONS
- AREA OF CONSTRUCTION
- TRAFFIC FLOW
- TYPE III-B BARRICADE
- CHANNELIZING DEVICE
- TRAFFIC SIGNS
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CONSTRUCTION ZONE MOT DESIGN SPEED 45 MPH

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: CWW | DRAWN: DRM | CHECKED: JWG | CHECKED: CWW

INDIANA DEPARTMENT OF TRANSPORTATION

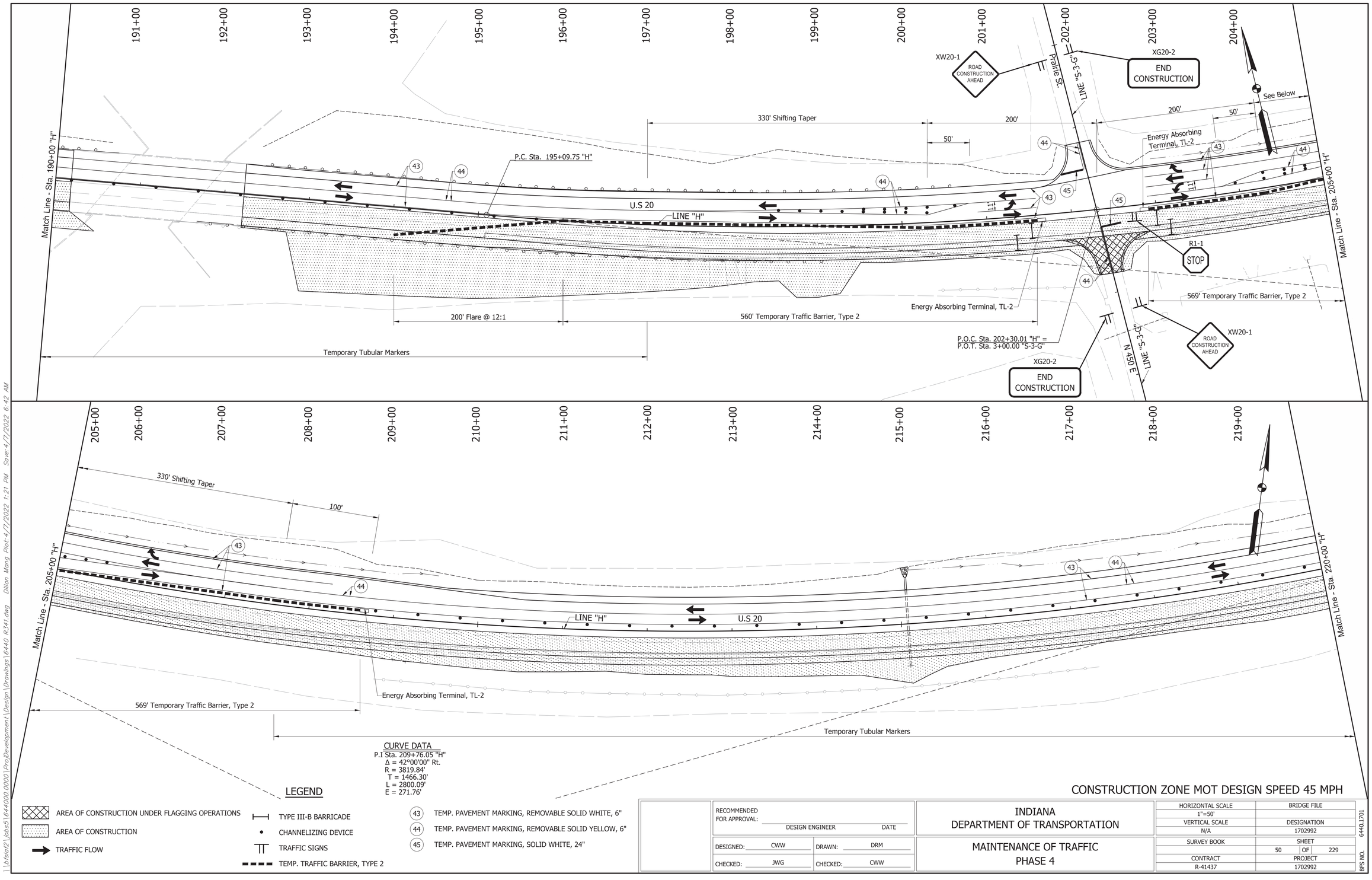
MAINTENANCE OF TRAFFIC PHASE 4

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	49 OF 229
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



CURVE DATA
P.I Sta. 209+76.05 "H"
Δ = 42°00'00" Rt.
R = 3819.84'
T = 1466.30'
L = 2800.09'
E = 271.76'

LEGEND

- AREA OF CONSTRUCTION UNDER FLAGGING OPERATIONS
- AREA OF CONSTRUCTION
- TRAFFIC FLOW
- TYPE III-B BARRICADE
- CHANNELIZING DEVICE
- TRAFFIC SIGNS
- TEMP. TRAFFIC BARRIER, TYPE 2
- (43) TEMP. PAVEMENT MARKING, REMOVABLE SOLID WHITE, 6"
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CONSTRUCTION ZONE MOT DESIGN SPEED 45 MPH

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INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE 4

DESIGNED: CWW DRAWN: DRM CHECKED: JWG CHECKED: CWW

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	50 OF 229
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans

Note To Reviewer:
1. Road Closure Of CR 500 E Approaches Is Shown To Avoid Turning Movements Within Lane Shift Limits. 500 N North Of US 20 Is A Short Gravel Road With No Structures And Can Be Accessed From Wiley Road. 500 N South Of US 20 Is Very Short And Can Be Accessed From Oaknoll Road And Has "No Truck" Signs. As An Alternate, 500 N Could Be Restricted To Right In/Right Out During Construction If Closure Creates Issues.

221+00 222+00 223+00 224+00 225+00 226+00 227+00 228+00 229+00 230+00 231+00 232+00 233+00 234+00 235+00

Match Line - Sta. 220+00 "H"

P.T. Sta. 223+09.84 "H"

540' Lane Shift

U.S 20

LINE "H"

R3-2

R11-2 ROAD CLOSED

P.C. Sta. 230+00.51 "H"

N 500 E

Temporary Tubular Markers

Mill Median Rumble Strips & Place HMA Overlay for MOT Lane Shift

Match Line - Sta. 235+00 "H"

CURVE DATA
P.I Sta. 235+01.28 "H"
Δ = 8°57'53" Rt.
R = 6388.00'
T = 500.77'
L = 999.50'
E = 19.60'

236+00 237+00 238+00 239+00 240+00

P.I. Sta. 235+01.28 "H"
Δ = 8°57'53" Rt.

500' Buffer

P.O.T. Sta. 240+00.00 "H"

LINE "H"

END PROJECT
P.O.C. Sta. 236+22.20 "H"

XG20-2 END CONSTRUCTION

XW20-1 ROAD CONSTRUCTION AHEAD

WILEY RD.

E. OAKNOLL RD.

660' Merging Taper

100' Downstream Taper

MATCH LINE

CONSTRUCTION ZONE MOT DESIGN SPEED 45 MPH

LEGEND

- AREA OF CONSTRUCTION
- TRAFFIC FLOW
- TYPE III-B BARRICADE
- CHANNELIZING DEVICE
- TRAFFIC SIGNS
- ROAD CLOSURE SIGN ASSEMBLY
- TEMP. TRAFFIC BARRIER, TYPE 2
- (43) TEMP. PAVEMENT MARKING, REMOVABLE SOLID WHITE, 6"
- (44) TEMP. PAVEMENT MARKING, REMOVABLE SOLID YELLOW, 6"

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: CWW DRAWN: DRM

CHECKED: JWG CHECKED: CWW

INDIANA DEPARTMENT OF TRANSPORTATION

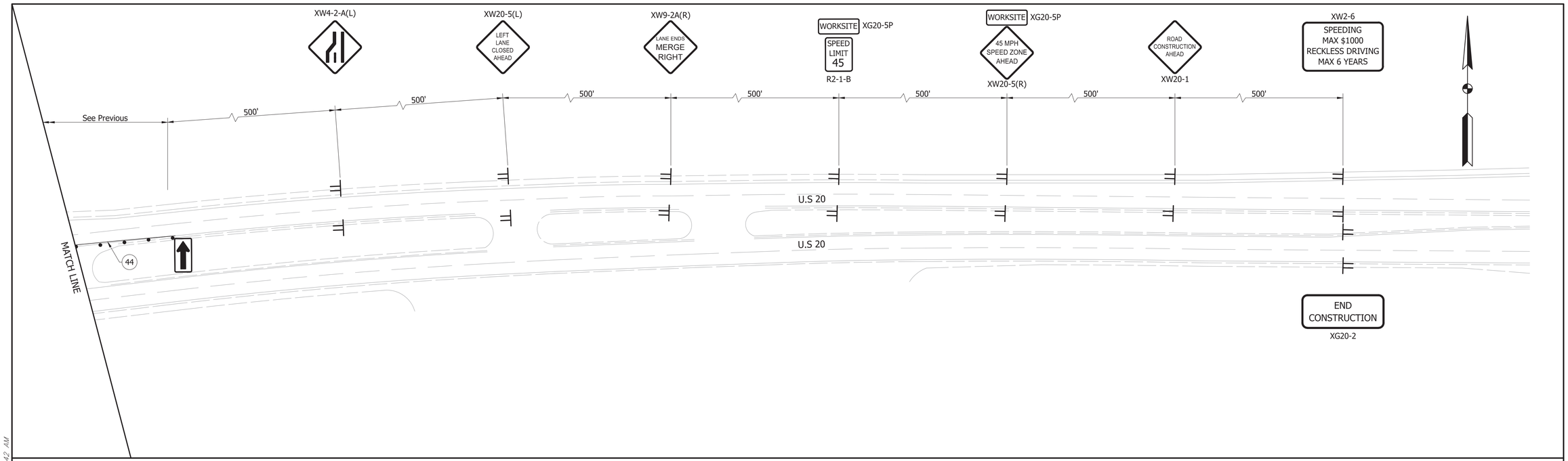
MAINTENANCE OF TRAFFIC PHASE 4

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	51 OF 229
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



LEGEND

- TRAFFIC FLOW
- CHANNELIZING DEVICE
- TRAFFIC SIGNS
- ARROW BOARD
- (44) TEMP. PAVEMENT MARKING, REMOVABLE SOLID YELLOW, 6"

CONSTRUCTION ZONE MOT DESIGN SPEED 45 MPH

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: CWW | DRAWN: DRM

CHECKED: JWG | CHECKED: CWW

INDIANA
DEPARTMENT OF TRANSPORTATION

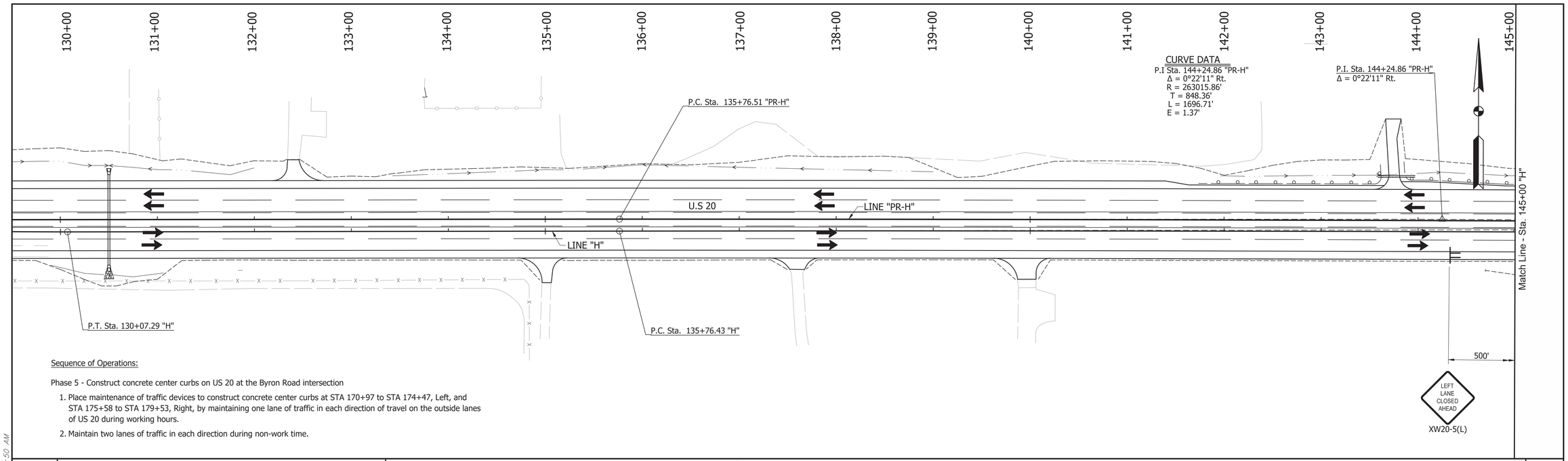
MAINTENANCE OF TRAFFIC
PHASE 4

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	52 OF 229
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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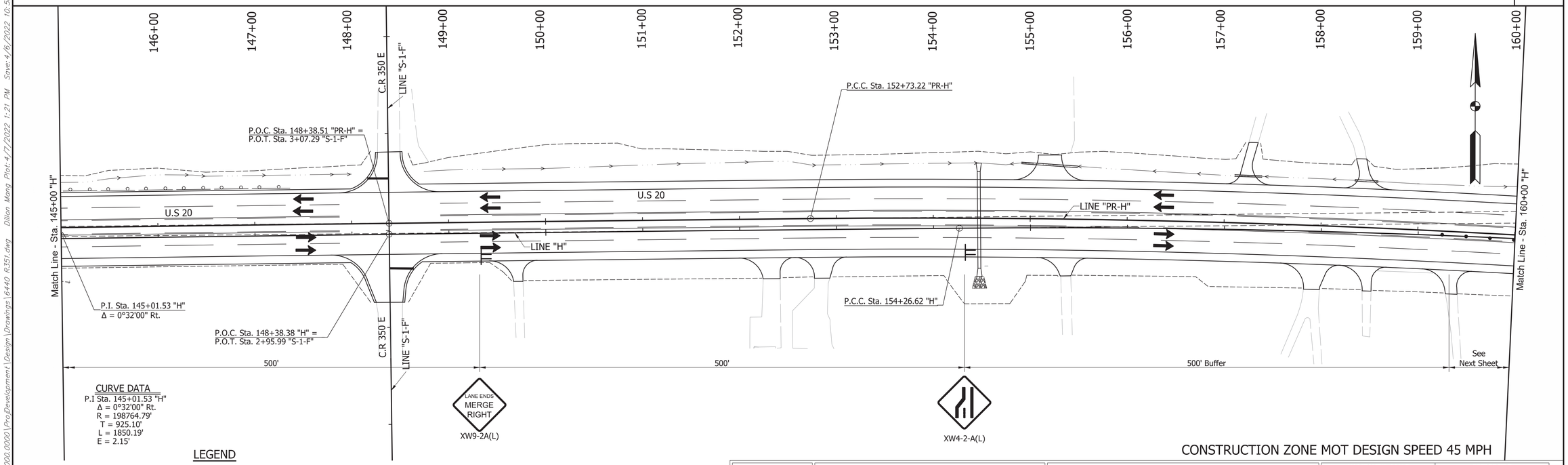
Preliminary Plans



Sequence of Operations:

Phase 5 - Construct concrete center curbs on US 20 at the Byron Road intersection

1. Place maintenance of traffic devices to construct concrete center curbs at STA 170+97 to STA 174+47, Left, and STA 175+58 to STA 179+53, Right, by maintaining one lane of traffic in each direction of travel on the outside lanes of US 20 during working hours.
2. Maintain two lanes of traffic in each direction during non-work time.



LEGEND

- TRAFFIC FLOW
- CHANNELIZING DEVICE
- TRAFFIC SIGNS

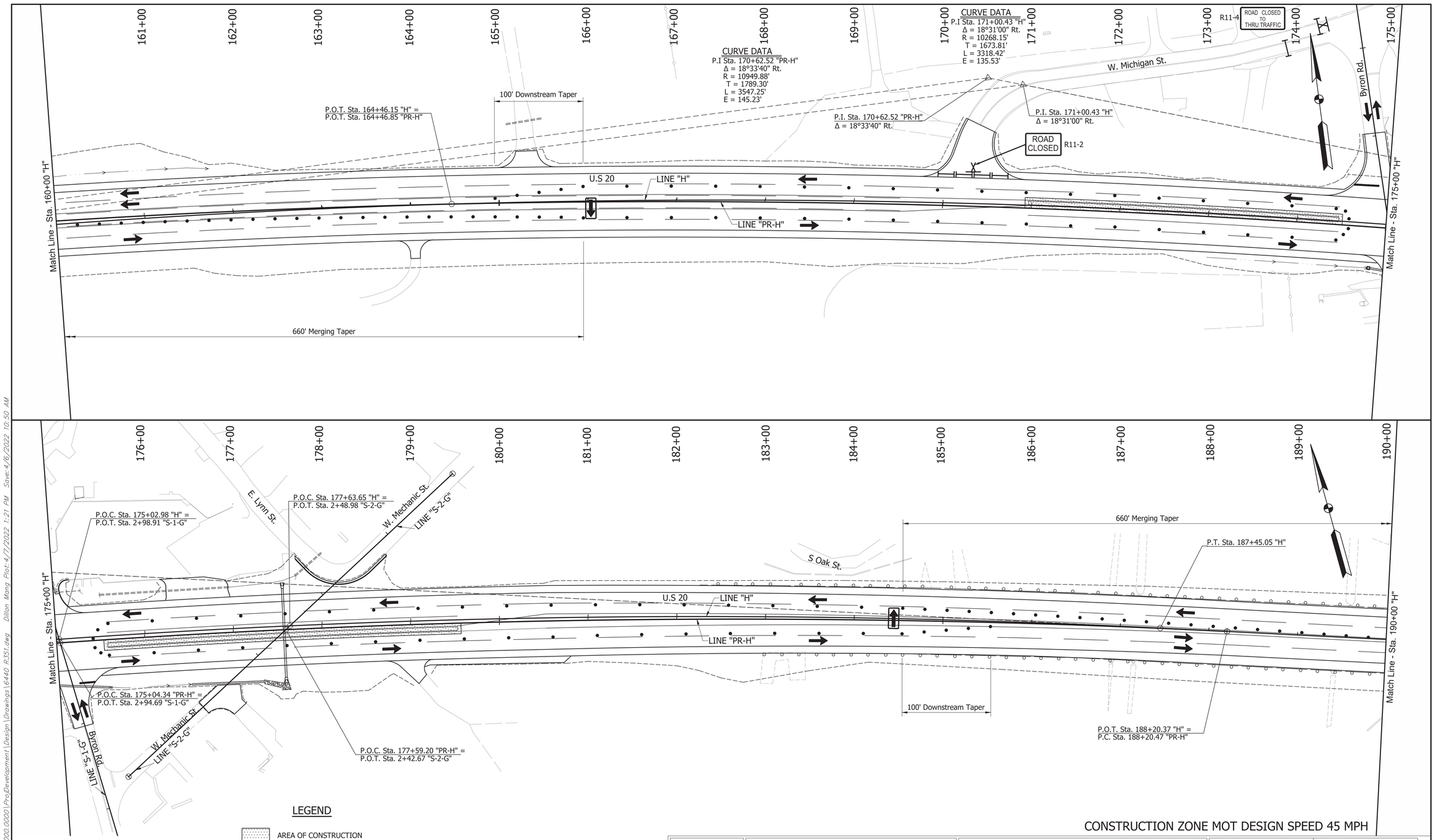
CONSTRUCTION ZONE MOT DESIGN SPEED 45 MPH

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE: 1"=50' / BRIDGE FILE:
DESIGNED: CWW / DRAWN: DRM / CHECKED: JWG / CHECKED: CWW	MAINTENANCE OF TRAFFIC PHASE 5	VERTICAL SCALE: N/A / DESIGNATION: 1702992
		SURVEY BOOK: / SHEET: 53 OF 229
		CONTRACT: R-41437 / PROJECT: 1702992

BFS NO. 6440.1701

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Preliminary Plans



LEGEND

- AREA OF CONSTRUCTION
- TRAFFIC FLOW
- CHANNELIZING DEVICE
- TRAFFIC SIGNS
- TYPE III-B BARRICADE

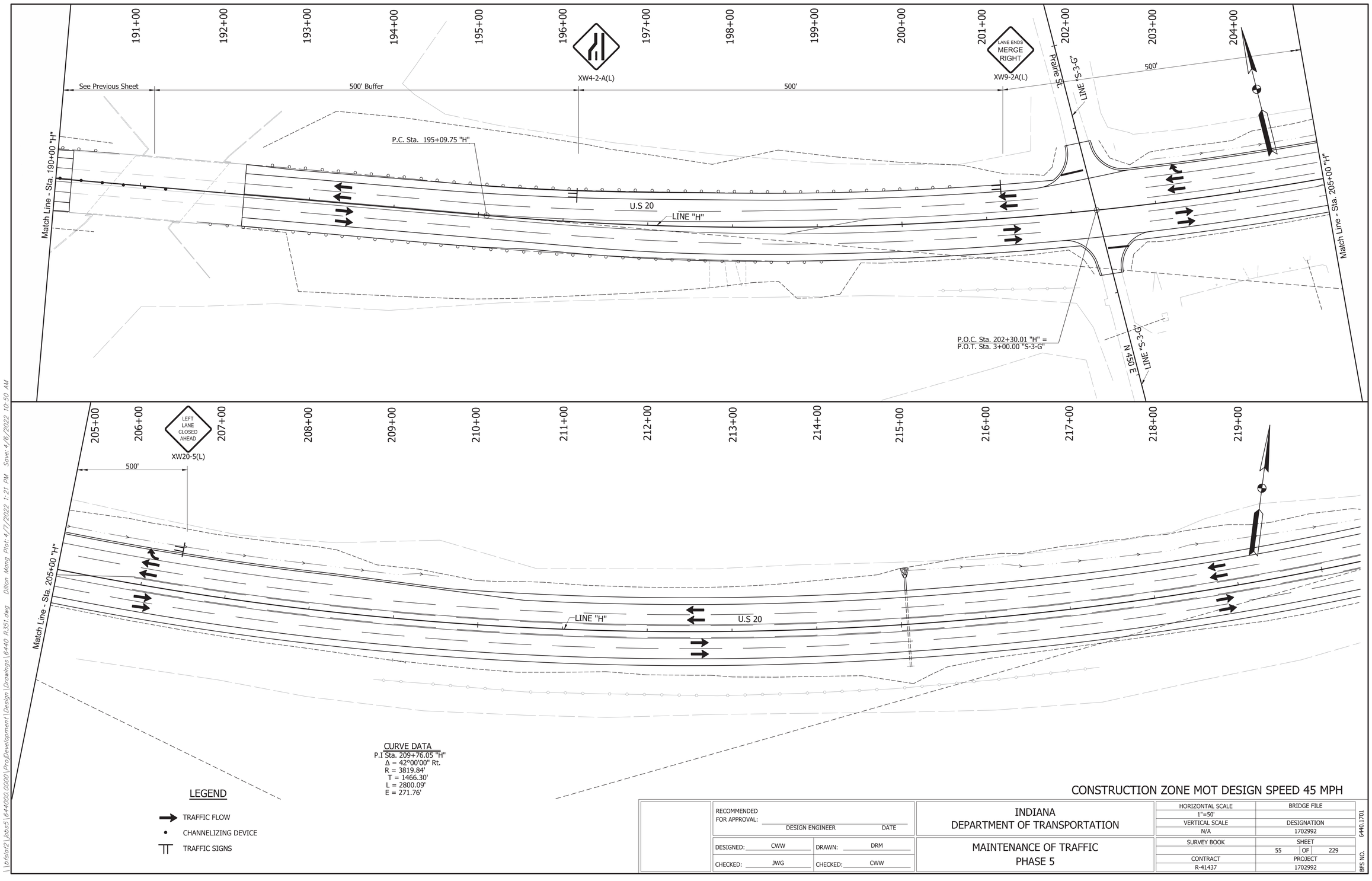
CONSTRUCTION ZONE MOT DESIGN SPEED 45 MPH

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE: 1"=50' / BRIDGE FILE:
			VERTICAL SCALE: N/A / DESIGNATION: 1702992
DESIGNED: CWW	DRAWN: DRM	MAINTENANCE OF TRAFFIC PHASE 5	SURVEY BOOK: / SHEET: 54 OF 229
CHECKED: JWG	CHECKED: CWW		CONTRACT: R-41437 / PROJECT: 1702992

BFS NO. 6440.1701

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Preliminary Plans



CURVE DATA
P.I Sta. 209+76.05 "H"
Δ = 42°00'00" Rt.
R = 3819.84'
T = 1466.30'
L = 2800.09'
E = 271.76'

LEGEND

- TRAFFIC FLOW
- CHANNELIZING DEVICE
- TRAFFIC SIGNS

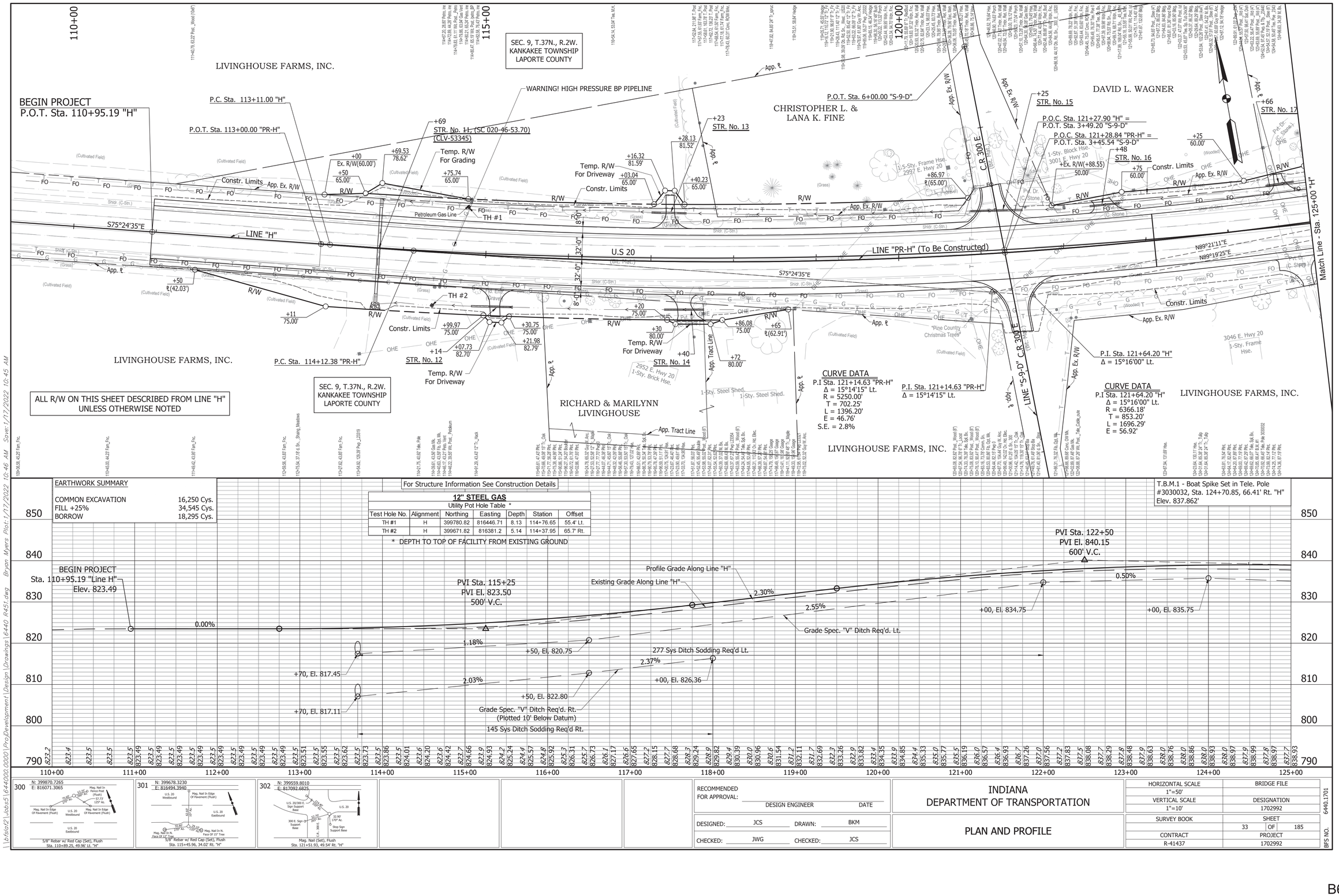
CONSTRUCTION ZONE MOT DESIGN SPEED 45 MPH

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1"=50' / BRIDGE FILE
DESIGNED: CWW	DRAWN: DRM	MAINTENANCE OF TRAFFIC PHASE 5	VERTICAL SCALE N/A / DESIGNATION 1702992
CHECKED: JWG	CHECKED: CWW		SURVEY BOOK / SHEET 55 OF 229
			CONTRACT R-41437 / PROJECT 1702992

BFS NO. 6440.1701

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Preliminary Plans



EARTHWORK SUMMARY

COMMON EXCAVATION	16,250 Cys.
FILL +25%	34,545 Cys.
BORROW	18,295 Cys.

For Structure Information See Construction Details

12" STEEL GAS
Utility Pot Hole Table *

Test Hole No.	Alignment	Northing	Easting	Depth	Station	Offset
TH #1	H	399780.82	816446.71	8.13	114+76.65	55.4' Lt.
TH #2	H	399671.82	816381.2	5.14	114+37.95	65.7' Rt.

* DEPTH TO TOP OF FACILITY FROM EXISTING GROUND

T.B.M.1 - Boat Spike Set in Tele. Pole #3030032, Sta. 124+70.85, 66.41' Rt. "H" Elev. 837.862'

300 N: 399870.7265 E: 816071.3065
5/8" Rebar w/ Red Cap (Set), Flush
Sta. 110+89.25, 49.96' Lt. "H"

301 N: 399678.3230 E: 816494.3940
5/8" Rebar w/ Red Cap (Set), Flush
Sta. 115+45.96, 34.02' Rt. "H"

302 N: 399559.8010 E: 817092.6825
Mag. Nail (Set), Flush
Sta. 121+51.93, 49.54' Rt. "H"

RECOMMENDED FOR APPROVAL:	DESIGN ENGINEER — DATE
DESIGNED: JCS	DRAWN: BKM
CHECKED: JWG	CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
1"=10'	1702992
SURVEY BOOK	SHEET
	33 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

Saved: 1/17/2022 10:45 AM By: Bryon Myers Plot: 1/17/2022 10:46 AM D:\fs\r2\Jobs5\644000.0000\ProjDevelopment\Design\Drawings\6440 R451.dwg

Preliminary Plans

DWAYNE SCHERB & TINA YOUNG-SCHERB
1-Sty. Frame Hse.
3069 E. Hwy 20

TINA L. YOUNG (SCHERB)

SEC. 10, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

LIVINGHOUSE FARMS

HERMAN R. WILLIAMSON

2-Sty. Frame Hse.
3163 E. Hwy 20

JOHN L. KOLOJ

Rubble Pile

Match Line - Sta. 125+00 "H"

Match Line - Sta. 140+00 "H"

+45
STR. No. 18

Temp. R/W
For Driveway

+39.53
71.60'

+21.44
℄(70.00')

+51.19
71.88'

+87.20
70.00'

+00
70.00'

+50
75.00'

P.T. Sta. 128+08.58 "PR-H"

+50
STR. No. 19

Constr. Limits

Temp. R/W
For Driveway

+07.29
75.00'

+30.37
75.00'

+76.43
75.00'

P.C. Sta. 135+76.51 "PR-H"

+22.91
74.61'

+45.54
81.69'

Temp. R/W
For Grading

+73.43
79.76'

+92.18
74.29'

Constr. Limits

R/W

App. Ex. R/W

Pvt. Ent.
(Gravel)

Shldr. (C-Stn.)

SNW (C-Stn.)

Pvt. Ent.
(Conc.)

N89°21'11"E

N89°19'25"E

32'-0"

8'-0"

U.S 20
(Bit. Mat.)

LINE "PR-H" (To Be Constructed)

LINE "H"

P.C. Sta. 135+76.43 "H"

Constr. Limits

App. Ex. R/W

+50
STR. No. 20, (SC 020-46-54.04)

P.T. Sta. 130+07.29 "H"

App. ℄

App. Lot Line

LIVINGHOUSE FARMS, INC.

3222 E. Hwy 20
1-Sty. Frame Hse.

CHRIS ALAN HUNT

HUNTS SUBDIVISION

Lot 1

Lot 2
Block 1

3306 E. Hwy 20
1-Sty. Brick Hse.

LARRY & JACQUELINE REHLANDER

Lot 1
Block 2

3322 E. Hwy 20
1-Sty. Brick Hse.

RICHARD H. GEIGER

Lot 2

ALL R/W ON THIS SHEET DESCRIBED FROM LINE "H"
UNLESS OTHERWISE NOTED

SEC. 10, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

For Structure Information See Construction Details

Profile Grade Along Line "H"

Existing Grade Along Line "H"

PVI Sta. 129+25
PVI El. 837.00
375' V.C.

-0.47%
-0.69%
-0.98%
-1.62%
0.59%
-1.03%
1.57%
-5.96%
-0.50%

+00, El. 833.00
+14.96, El. 833.93
+50, El. 830.55
+85, El. 831.35
+75, El. 831.15
+00, El. 827.80
+00, El. 832.50
+00, El. 832.98
+00, El. 829.75
+50, El. 830.00

Grade Spec. "V" Ditch Req'd. Lt.
Grade Spec. "V" Ditch Req'd. Rt.
203 Sys Ditch Sodding Req'd Lt.
17 Tons Revetment Riprap on 35 Sys. Geotextile

850 840 830 820 810 800 790

837.7 838.93 | 837.6 838.85 | 837.6 838.75 | 837.5 838.63 | 837.4 838.52 | 837.3 838.40 | 837.2 838.28 | 837.2 838.17 | 837.1 838.05 | 837.0 837.93 | 836.9 837.81 | 836.8 837.68 | 836.7 837.52 | 836.6 837.35 | 836.5 837.16 | 836.4 836.94 | 836.2 836.71 | 835.9 836.46 | 835.7 836.19 | 835.5 835.90 | 835.2 835.59 | 835.0 835.27 | 834.7 834.92 | 834.4 834.55 | 834.1 834.17 | 833.8 833.5 | 833.2 833.0 | 832.8 832.6 | 832.5 832.3 | 832.2 832.1 | 832.1 832.1 | 832.1 832.0 | 832.0 832.1 | 832.1 832.2 | 832.3 832.4 | 832.6 832.8 | 833.1 833.3 | 833.5 833.8 | 834.1 834.3 | 834.6 834.9 | 835.1 835.3 | 835.5 835.7 | 835.9 836.0

125+00 126+00 127+00 128+00 129+00 130+00 131+00 132+00 133+00 134+00 135+00 136+00 137+00 138+00 139+00 140+00

303 N: 399525.2135 E: 817786.2430
Mag. Nail In Edge Of Pavement At Field Entrance
U.S. 20
Mag. Nail In N. Face Of Wdn. Fence Post
Mag. Nail In N. Face Of Wdn. Fence Post
5/8" Rebar w/ Red Cap (Set), Flush
Sta. 128+41.90, 36.64' Rt. "H"

304 N: 399532.2430 E: 818284.4040
Mag. Nail In Edge Of Pavement
U.S. 20
Mag. Nail In N. Face Of Wdn. Fence Post
Church Sign Support Base
5/8" Rebar w/ Red Cap (Set), Flush
Sta. 133+39.18, 33.33' Rt. "H"

305 N: 399530.0405 E: 818699.0785
U.S. 20
Mag. Nail In N. Face Of INAP-1234-75
Mag. 3396 Driveway
Mailbox Post Base
Mag. Nail In N. Face Of 12" Spruce Tree
Mag. Nail (Set), Flush
Sta. 137+53.83, 40.35' Rt. "H"

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: JCS DRAWN: BKM

CHECKED: JWG CHECKED: JCS

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
1"=10'	1702992
SURVEY BOOK	SHEET
	34 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans

SEC. 10, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

JOHN L. KOLOJ

REGINA & ADAM KOLOJ

JOSEPH L. HILL TRUST

DENNIS & MARY WOZNIAK

ROLLING PRAIRIE METHODIST CHURCH

JASON A. RUNION

CYRIL OAKE

WILLIAM & DEBORA YERGLER

HUNTS SUBDIVISION

PLAT OF PRAIRIE ACRES

1-Sty. Frame Hse. 3425 E Hwy 20

20' Ingress/Egress Easement

Temp. R/W For Driveway

STR. No. 21

STR. No. 22, (SC 020-46-54.48)

CURVE DATA
P.I Sta. 144+24.86 "PR-H"
Δ = 0°22'11" Rt.
R = 263015.86'
T = 848.36'
L = 1696.71'
E = 1.37'

CURVE DATA
P.I Sta. 145+01.53 "H"
Δ = 0°32'00" Rt.
R = 198764.79'
T = 925.10'
L = 1850.19'
E = 2.15'

P.I. Sta. 144+24.86 "PR-H" Δ = 0°22'11" Rt.

P.I. Sta. 145+01.53 "H" Δ = 0°32'00" Rt.

P.O.C. Sta. 148+38.51 "PR-H" = P.O.T. Sta. 3+07.29 "S-1-F"

P.O.C. Sta. 148+38.38 "H" = P.O.T. Sta. 2+95.99 "S-1-F"

P.C.C. Sta. 152+73.22 "PR-H"

P.C.P.C. Sta. 154+26.62 "H"

LINE "PR-H" (To Be Constructed)

LINE "H"

LINE "S-1-F"

C.R 350 E (Bit. Mat.)

U.S 20 (Bit. Mat.)

Match Line - Sta. 140+00 "H"

Match Line - Sta. 155+00 "H"

Constr. Limits

Temp. R/W

Temp. R/W For Grading

Brick Garage

3606 E. Hwy 20 Sty. Brick Hse

3574 E. Hwy 20 1-Sty. Frame Hse.

3376 E. Hwy 20 1-Sty. Frame Comm. Bldg.

"Community Food Pantry"

"Rolling Prarie United Methodist Church"

16' Elec. Distr. Esmt. To IN-MI Power Co.

ALL R/W ON THIS SHEET DESCIBED FOM LINE "H" UNLESS OTHEWISE NOTED

Lot 1 Lot 2 Lot 3 Lot 4 Lot 5 Block 2 Lot 6 Lot 7 Lot 8

App. Lot Line

App. ℄

App. Ex. R/W

Destroyed Sign

"12" RCP

Existing Grade Along Line "H"

-1.06%

-1.12%

-0.50%

-0.30%

-1.14%

+00, El. 833.12

+00, El. 831.00

+00, El. 828.75

+00, El. 827.75

+00, El. 827.50

+00, El. 827.20

+55, El. 822.00

Grade Spec. "V" Ditch Req'd. Lt.

Grade Spec. "V" Ditch Req'd. Rt.

133 Sys Ditch Sodding Req'd Lt.

300 Sys. Ditch Sodding Req'd. Rt.

187.50' MGS W-Beam Guardrail, 6.25' Spacing, Lt.

297.22' MGS W-Beam Guardrail, 6.25' Spacing, Lt.

50' OS End Treatmnt

37.5' MGS Guardrail Height Transition, Lt.

37.50' MGS Guardrail Height Transition, Lt.

Curved W-Beam Guardrail Terminal System, 17' Radius, Lt.

Curved W-Beam Guardrail Terminal System, 25' Radius, Lt. (Includes 6.25' on Tangent)

Curved W-Beam Guardrail Connector System, 35' Radius, Lt.

For Structure Information See Construction Details

T.B.M.2 - Boat Spike Set in Utility Pole #L234-81, Sta. 144+02.22, 65.40' Lt. "H" Elev. 838.938'

306 N: 399535.6115 E: 819801.7205
Mag. Nail (Set), Flush
Sta. 148+56.72, 43.75' Rt. "H"

307 N: 399534.3145 E: 820184.2585
Mag. Nail (Set), Flush
Sta 152+39.33, 46.73' Rt. "H"

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: JCS DRAWN: BKM

CHECKED: JWG CHECKED: JCS

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

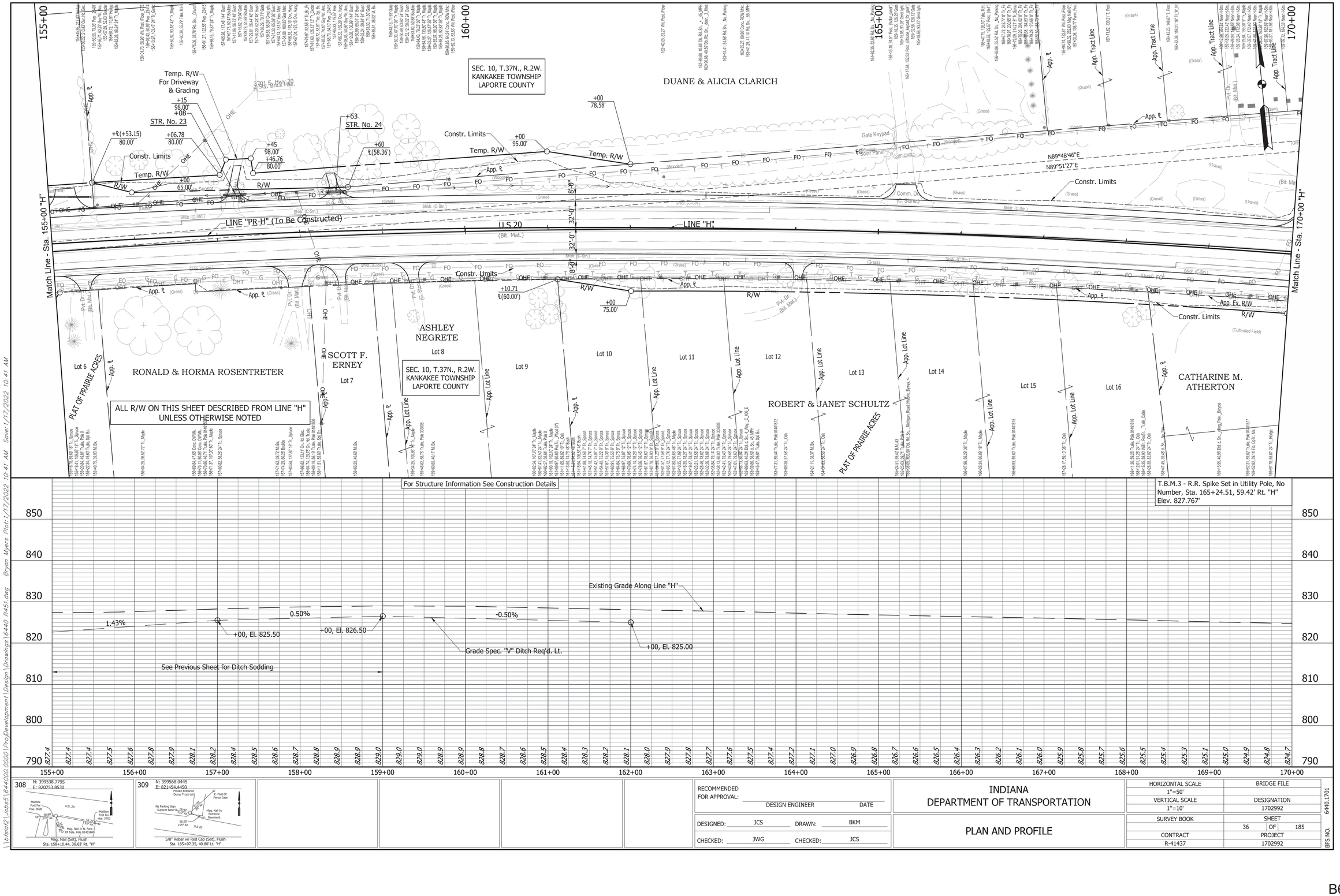
HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
1"=10'	1702992
SURVEY BOOK	SHEET
	35 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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B68

Preliminary Plans



Preliminary Plans

Match Line - Sta. 170+00 "H"

Match Line - Sta. 185+00 "H"

P.I. Sta. 170+62.52 "PR-H"
Δ = 18°33'40" Rt.

P.I. Sta. 171+00.43 "H"
Δ = 18°31'00" Rt.

N89°51'27"E

S71°37'50"E

W. Michigan St.
(Bit. Mat.)

"Rolling Prairie Cemetery"

"Rolling Prairie"

1-Sty. Frame Garage.

WILLIAM & MARILEE MCGUIRE

P.O.C. Sta. 175+02.98 "H" =
P.O.T. Sta. 2+98.91 "S-1-G"

Constr. Limits

App. Ex. R/W

502 W. Michigan St.
2-Sty. Frame Hse., Generator

FAMILY EXPRESS CORPORATION

THE TIME LOW CORPORATION

Lot 25

Lot 26

Lot 27

Lot 29

Lot 30

STR. No. 26, (SC 020-46-54.91)

Byron Rd.

Lynn St.

W. Mechanic St.
(Bit. Mat.)

CHARLES & JULIE DARWIN

Lot 16

213 W. Mechanic St.
1-Sty. Frame Hse.

DOROTHY & JERRY SCHROEDER

Lot 17

Lot 18

SEC. 11, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

P.O.T. Sta. 5+00.00 "S-2-G"

JON & KATHLEEN MILLER

Lot 19

Lot 20

STATE OF INDIANA
W.J. WALKER'S FIRST ADDITION TO PORTLAND

NICKLAS & CHRISTINA SODER

Lot 10

Lot 9

Lot 8

DONALD & JACQUELINE PROSSER

Lot 11

Lot 12

HUNTER PARMLEY

304 W Mechanic St.

STATE OF INDIANA

S Oak St.
(Gravel)

U.S.20
(Bit. Mat.)

P.O.C. Sta. 177+63.65 "H" =
P.O.T. Sta. 2+48.98 "S-2-G"

LINE "PR-H" (To Be Constructed)

LINE "S-2-G"

LINE "S-1-G" Byron Rd.

Temp. R/W For Grading

MELANIE YASKO & GAEL ROSENBAUM

STEVEN VOGEL

Lot 31

Lot 32

Lot 33

Lot 34

DORIS KRENZKE

213 Lynn Ln.
1-Sty. Brick Comm. Bldg.

JAMES & ANN RIEDSTRA

Lot 22

Lot 23

JOHNATHON KUESPERT

SCOTT VANWANZEELE

JACK STROP & JODY GILCHRIST

Lot 40

Lot 41

W.J. WALKER'S FIRST ADDITION TO PORTLAND

P.O.C. Sta. 177+59.20 "PR-H" =
P.O.T. Sta. 2+42.67 "S-2-G"

P.O.C. Sta. 175+04.34 "PR-H" =
P.O.T. Sta. 2+94.69 "S-1-G"

P.O.T. Sta. 0+00.00 "S-2-G"

DOUGLAS L. ATHERTON

SEC. 10, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

SEC. 11, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

ALL R/W ON THIS SHEET DESCRIBED FROM LINE "H"
UNLESS OTHERWISE NOTED

CURVE DATA
P.I Sta. 170+62.52 "PR-H"
Δ = 18°33'40" Rt.
R = 10949.88'
T = 1789.30'
L = 3547.25'
E = 145.23'

CURVE DATA
P.I Sta. 171+00.43 "H"
Δ = 18°31'00" Rt.
R = 10268.15'
T = 1673.81'
L = 3318.42'
E = 135.53'

For Structure Information See Construction Details

T.B.M. 4 - R.R. Spike Set in Utility Pole,
Sta. 174+50.26, 244.18' Lt. "H"
Elev. 829.096'

+72.10 50' OS
End Treatment,
Rt.
87.5' MGS W-Beam Guardrail,
6.25 Spacing, Rt.

Existing Grade Along Line "H"

+00, El. 821.40
Grade Spec. "V" Ditch Req'd. Rt.
(Plotted 10' Below Datum)

-0.50%

+84, El. 820.48

+60, El. 817.92
Grade Spec. "V" Ditch Req'd. Rt.
(Plotted 10' Below Datum)

-0.50%

+50, El. 817.47

0
+52, El. 815.26

850 840 830 820 810 800 790

824.7 824.6 824.5 824.4 824.3 824.2 824.1 824.0 824.0 823.9 823.8 823.7 823.6 823.5 823.4 823.3 823.2 823.1 823.0 822.8 822.7 822.6 822.5 822.4 822.3 822.3 822.2 822.1 822.0 821.9 821.8 821.7 821.6 821.5 821.4 821.3 821.3 821.3 821.4 821.5 821.8 822.1 822.3 822.7 823.1 823.6 824.1 824.5 825.2 825.9 826.6 827.3 828.0 828.9 829.7 830.6 631.4 832.3 833.2 834.1

170+00 171+00 172+00 173+00 174+00 175+00 176+00 177+00 178+00 179+00 180+00 181+00 182+00 183+00 184+00 185+00

310 N: 399526.3090 E: 822008.5150
Mag N in S. face of power pole #1234-125
Stop sign support base
No parking sign support base
5/8" Rebar w/ Red Cap (Set), Flush
Sta. 170+59.23, 71.05' Lt. "H"

311 N: 399605.4080 E: 822261.0135
Mag N face of pole 1234-86
Cemetery
W. Michigan St.
Mag N in N. face of pole 1234-87
5/8" Rebar w/ Red Cap (Set), Flush
Sta. 172+92.00, 191.23' Lt. "H"

312 N: 399551.5505 E: 822474.2795
88 Telephone pole #1235-140
W. Michigan St.
Byron Rd.
Mag N in W face pole 1235-100
Mag. Nail (Set), Flush
Sta. 175+07.71, 178.54' Lt. "H"

313 N: 399225.6870 E: 822458.5205
Stop sign support base
Mag N in E face of tele pole #1234-87
N 400 E/ Byron Rd.
5/8" Rebar w/ Red Cap (Set), Flush
Sta. 175+57.77, 143.82' Rt. "H"

314 N: 399370.6080 E: 822763.4705
Stop sign support base
W. Mechanic St.
Mag N in face of pole #1234-1521
U.S.20
5/8" Rebar w/ Red Cap (Set), Flush
Sta. 178+25.19, 63.66' Lt. "H"

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: JCS DRAWN: BKM

CHECKED: JWG CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
1"=10'	1702992
SURVEY BOOK	SHEET
	37 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans

REDTAIL, LLC

SEC. 11, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

EUGENE & ROBERT SMITH

BEGIN PAVING EXCEPTION
P.O.T. Sta. 190+18.37 "H"

END PAVING EXCEPTION
P.O.T. Sta. 192+22.99 "H"

P.T. Sta. 187+45.05 "H"

P.T. 188+20.47 "PR-H" (Back)
P.O.T. Sta. 188+20.37 "H" (Ahead)

Conc. Bridge over Norfolk Southern Railway

LINE "PR-H" (To Be Constructed)

LINE "H"

U.S 20
(Bit. Mat.)

S71°37'35"E

53'-8"

8'-0"

19'-0"

P.C. Sta. 195+09.75 "H"

Esmt. To AEP Indiana Michigan Transmission Co.

STATE OF INDIANA

ALL R/W ON THIS SHEET DESCRIBED FROM LINE "H" UNLESS OTHERWISE NOTED

Match Line - Sta. 185+00 "H"

Match Line - Sta. 200+00 "H"

Constr. Limits

App. Ex. R/W

App. ℄

OHE

(Grass)

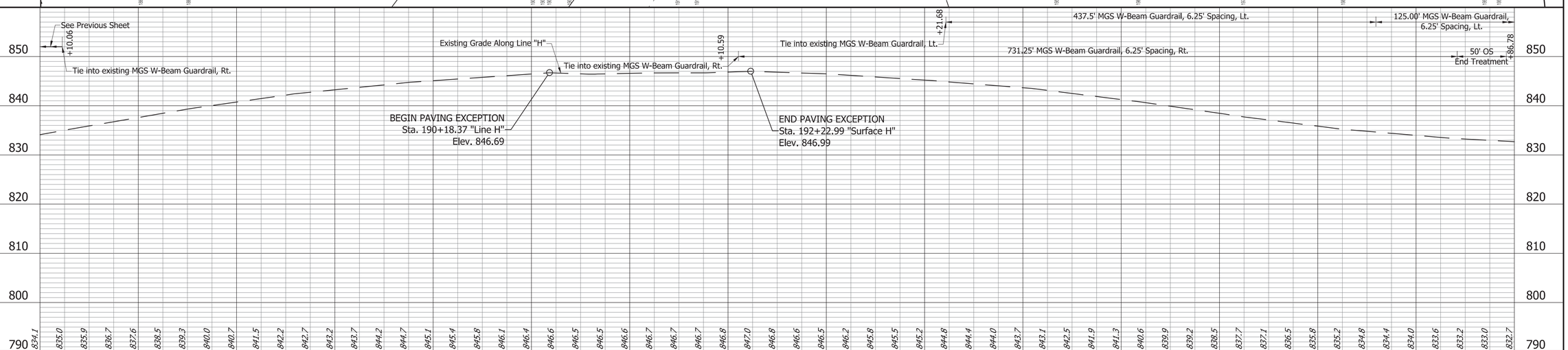
(Wooded)

(Conc.)

(Brick)

190+00

195+00



315
N: 398959.3970
E: 823821.8785
Bridge deck
U.S 20 E. Bound
38.9°
390° Ac.
65.50'
110° Ac.
Bridge deck joint at conc. barrier
Mag N in top of rail beacon center support
Mag. Nail (Set), Flush
Sta. 189+54.80, 34.39' Rt. "H"

316
N: 398923.3255
E: 824140.7045
14.73'
110° Ac.
Mag N in back of curb joint
65.50'
110° Ac.
65.50'
390° Ac.
Bridge deck joint at conc. barrier
Mag N in edge of driveway
U.S 20 W. Bound
Bridge deck
Mag. Nail (Set), Flush
Sta. 192+68.74, 31.8' Lt. "H"

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: JCS DRAWN: BKM

CHECKED: JWG CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
1"=10'	1702992
SURVEY BOOK	SHEET
	38 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans

EUGENE & ROBERT SMITH

MICHAEL & JOY VANEK

SEC. 11, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

EUGENE & ROBERT SMITH

ROLLING PRAIRIE
BTS RETAIL, LLC

GEORGE & KATHRYN GURROLA

SEC. 11, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

ALL R/W ON THIS SHEET DESCRIBED FROM LINE "H"
UNLESS OTHERWISE NOTED

Prairie St.

U.S 20
(Bit. Mat.)

Match Line - Sta. 200+00 "H"

Match Line - Sta. 215+00 "H"

App. Ex. R/W

App. ℄

P.O.C. Sta. 202+30.01 "H" =
P.O.T. Sta. 3+00.00 "S-3-G"

"Storage"
4" Steel HP

Constr. Limits

LINE "H"

75'-0"

2'-0"

8'-0"

LINE "S-3-G"

N 450 E

"M.H.P. Realty"

"Barie Welker"

P-Lot
(Bit. Mat.)

"Dollar General"

2502 Joe Knoll Rd
Story Bk. Comm. Bldg
"Dollar General"

S71°37'35"E

N66°22'25"E

CURVE DATA
P.I Sta. 209+76.05 "H"
Δ = 42°00'00" Lt.
R = 3819.84'
T = 1466.30'
L = 2800.09'
E = 271.76'

T.B.M.5 - Chisled Square Set on N. side Conc. Light Pole Base, Sta. 204+44.26, 97.06' Rt. "H" Elev. 832.836'

+58.69

50' OS End Treatment, Lt.
See Previous Sheet

Existing Grade Along Line "H"

-0.42%

+00, El. 828.50

Grade Spec. "V" Ditch Req'd. Lt.

+00, El. 826.00

850 840 830 820 810 800 790

832.7 832.4 832.2 832.1 832.0 831.9 831.8 831.7 831.6 831.5 831.5 831.4 831.3 831.1 831.0 830.9 830.8 830.8 830.7 830.6 830.5 830.5 830.4 830.3 830.3 830.2 830.1 830.0 829.9 829.8 829.7 829.7 829.6 829.5 829.4 829.3 829.2 829.1 829.0 829.0 828.9 828.8 828.7 828.6 828.5 828.4 828.3 828.3 828.2 828.1 828.0 827.9 827.8 827.7 827.7 827.6 827.5 827.4 827.3 827.2 827.0

200+00 201+00 202+00 203+00 204+00 205+00 206+00 207+00 208+00 209+00 210+00 211+00 212+00 213+00 214+00 215+00

317 N: 398595.4365 E: 825083.4210
Mag N in ℄ fence post
U.S 20 E. Bound
N face of billboard support pole
66.10'
209° Ac.
N 450 E
Mag. Nail (Set), Flush
Sta. 202+60.49, 56.77' Rt. "H"

318 N: 398693.1545 E: 825574.4600
Mag N in 36" tree
85.90'
103° Ac.
U.S 20 W. Bound
5/8" Rebar w/ Red Cap (Set), Flush
Sta. 207+45.93, 70.77' Lt. "H"

319 N: 398628.3125 E: 826152.8285
U.S 20 E. Bound
Mag nail in EP
70.10'
105° Ac.
Mag nail in sc face
bench post
5/8" Rebar w/ Red Cap (Set), Flush
Sta. 213+20.37, 39.33' Rt. "H"

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: JCS DRAWN: BKM

CHECKED: JWG CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
1"=10'	1702992
SURVEY BOOK	SHEET
	39 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans

215+00 | 220+00 | 225+00

MICHAEL & JOY VANEK

SEC. 11, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

+07
STR. No. 27, (SC 020-46-55.64)
(CLV-53348)

Match Line - Sta. 215+00 "H"

Match Line - Sta. 230+00 "H"

P.C. Sta. 230+00.51 "H"

App. Ex. R/W

Constr. Limits

8'-0"

64'-0"

U.S 20

(Bit. Mat.)

N66°22'25"E

LINE "H"

Shldr. (Bit. Mat.)

(Cultivated Field)

(Wooded)

(Grass)

"Drive for Us"

"Coldwell Banker"

P.T. Sta. 223+09.84 "H"

N 500 E

App. Ex. R/W

App. ℄

ALL R/W ON THIS SHEET DESCRIBED FROM LINE "H"
UNLESS OTHERWISE NOTED

SEC. 11, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

GEORGE & KATHRYN GURROLA

For Structure Information See Construction Details

Existing Grade Along Line "H"

+07, El. 821.26

850 | 840 | 830 | 820 | 810 | 800 | 790

821.0 826.9 826.7 826.6 826.4 826.2 826.0 825.8 825.6 825.4 825.2 824.9 824.6 824.3 824.0 823.8 823.5 823.2 822.9 822.6 822.4 822.1 821.8 821.5 821.3 821.0 820.7 820.4 820.2 819.9 819.6 819.3 819.0 818.7 818.4 818.1 817.7 817.4 817.2 816.9 816.6 816.4 816.1 815.8 815.6 815.3 815.0 814.8 814.5 814.2 814.0 813.7 813.4 813.1 812.9 812.6 812.3 812.1 811.8 811.5 811.3

215+00 | 216+00 | 217+00 | 218+00 | 219+00 | 220+00 | 221+00 | 222+00 | 223+00 | 224+00 | 225+00 | 226+00 | 227+00 | 228+00 | 229+00 | 230+00

320 N: 398755.2100 E: 826689.7245
Mag nail in EP; U.S 20 E. Bound; 66.41' 350° Ac.; 70.00' 70° Ac.; N. face of billboard support base
5/8" Rebar w/ Red Cap (Set), Flush Sta. 218+67.17, 35.36' Rt. "H".

322 N: 399231.8055 E: 827659.0010
500 E; Mag N in E face utility pole #L233197; Drop sign support base; 66.30' 60° Ac.; Chiseled "X" Conc. Head wall; U.S 20 W. Bound
5/8" Rebar w/ Red Cap (Set), Flush Sta. 229+43.11, 38.70' Lt. "H"

321 N: 398902.1915 E: 827090.5960
Mag nail in EP; U.S 20 E. Bound; 26.20' 50° Ac.; 66.45' 330° Ac.; Mag nail N. face of 24" tree; Mag nail N. face of 8" fence post
5/8" Rebar w/ Red Cap (Set), Flush Sta. 222+90.43, 35.54' Rt. "H".

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: JCS DRAWN: BKM

CHECKED: JWG CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
1"=10'	1702992
SURVEY BOOK	SHEET 40 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans

GRIMM PROPERTIES, LLC

SEC. 12, T.37N., R.2W.
WILLS TOWNSHIP
LAPORTE COUNTY

CURVE DATA
P.I Sta. 235+01.28 "H"
Δ = 8°57'53" Rt.
R = 6388.00'
T = 500.77'
L = 999.50'
E = 19.60'

JEFFREY & JENNIFER BALTES

CITIZENS BANK OF MICHIGAN CITY, IN

SEC. 12, T.37N., R.2W.
WILLS TOWNSHIP
LAPORTE COUNTY

ALL R/W ON THIS SHEET DESCRIBED FROM LINE "H"
UNLESS OTHERWISE NOTED

230+00 | 235+00 | 240+00

App. Sec Line | App. ℄ | App. 1/4 Sec. Line & ℄ | App. ℄ | App. ℄

N 500 E

Match Line - Sta. 230+00 "H"

P.I. Sta. 235+01.28 "H"
Δ = 8°57'53" Rt.

P.O.T. Sta. 240+00.00 "H"

N66°22'25"E | N75°20'19"E

U.S 20
(Bit. Mat.)

Shldr (Bit. Mat.) | (Wooded) | (Grass) | Spoil Pile | App. Ex. R/W

END PROJECT
P.O.C. Sta. 236+22.20 "H"

230+17.78, 85.29' 58" Rebar (T) | 232+26.48, 85.88' 1/2" Ti Spruc | 233+28.00, 86.27' 36" Ti Spruc | 234+58.88, 55.99' Rot. Sts. 56 | 234+82.87, 85.05' 36" Ti Maple | 235+11.25, 109.64' 36" Ti Maple | 235+48.15, 114.40' 18" Ti Maple | 235+61.39, 112.82' 18" Ti Maple | 235+93.52, 113.12' 18" Ti Maple | 236+15.46, 84.37' 18" Ti Maple | 236+18.47, 85.88' 18" Ti Maple

For Structure Information See Construction Details

T.B.M.6 - Chiseld "X" Set in E. Conc.
Headwall, NE Cor. U.S. 20 & C.R. 500 E.,
Sta. 230+40.58, 47.67' Lt. "H" Elev. 808.418'

Existing Grade Along Line "H"

END PROJECT
Sta. 236+22.20 "Surface H"
Elev. 806.20'

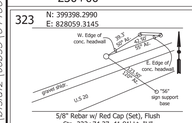
+38, El. 806.76

850 | 840 | 830 | 820 | 810 | 800 | 790

811.3 | 810.9 | 810.6 | 810.3 | 810.0 | 809.7 | 809.4 | 809.2 | 809.0 | 808.8 | 808.6 | 808.0 | 807.8 | 807.6 | 807.4 | 807.1 | 806.9 | 806.6 | 806.5 | 806.4 | 806.3 | 806.3 | 806.4 | 806.5 | 806.4

230+00 | 231+00 | 232+00 | 233+00 | 234+00 | 235+00 | 236+00 | 237+00 | 238+00 | 239+00 | 240+00 | 241+00 | 242+00 | 243+00 | 244+00 | 245+00

323 N: 399398.2990 E: 828059.3145



RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: JCS DRAWN: BKM

CHECKED: JWG CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

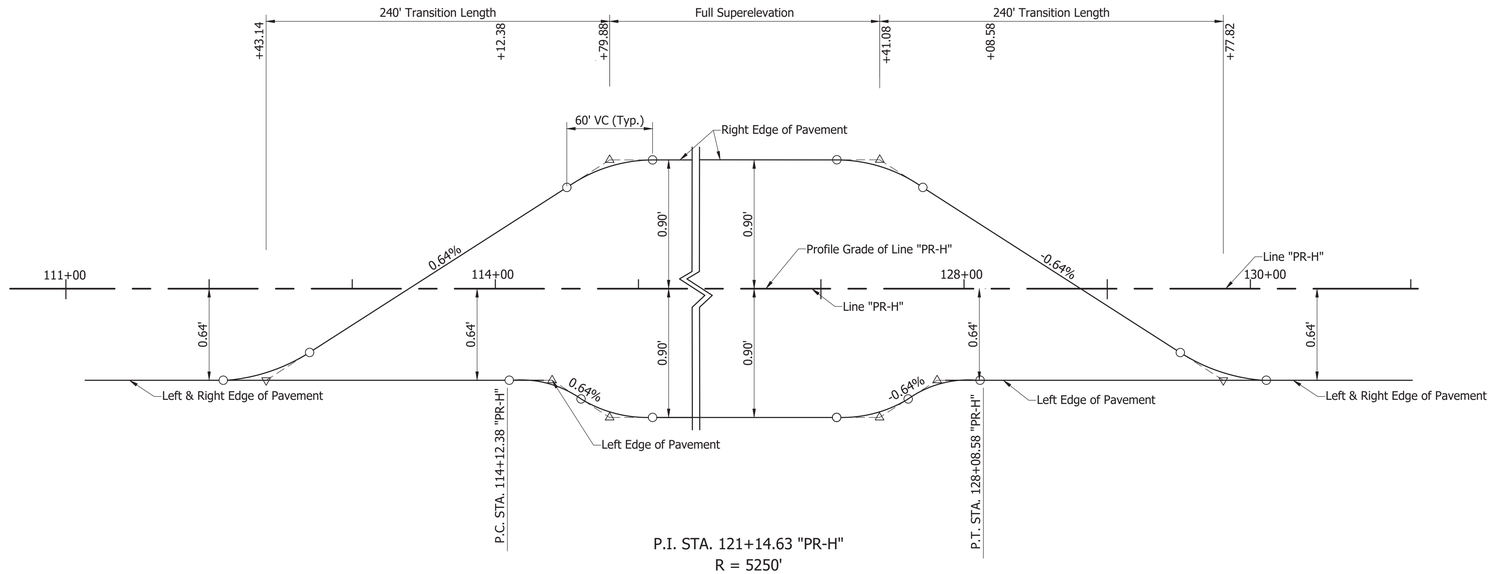
PLAN AND PROFILE

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
1"=10'	1702992
SURVEY BOOK	SHEET
	41 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



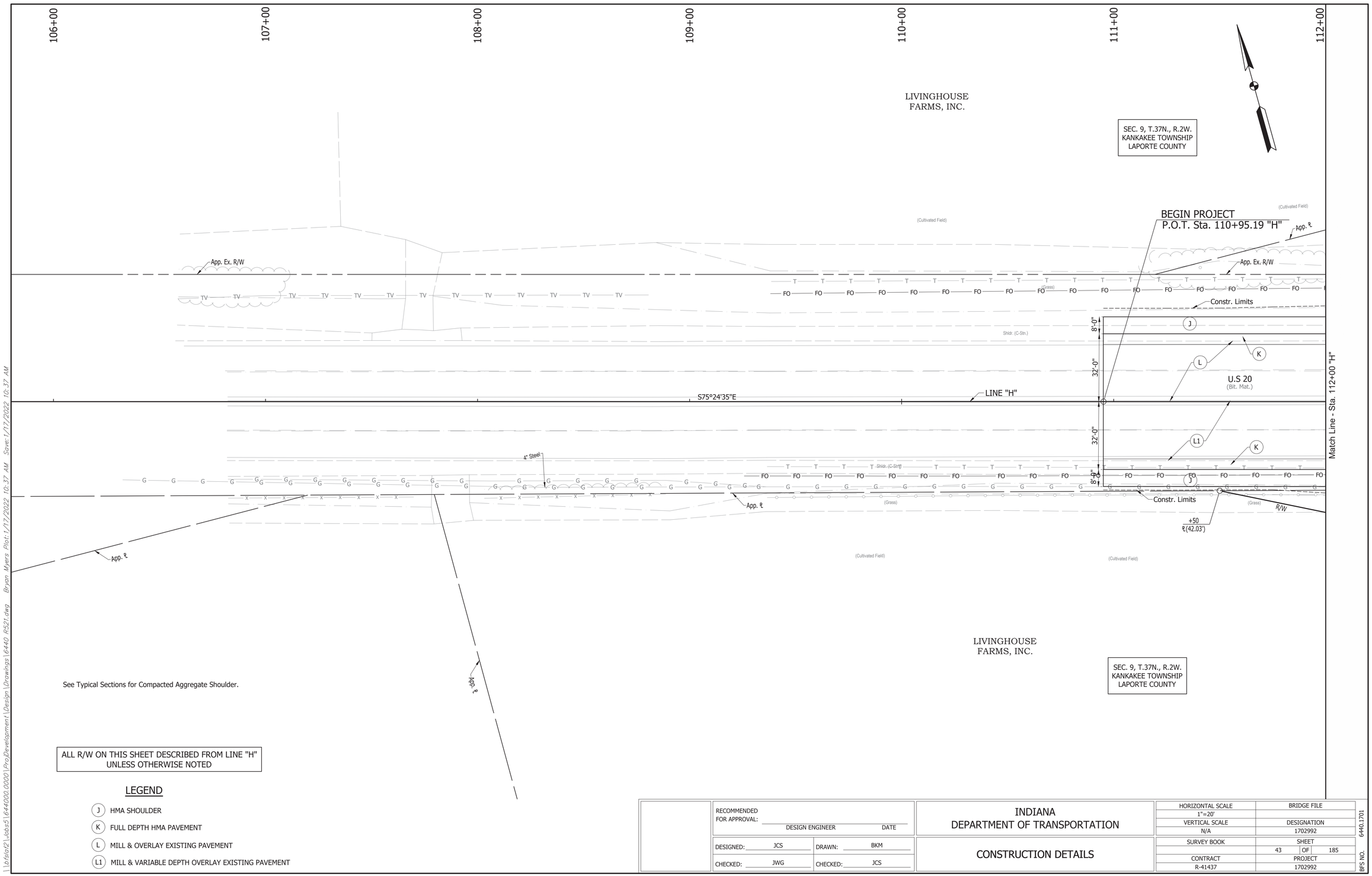
P.I. STA. 121+14.63 "PR-H"
R = 5250'
e = 2.8%

DESIGN SPEED 55 MPH

	RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1"=10' / VERTICAL SCALE 1"=10'	BRIDGE FILE / DESIGNATION 1702992
	DESIGNED: JCS DRAWN: BKM CHECKED: JWG CHECKED: JCS	SUPERELEVATION DIAGRAM	SURVEY BOOK / SHEET 42 OF 185 CONTRACT R-41437 / PROJECT 1702992	BFS NO. 6440.1701

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Preliminary Plans



See Typical Sections for Compacted Aggregate Shoulder.

ALL R/W ON THIS SHEET DESCRIBED FROM LINE "H"
UNLESS OTHERWISE NOTED

LEGEND

- (J) HMA SHOULDER
- (K) FULL DEPTH HMA PAVEMENT
- (L) MILL & OVERLAY EXISTING PAVEMENT
- (L1) MILL & VARIABLE DEPTH OVERLAY EXISTING PAVEMENT

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: JCS DRAWN: BKM

CHECKED: JWG CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	43 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans

113+00 | 114+00 | 115+00 | 116+00 | 117+00

App. Tract Line

LIVINGHOUSE FARMS, INC.

SEC. 9, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

LIVINGHOUSE FARMS, INC.

+69
STR. No. 11, (SC 020-46-53.70)
(CLV-53345)
105' of 36" RCP
w/ 2 G.B.E.S. TYPE 1,
Req'd.

Temp. R/W For Grading
+69.53
78.62'

+00
℄(60.00')

+50
65.00'

+75.74
65.00'

Constr. Limits

App. Ex. R/W

R/W

Petroleum Gas Line

WARNING! HIGH PRESSURE BP PIPELINE

10.5' Mod. Cl. V Drive Req'd.

+23

+16.32
81.59'

Temp. R/W For Driveway

+03.04
65.00'

+28.13
81.52'

+23
STR. No. 13
42' of 15" Pipe Req'd

+40.23
65.00'

Fld. Entr. (Gravel)

8'-0"

32'-0"

8'-0"

U.S 20
(Bit. Mat.)

LINE "H"

S75°24'35"E

Match Line - Sta. 112+00 "H"

Match Line - Sta. 118+00 "H"

P.C. Sta. 113+11.00 "H"

+11
75.00'

+99.97
75.00'

+30.75
75.00'

+21.98
82.79'

+07.73
82.70'

Temp. R/W For Driveway

+14

+14
STR. No. 12
50' of 15" Pipe Req'd

13' Mod. Cl. V Drive Req'd.

+20
75.00'

+30
80.00'

+72
80.00'

+86.08
75.00'

+40
STR. No. 14
48' of 15" Pipe Req'd

+40

15' Mod. Cl. II Drive Req'd.

Temp. R/W For Driveway

App. Tract Line

2952 E. Hwy 20
1-Sty. Brick Hse.

1-Sty. Steel Shed.

RICHARD & MARILYNN LIVINGHOUSE

See Typical Sections for Compacted Aggregate Shoulder.

ALL R/W ON THIS SHEET DESCRIBED FROM LINE "H" UNLESS OTHERWISE NOTED

LEGEND

- (J) HMA SHOULDER
- (K) FULL DEPTH HMA PAVEMENT
- (L) MILL & OVERLAY EXISTING PAVEMENT
- (L1) MILL & VARIABLE DEPTH OVERLAY EXISTING PAVEMENT
- (O) COMPACTED AGGREGATE NO. 53
- (D) HMA FOR APPROACHES, TYPE B

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: JCS | DRAWN: BKM

CHECKED: JWG | CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

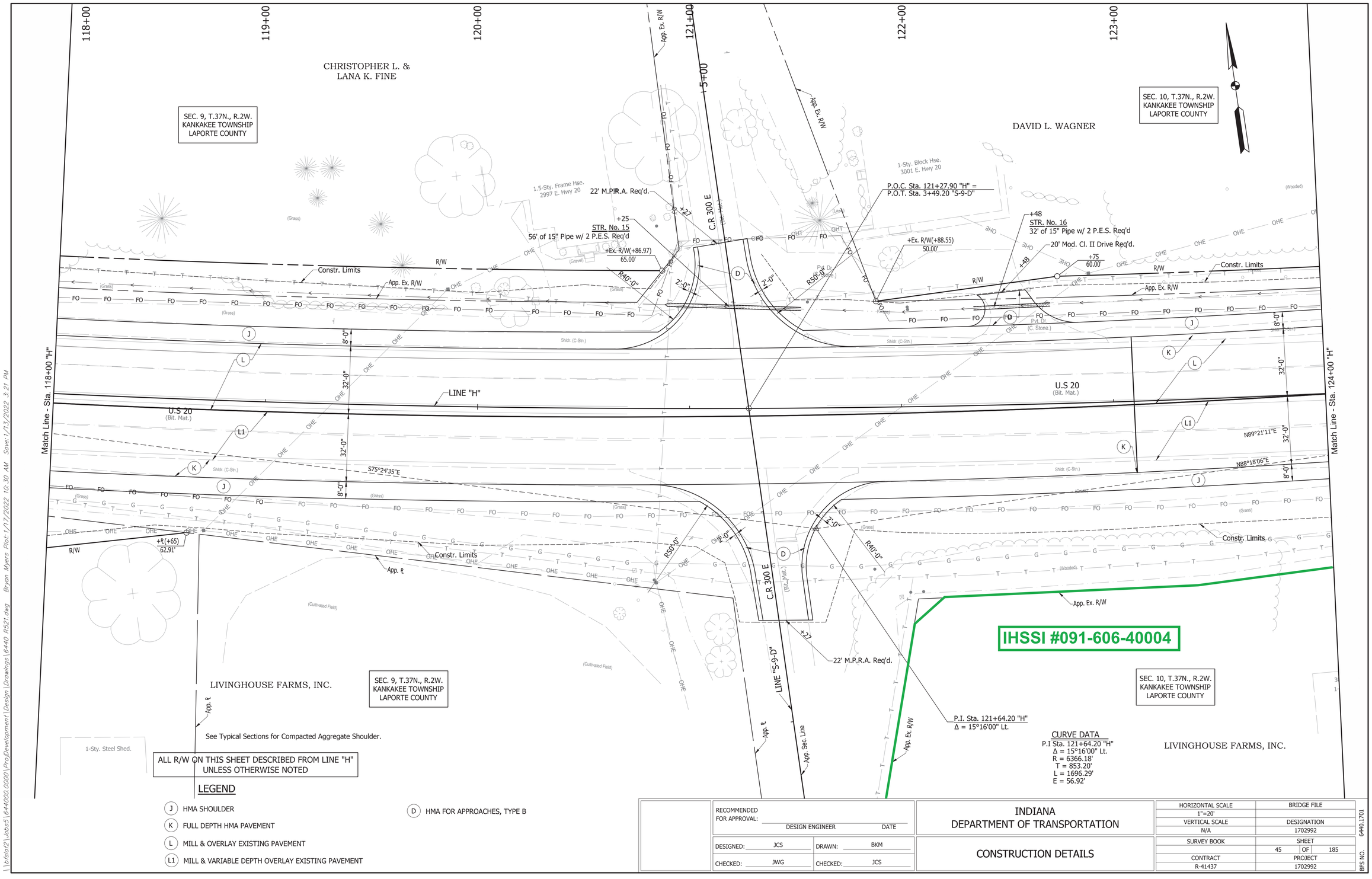
CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	44 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



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RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE: 1"=20' / BRIDGE FILE:
DESIGNED: JCS	DRAWN: BKM	CONSTRUCTION DETAILS	VERTICAL SCALE: N/A / DESIGNATION: 1702992
CHECKED: JWG	CHECKED: JCS		SURVEY BOOK: / SHEET: 45 OF 185
			CONTRACT: R-41437 / PROJECT: 1702992

BFS NO. 6440.1701

Preliminary Plans

124+00 | 125+00 | 126+00 | 127+00 | 128+00 | 129+00

DAVID L. WAGNER

DWAYNE SCHERB &
TINA YOUNG-SCHERB

TINA L. YOUNG
(SCHERB)

LIVINGHOUSE FARMS

SEC. 10, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

3069 E. Hwy 20

App. ℄

OHE

Pvt. Dr. (C. Stone.)

+66
STR. No. 17
34' of 15" Pipe w/ 2 P.E.S. Req'd

19' Mod. Cl. II Drive Req'd.

+45
STR. No. 18
26' of 15" Pipe w/ 2 P.E.S. Req'd

7' Mod. Cl. II Drive Req'd.

+78
STR. No. 18A
36' of 15" Pipe w/ 2 P.E.S. Req'd
12' Mod. Cl. II Drive Req'd.

+50
STR. No. 19
38' of 15" Pipe Req'd

14.5' Mod. Cl. V Drive Req'd.

Temp. R/W
For Driveway

Temp. R/W
For Grading

+25
60.00'

+00
70.00'

+℄(+21.44)
70.00'

+51.19
71.88'

+87.20
70.00'

+00
70.01'

+50
75.00'

+℄(+97.58)
84.22'

+39.53
71.60'

R/W

App. Ex. R/W

Constr. Limits

(Grass)

(Cultivated Field)

(Wooded)

Fld. Entr.
(Gravel)

Shldr. (C-Stn.)

U.S 20
(Bit. Mat.)

LINE "H"

N89°21'11"E

N89°19'25"E

+70, End Pavement Widening

8'-0"

32'-0"

J | K | L | L1 | D | O

Match Line - Sta. 124+00 "H"

Match Line - Sta. 130+00 "H"

13'-7"

R20'-0"

R28'-9"

89

IHSSI #091-606-40004

946 E. Hwy 20
Sty. Frame Hse.

LIVINGHOUSE
FARMS, INC.

See Typical Sections for Compacted Aggregate Shoulder.

ALL R/W ON THIS SHEET DESCRIBED FROM LINE "H"
UNLESS OTHERWISE NOTED

LEGEND

- (J) HMA SHOULDER
- (K) FULL DEPTH HMA PAVEMENT
- (L) MILL & OVERLAY EXISTING PAVEMENT
- (L1) MILL & VARIABLE DEPTH OVERLAY EXISTING PAVEMENT
- (O) COMPACTED AGGREGATE NO. 53
- (D) HMA FOR APPROACHES, TYPE B

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: JCS | DRAWN: BKM

CHECKED: JWG | CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

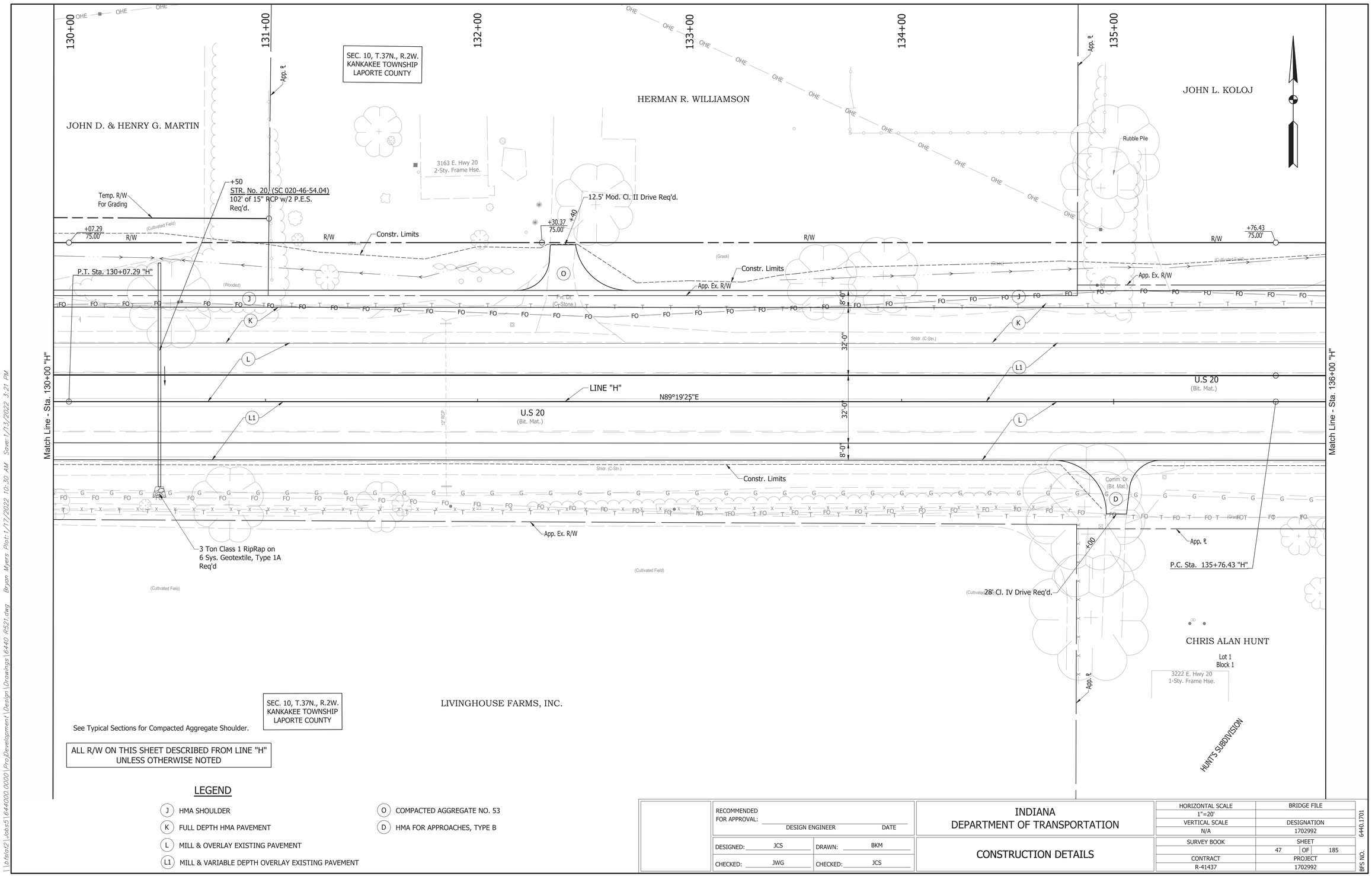
CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	46 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



SEC. 10, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

See Typical Sections for Compacted Aggregate Shoulder.

ALL R/W ON THIS SHEET DESCRIBED FROM LINE "H" UNLESS OTHERWISE NOTED

LEGEND

- (J) HMA SHOULDER
- (K) FULL DEPTH HMA PAVEMENT
- (L) MILL & OVERLAY EXISTING PAVEMENT
- (L1) MILL & VARIABLE DEPTH OVERLAY EXISTING PAVEMENT
- (O) COMPACTED AGGREGATE NO. 53
- (D) HMA FOR APPROACHES, TYPE B

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: JCS DRAWN: BKM

CHECKED: JWG CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	47 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans

136+00 137+00 138+00 139+00 140+00 141+00

JOHN L. KOLOJ

SEC. 10, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

+45.54
81.69'
+23.15
74.61'
Temp. R/W
For Grading
Constr. Limits
+73.43
79.76'
+92.18
74.29'
R/W
R/W
(Cultivated Field)
(Cultivated Field)
(Grass)
App. Ex. R/W
+33
+57
Guardrail Req'd. See Plan and Profiles for Details
(Grass)
OHE
FO
J
K
L1
L
D
Shldr. (C-Stn.)
32'-0"
8'-0"
U.S 20
(Bit. Mat.)
LINE "H"
U.S 20
(Bit. Mat.)
Match Line - Sta. 136+00 "H"
Match Line - Sta. 142+00 "H"
Constr. Limits
Pvt. Dr.
(Conc.)
+56
30' Mod. Cl. II Drive Req'd.
Pvt. Dr.
(Bit. Mat.)
+91
38' Cl. II Drive Req'd.
(Conc.)
(Grass)
App. ℄
App. Lot Line

CHRIS ALAN HUNT
Lot 2
Block 1
HUNT'S SUBDIVISION

LARRY &
JACQUELINE
REHLANDER
Lot 1
3306 E. Hwy 20
1-Sty. Brick Hse.

RICHARD H. GEIGER
Lot 2
Block 2
3322 E. Hwy 20
1-Sty. Brick Hse.
HUNT'S SUBDIVISION

ROLLING PRAIRIE
METHODIST CHURCH
Lot 3
Lot 4

SEC. 10, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

See Typical Sections for Compacted Aggregate Shoulder.

ALL R/W ON THIS SHEET DESCRIBED FROM LINE "H"
UNLESS OTHERWISE NOTED

LEGEND

- (J) HMA SHOULDER
- (K) FULL DEPTH HMA PAVEMENT
- (L) MILL & OVERLAY EXISTING PAVEMENT
- (L1) MILL & VARIABLE DEPTH OVERLAY EXISTING PAVEMENT
- (D) HMA FOR APPROACHES, TYPE B

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: JCS DRAWN: BKM
CHECKED: JWG CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	48 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans

142+00 | 143+00 | 144+00 | 145+00 | 146+00 | 147+00

JOHN L. KOLOJ

REGINA & ADAM KOLOJ

Temp. R/W For Driveway

11' Cl. II Drive Req'd.

+64.82 120.80'

+75

STR. No. 21

38' of 15" Pipe w/ 2 P.E.S. Req'd

+℄(+91.01) 120.82'

20' Ingress & Egress Esmt. INSTR. 2016R-03600

T.B.M. #2 Boat Spike Set in Utility Pole #L234-81 Elev. 838.94

+40.62 74.15'

Constr. Limits

R/W

Guardrail Req'd. See Plan and Profiles for Details

App. Ex. R/W

Destroyed Sign

+℄(+83.93) 75.00'

CURVE DATA
P.I Sta. 145+01.53 "H"
Δ = 0°32'00" Rt.
R = 198764.79'
T = 925.10'
L = 1850.19'
E = 2.15'

SEC. 10, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

P.I. Sta. 145+01.53 "H"
Δ = 0°32'00" Rt.

App. ℄

(Cultivated Field)

(Wooded)

(Grass)

Shldr. (C-Stn.)

J

K

L

L1

32'-0"

8'-0"

LINE "H"

U.S 20
(Bit. Mat.)

Match Line - Sta. 142+00 "H"

Match Line - Sta. 148+00 "H"

12" RCP

"Community Food Pantry"

"Rolling Prarie United Methodist Church"

App. Lot Line

ROLLING PRAIRIE METHODIST CHURCH

Lot 4

Lot 5

Lot 6

Lot 7
Block 2

Lot 8

16' Elec. Distr. Esmt. To IN-MI Power Co. INSTR. 2008R-01841

3376 E. Hwy 20
1-Sty. Frame Comm. Bldg.

HUNT'S SUBDIVISION

See Typical Sections for Compacted Aggregate Shoulder.

ALL R/W ON THIS SHEET DESCRIBED FROM LINE "H" UNLESS OTHERWISE NOTED

SEC. 10, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

LEGEND

- (J) HMA SHOULDER
- (K) FULL DEPTH HMA PAVEMENT
- (L) MILL & OVERLAY EXISTING PAVEMENT
- (L1) MILL & VARIABLE DEPTH OVERLAY EXISTING PAVEMENT
- (D) HMA FOR APPROACHES, TYPE B

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: JCS | DRAWN: BKM

CHECKED: JWG | CHECKED: JCS

INDIANA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	49 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans

148+00 | 149+00 | 150+00 | 151+00 | 152+00 | 153+00

App. ℄ | App. Sec. Line | LINE "S-1-F" | C.R 350 E (Bit. Mat.)

Temp. R/W For Driveway | Temp. R/W For Grading

SEC. 10, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

JOSEPH L. HILL TRUST

23.5' M.P.R.A. Req'd.

+℄(+51.17)
95.00'

+37

R/W | +25 95.00' | Constr. Limits | R/W | +00 80.00' | R/W

R40'-0" | 2'-0" | 2'-0" | R40'-0"

P.O.C. Sta. 148+38.38 "H" =
P.O.T. Sta. 2+95.99 "S-1-F"

(Cultivated Field) | (Grass) | (Gravel) | (Concr.)

OHE | FO | T | G | OHT

D | J | K | L | L1

32'-0" | 8'-0" | Shldr. (C-Stn.)

U.S 20
(Bit. Mat.)

LINE "H"

Match Line - Sta. 148+00 "H"

Match Line - Sta. 154+00 "H"

2'-0" | R40'-0" | 2'-0" | R40'-0"

+37

25' M.P.R.A. Req'd.

+66

28' Cl. II Drive Req'd.

Constr. Limits | 4" Steel

+28

35.5' Cl. II Drive Req'd.

+85

37.5' Mod. Cl. II Drive Req'd.

Pvt. Dr. (Bit. Mat.)

Pvt. Dr. (C. Stone)

3574 E. Hwy 20
1-Sty. Frame Hse.

3606 E. Hwy 20
1-Sty. Brick Hse.

Brick Garage

DENNIS & MARY WOZNIAK
Lot 1

Lot 2

JASON A. RUNION
Lot 3

CYRIL OAKE
Lot 4

WILLIAM & DEBORA YERGLER
Lot 5

App. Lot Line

PLAT OF PRAIRIE ACRES

SEC. 10, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

See Typical Sections for Compacted Aggregate Shoulder.

ALL R/W ON THIS SHEET DESCRIBED FROM LINE "H"
UNLESS OTHERWISE NOTED

LEGEND

- (J) HMA SHOULDER
- (K) FULL DEPTH HMA PAVEMENT
- (L) MILL & OVERLAY EXISTING PAVEMENT
- (L1) MILL & VARIABLE DEPTH OVERLAY EXISTING PAVEMENT
- (D) HMA FOR APPROACHES, TYPE B

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: JCS | DRAWN: BKM

CHECKED: JWG | CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	50 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans

IHSSI #091-606-40005/ J.P. Nesbitt Farm

JOSEPH L. HILL TRUST

SEC. 10, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

DUANE & ALICIA

Temporary ROW

Permanent ROW

154+00 | 155+00 | 156+00 | 157+00 | 158+00 | 159+00 | 160+00

Match Line - Sta. 154+00 "H"

Match Line - Sta. 160+00 "H"

LINE "H"

N89°48'46"E

N89°51'02"E

U.S 20
(Bit. Mat.)

8'-0"

32'-0"

8'-0"

32'-0"

8'-0"

STR. No. 22, (SC 020-46-54.48)
100' of 30" RCP w/2 P.E.S. Req'd.
+55.5
+26.62
80.00'

STR. No. 22A
88' of 15" Pipe w/ 2 P.E.S. Req'd
+20

24' Cl. I Drive Req'd.

+53.15
℄(80.00')

Constr. Limits

+00
65.00'

Ditch Flow Line

R/W

Temp. R/W

28' of 15" Pipe w/ 2 P.E.S. Req'd

STR. No. 23
+08
+15
98.00'

9' Cl. II Drive Req'd.

Temp. R/W
For Driveway
And Grading

+06.78
80.00'

+46.76
80.00'

+45
98.00'

10' Cl. II Drive Req'd.

+63
STR. No. 24
24' of 15" Pipe w/ 2 P.E.S. Req'd

+60
58.36'

Existing Utility Pole
To Be Relocated By Others

Existing Utility Pole
To Be Relocated By Others

App. ℄

Shldr. (C-Stn.)

(Grass)

(Cultivated Field)

Pvt. Dr. (Bit. Mat.)

Pvt. Dr. (C-Stn.)

P.C.C. Sta. 154+26.62 "H"
+28
80.00'

+00
℄(50.04')

+05
℄(50.00')

Temp. R/W
For Grading

8 Ton Class 1 RipRap on
16 Sys. Geotextile, Type 1A
Req'd

R25'-0"

R15'-0"

+35

11' Cl. II Drive Req'd.

+81
80.00'

Temp. R/W
For Grading

Temp. R/W
For Grading

+91

18' Cl. II Drive Req'd.

+48

9' Cl. II Drive Req'd.

+36

12.5' Mod. Cl. II Drive Req'd.

Lot 5

WILLIAM & DEBORA YERGLER

Lot 6

RONALD & HORMA ROSENTRETER

SCOTT F. ERNEY

Lot 7

ASHLEY NEGRETE

Lot 8

PLAT OF PRAIRIE ACRES

App. Lot Line

See Typical Sections for Compacted Aggregate Shoulder.

ALL R/W ON THIS SHEET DESCRIBED FROM LINE "H" UNLESS OTHERWISE NOTED

SEC. 10, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

LEGEND

- (J) HMA SHOULDER
- (K) FULL DEPTH HMA PAVEMENT
- (L) MILL & OVERLAY EXISTING PAVEMENT
- (L1) MILL & VARIABLE DEPTH OVERLAY EXISTING PAVEMENT
- (D) HMA FOR APPROACHES, TYPE B

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: JCS | DRAWN: BKM

CHECKED: JWG | CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	51 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans

161+00 162+00 163+00 164+00 165+00 166+00

DUANE & ALICIA
CLARICH

SEC. 10, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

Temp. R/W
For Driveways &
Grading

Temp. R/W

+00
95.00'

Temp. R/W

+00
℄(78.58')

App. ℄

Constr. Limits

Gate Keypad

Solar Panel

15" CMP

19' Mod. Cl. II Drive Req'd.

+28

N89°48'46"E

N89°51'27"E

Comm. Dr.
(C. Stone)

Match Line - Sta. 160+00 "H"

Match Line - Sta. 166+00 "H"

U.S 20
(Bit. Mat.)

LINE "H"

U.S 20
(Bit. Mat.)

32'-0"

8'-0"

Shldr. (C-Stn.)

Constr. Limits

App. ℄

+℄(+10.71)
59.97'

R/W

+00
75.00'

Constr. Limits

11' Cl. II Drive Req'd.

+104

Pvt. Dr.
(Bit. Mat.)

App. ℄

R/W

T.B.M. #3-
Spike Set in Utility
Pole, No number
Elev. 827.77

ASHLEY NEGRETE

Lot 9

App. Lot Line

App. ℄

Lot 10

SEC. 10, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

App. Lot Line

Lot 11

App. Lot Line

ROBERT & JANET
SCHULTZ

Lot 12

PLAT OF PRAIRIE ACRES

App. Lot Line

Lot 13

App. Lot Line

Lot 14

See Typical Sections for Compacted Aggregate Shoulder.

ALL R/W ON THIS SHEET DESCRIBED FROM LINE "H"
UNLESS OTHERWISE NOTED

LEGEND

- (J) HMA SHOULDER
- (K) FULL DEPTH HMA PAVEMENT
- (L) MILL & OVERLAY EXISTING PAVEMENT
- (L1) MILL & VARIABLE DEPTH OVERLAY EXISTING PAVEMENT
- (D) HMA FOR APPROACHES, TYPE B

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: JCS DRAWN: BKM

CHECKED: JWG CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

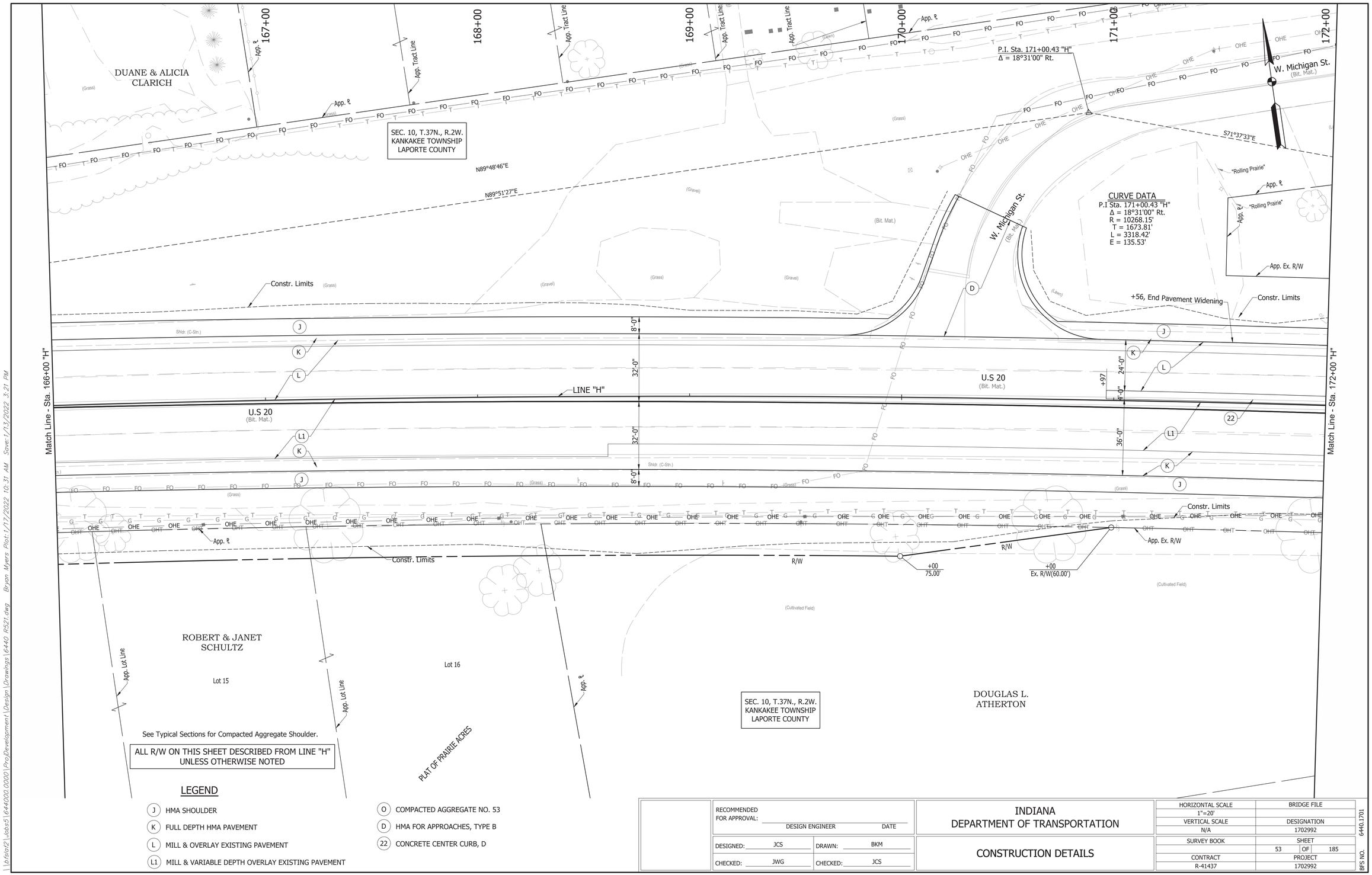
CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	52 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



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RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: JCS DRAWN: BKM

CHECKED: JWG CHECKED: JCS

INDIANA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	53 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

Preliminary Plans

W. Michigan St. (Bit. Mat.)

173+00 | 174+00 | 175+00 | 176+00 | 177+00 | 178+00

FAMILY EXPRESS CORPORATION

693 E Hwy 20
1-Sty. Brick Comm. Bldg.
"Family Express"

Lot 25

W.J. HAWKERS FIRST ADD.

CHARLES & JULIE DARWIN

E. Lynn St. (Bit. Mat.)

Comm. Dr. (Bit. Mat.)

THE TIME LOW CORPORATION

Lot 26

Lot 27 (Conc.)

Lot 29

Lot 30

Gas Pump Conc. Island

App. Lot Line

App. ℄

App. Ex. R/W

App. Sec. Line & LINE "S-1-G"

Byron Rd.

SEC. 11, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

34' M.P.R.A. Req'd.

S71°37'33"E

1-Sty. Frame Garage.

504 W. Michigan St.
2-Sty. Frame Hse.

Generator

WILLIAM & MARILEE MCGUIRE

Tie to Exist. Curb

R45'-0"

R10'-0"

R30'-0"

2'-0"

Silt Pile

4" Steel

12" CMP

15" CMP

"Gas"

(Grass)

(Lawn)

(Bit. Mat.)

(Conc.)

Shldr. (C-Stn.)

67' Mod. Cl. IV Drive Req'd.

+61

+03

P.O.C. Sta. 177+63.65 "H" =
P.O.T. Sta. 2+48.98 "S-2-G"

Constr. Limits

17'-10"

24'-0"

2" Steel

IHSSI #091-45041018

Remove Access

U.S 20
(Bit. Mat.)

LINE "H"

+47

+48

+83
Ex. R/W(60.00')

8'-0"

24'-0"

4'-0"

36'-0"

Match Line - Sta. 172+00 "H"

Match Line - Sta. 178+00 "H"

J Shldr. (C-Stn.)

L

22

L1

K

Constr. Limits

+50
℄(60.00')

App. Ex. R/W

Temp. R/W
For Grading

(Cultivated Field)

+45.69
℄(60.00')

+03

STR. No. 25
Inlet Type E-7 &
72' of 15" Pipe w/1 P.E.S. Req'd.

4422 N. 400 E
1-Sty. Frame Hse.

MELANIE YASKO & GAEL ROSENBAUM

Pvt. Dr. (C. Stone)

App. ℄

App. Ex R/W

SEC. 10, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

CATHARINE M. ATHERTON

See Typical Sections for Compacted Aggregate Shoulder.

ALL R/W ON THIS SHEET DESCRIBED FROM LINE "H" UNLESS OTHERWISE NOTED

App. Tract Line

P.O.C. Sta. 175+02.98 "H" =
P.O.T. Sta. 2+98.91 "S-1-G"

+91

STR. No. 26A
81' of 15" Pipe
w/ 2 P.E.S. Req'd.

24' M.P.R.A. Req'd.

P.O.T. Sta. 0+00.00 "S-2-G"

LINE "S-2-G"

W. Mechanic St. (Bit. Mat.)

0+00

+03

+27.53
℄(70.00')

+46

82.00'

8 Ton Class 2 RipRap on
16 Sys. Geotextile, Type IA
Req'd

+52

STR. No. 26 (SC 020-46-54.91)
103' of 24" RCP
w/P.E.S. Req'd.

408 W. Mechanic St.
2-Sty. Frame Hse.

JACK STROP & JODY GILCHRIST

Lot 33

STEVEN VOGEL

Lot 32

DORIS KRENZKE

Lot 34

R/W

LEGEND

- (J) HMA SHOULDER
- (K) FULL DEPTH HMA PAVEMENT
- (L) MILL & OVERLAY EXISTING PAVEMENT
- (L1) MILL & VARIABLE DEPTH OVERLAY EXISTING PAVEMENT
- (C) PCCP FOR APPROACHES, 9"
- (D) HMA FOR APPROACHES, TYPE B
- (13) CONCRETE CURB
- (22) CONCRETE CENTER CURB, D

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: JCS | DRAWN: BKM

CHECKED: JWG | CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	54 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans

IHSSI #091-45041018

Match Line - Sta. 178+00 "H"

Match Line - Sta. 184+00 "H"

DOROTHY & JERRY SCHROEDER

CHARLES & JULIE DARWIN

Lot 16

Lot 17

179+00

180+00

181+00

182+00

183+00

184+00

P.O.T. Sta. 5+00.00 "S-2-G"

LINE "S-2-G"

W. Mechanic St.

(Bit. Mat.)

313 W. Mechanic St. 1-Sty. Frame Hse.

Remove Stop Sign

STATE OF INDIANA

Lot 19

JON & KATHLEEN MILLER

Lot 20

Lot 21

302 W. Mechanic St. 1-Sty. Frame Hse.

W.J. WALKER'S FIRST ADDITION TO PORTLAND

SEC. 11, T.37N., R.2W. KANKAKEE TOWNSHIP LAPORTE COUNTY

Lot 10

NICKLAS & CHRISTINA SODER

Lot 11

DONALD & JACQUELINE PROSSER

Lot 12

HUNTER PARMLEY

304 W Mechanic St. 1-Sty. Frame Hse.

S Oak St. (Gravel)

App. Ex. R/W

App. Lot Line

App. Tract Line

App. ℄

OHE

OHT

Constr. Limits

Remove Access

Do Not Disturb Guardrail

350' Taper

250' Taper

Remove Guardrail

Blacksmith Shop Restaurant

"R&R"

213 Lynn Ln. 1-Sty. Brick Comm. Bldg

R51'

20'-6"

15" RCP

S71°37'33"E

U.S 20 (Bit. Mat.)

LINE "H"

Shldr. (Bit. Mat.)

Pvt. Dr. (Bit. Mat.)

Pvt. Dr. (Bit. Mat.)

2" Steel

16' Cl. II Drive Req'd.

+74.03 ℄(70.00')

R/W

+52 80.00'

STEVEN VOGEL

Lot 31

Lot 22

Lot 23

JAMES & ANN RIEDSTRA

JOHNATHON KUESPERT

STATE OF INDIANA

SCOTT VANWANZEELE

SEC. 11, T.37N., R.2W. KANKAKEE TOWNSHIP LAPORTE COUNTY

Lot 41

See Typical Sections for Compacted Aggregate Shoulder.

ALL R/W ON THIS SHEET DESCRIBED FROM LINE "H" UNLESS OTHERWISE NOTED

LEGEND

- (J) HMA SHOULDER
- (K) FULL DEPTH HMA PAVEMENT
- (L) MILL & OVERLAY EXISTING PAVEMENT
- (L1) MILL & VARIABLE DEPTH OVERLAY EXISTING PAVEMENT
- (D) HMA FOR APPROACHES, TYPE B
- (13) CONCRETE CURB
- (22) CONCRETE CENTER CURB, D

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: JCS DRAWN: BKM

CHECKED: JWG CHECKED: JCS

INDIANA DEPARTMENT OF TRANSPORTATION

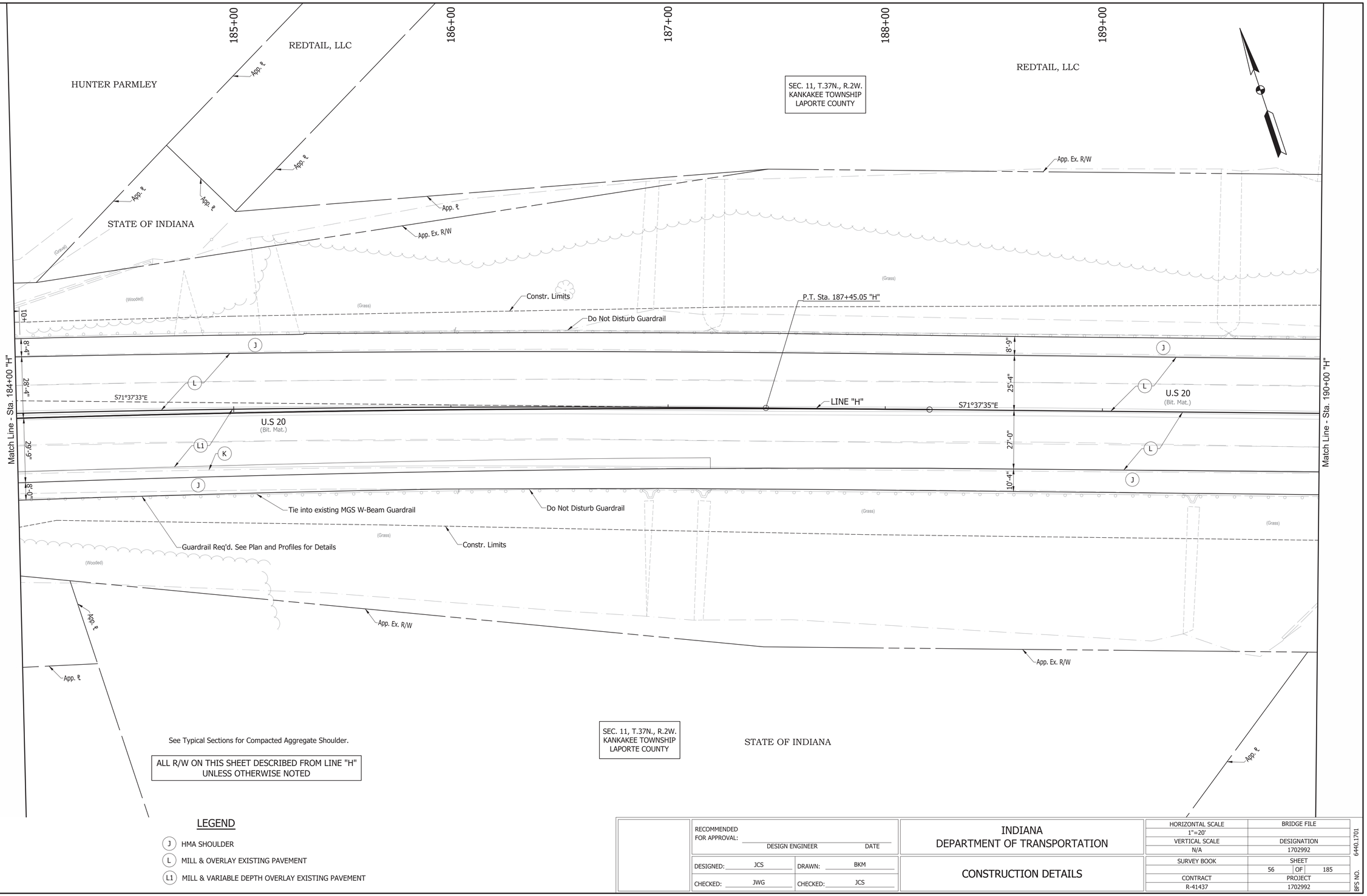
CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	55 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: JCS DRAWN: BKM

CHECKED: JWG CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

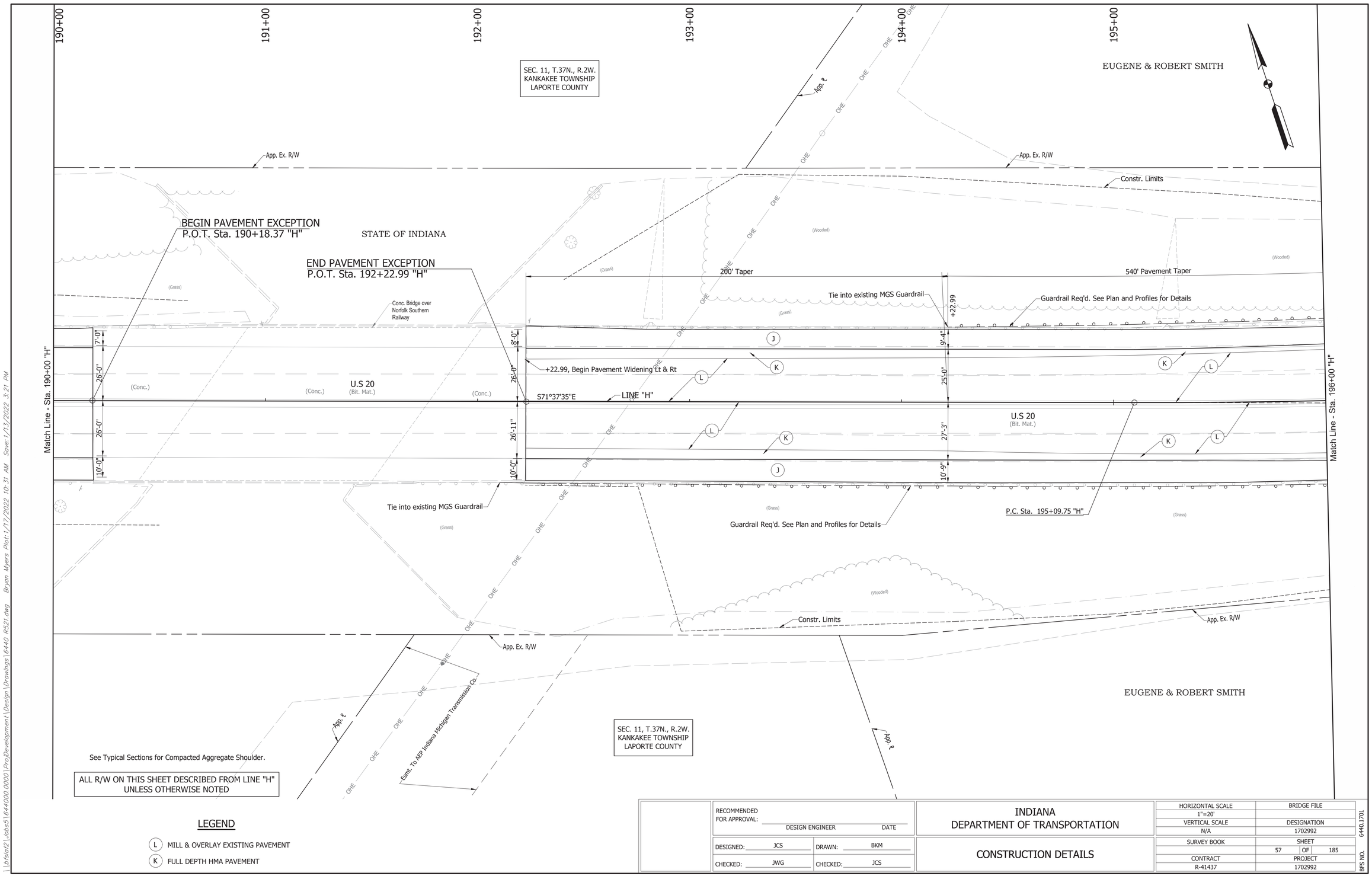
CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	56 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: JCS DRAWN: BKM

CHECKED: JWG CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

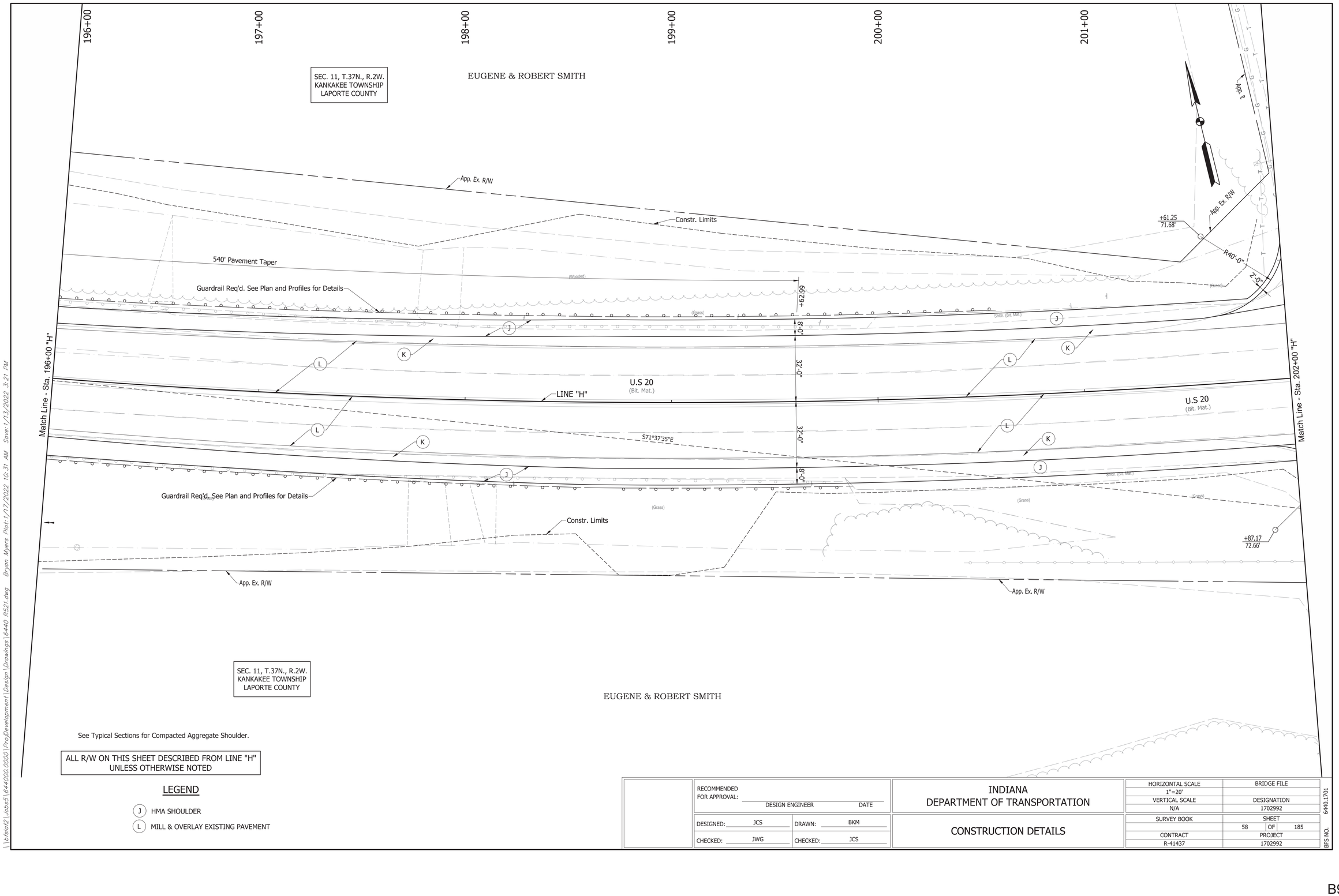
CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	57 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



See Typical Sections for Compacted Aggregate Shoulder.

ALL R/W ON THIS SHEET DESCRIBED FROM LINE "H" UNLESS OTHERWISE NOTED

LEGEND

- (J) HMA SHOULDER
- (L) MILL & OVERLAY EXISTING PAVEMENT

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: JCS | DRAWN: BKM

CHECKED: JWG | CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	58 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

\\bfsfs2\Jobs5\644000.0000\ProjDevelopment\Design\Drawings\6440_R521.dwg Bryan Myers Plot: 1/17/2022 10:31 AM Sover: 1/13/2022 3:21 PM

Preliminary Plans

202+00
203+00
204+00
205+00
206+00
207+00

27' M.P.R.A. Req'd.
LINE "S-3-G"
+30
Prairie St
(Bit. Mat.)
App. Ex. R/W
+75.06
79.60'
P.O.C. Sta. 202+30.01 "H" =
P.O.T. Sta. 3+00.00 "S-3-G"
(Cultivated Field)
(Wooded)
(Grass)
2'-0"
R40'-0"
"Storage"
4" Steel HP
D
J
K
L
Constr. Limits
MICHAEL & JOY VANEK
SEC. 11, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY
LINE "H"
U.S 20
(Bit. Mat.)
43'-0"
32'-0"
8'-0"
Shldr. (Bit. Mat.)
Match Line - Sta. 202+00 "H"
Match Line - Sta. 208+00 "H"
+87.98
74.00'
"MTM Realty"
"Bane Welker"
24' M.P.R.A. Req'd.
+30
N 450 E
(Bit. Mat.)
12" HDPE
P-Lot
(Bit. Mat.)
T.B.M. #5
Chisled Square Set
on N. side (Conc.)
Light Pole Base
Elev. 832.84'
"Dollar General"
ROLLING PRAIRIE
BTS RETAIL, LLC
S71°37'35"E
GEORGE & KATHRYN
GURROLA
SEC. 11, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY
CURVE DATA
P.I Sta. 209+76.05 "H"
Δ = 42°00'00" Lt.
R = 3819.84'
T = 1466.30'
L = 2800.09'
E = 271.76'
See Typical Sections for Compacted Aggregate Shoulder.
ALL R/W ON THIS SHEET DESCRIBED FROM LINE "H"
UNLESS OTHERWISE NOTED

LEGEND
J HMA SHOULDER
K FULL DEPTH HMA PAVEMENT
L MILL & OVERLAY EXISTING PAVEMENT
D HMA FOR APPROACHES, TYPE B

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE
DESIGNED: JCS DRAWN: BKM
CHECKED: JWG CHECKED: JCS

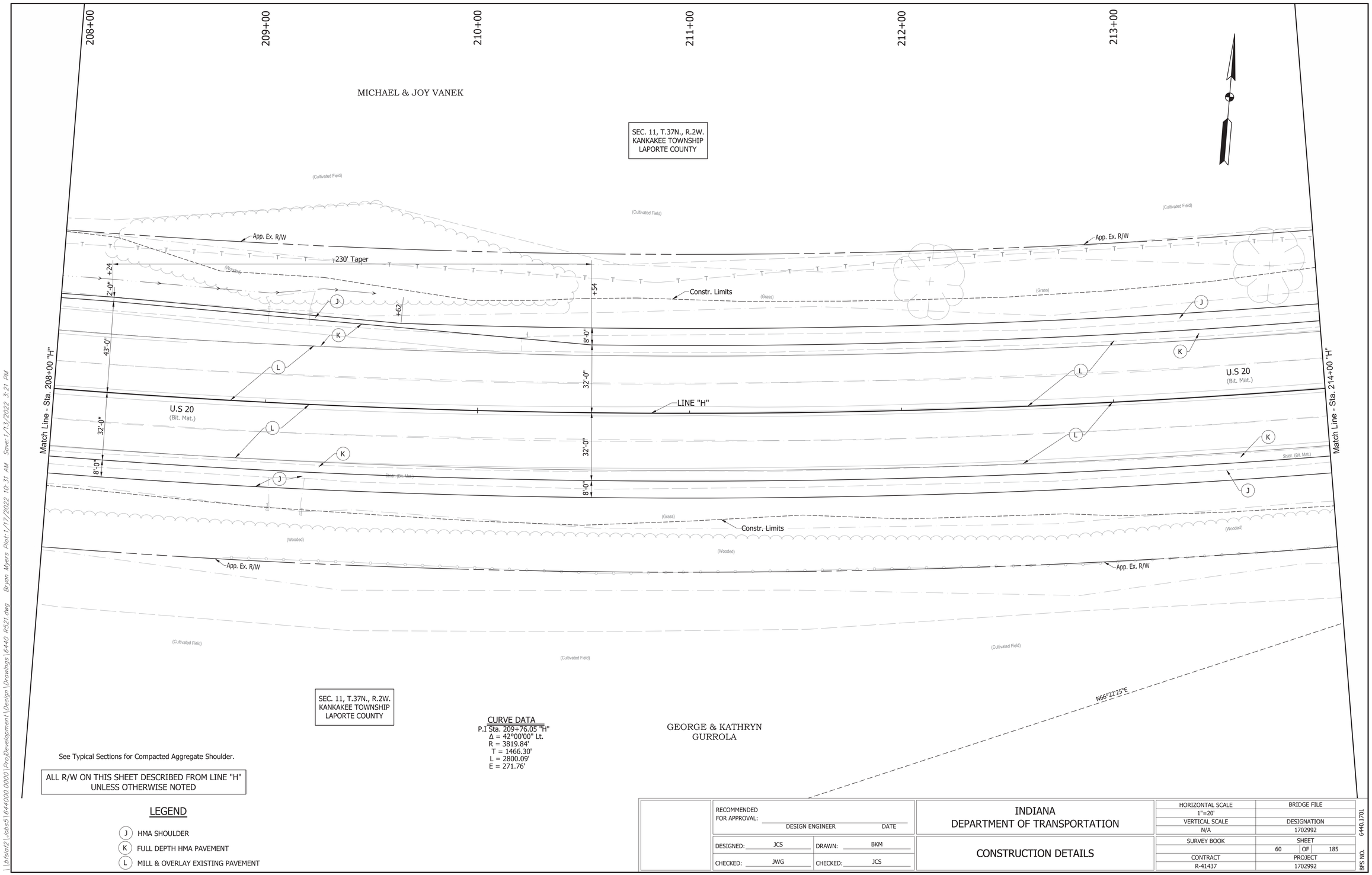
INDIANA
DEPARTMENT OF TRANSPORTATION
CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	59 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



CURVE DATA
P.I Sta. 209+76.05 "H"
Δ = 42°00'00" Lt.
R = 3819.84'
T = 1466.30'
L = 2800.09'
E = 271.76'

See Typical Sections for Compacted Aggregate Shoulder.

ALL R/W ON THIS SHEET DESCRIBED FROM LINE "H" UNLESS OTHERWISE NOTED

LEGEND

- (J) HMA SHOULDER
- (K) FULL DEPTH HMA PAVEMENT
- (L) MILL & OVERLAY EXISTING PAVEMENT

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: JCS DRAWN: BKM

CHECKED: JWG CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	60 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans

214+00 215+00 216+00 217+00 218+00 219+00

SEC. 11, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

MICHAEL & JOY VANEK

8 Ton Class 1 RipRap on
16 Sys. Geotextile, Type IA
Req'd

+07
STR. No. 27, (SC 020-46-55.64)
(CLV-53348)
101' of 24" RCP w/2 P.E.S.
Req'd.

App. Ex. R/W

(Cultivated Field)

(Wooded)

Constr. Limits

J

K

L

8'-0"

32'-0"

LINE "H"

U.S 20
(Bit. Mat.)

Match Line - Sta. 214+00 "H"

Match Line - Sta. 220+00 "H"

(Grass)

N66°22'25"E

"Coldwell Banker"

"Drive for Us"

SEC. 11, T.37N., R.2W.
KANKAKEE TOWNSHIP
LAPORTE COUNTY

GEORGE & KATHRYN
GURROLA

See Typical Sections for Compacted Aggregate Shoulder.

ALL R/W ON THIS SHEET DESCRIBED FROM LINE "H"
UNLESS OTHERWISE NOTED

LEGEND

- (J) HMA SHOULDER
- (K) FULL DEPTH HMA PAVEMENT
- (L) MILL & OVERLAY EXISTING PAVEMENT

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: JCS | DRAWN: BKM

CHECKED: JWG | CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

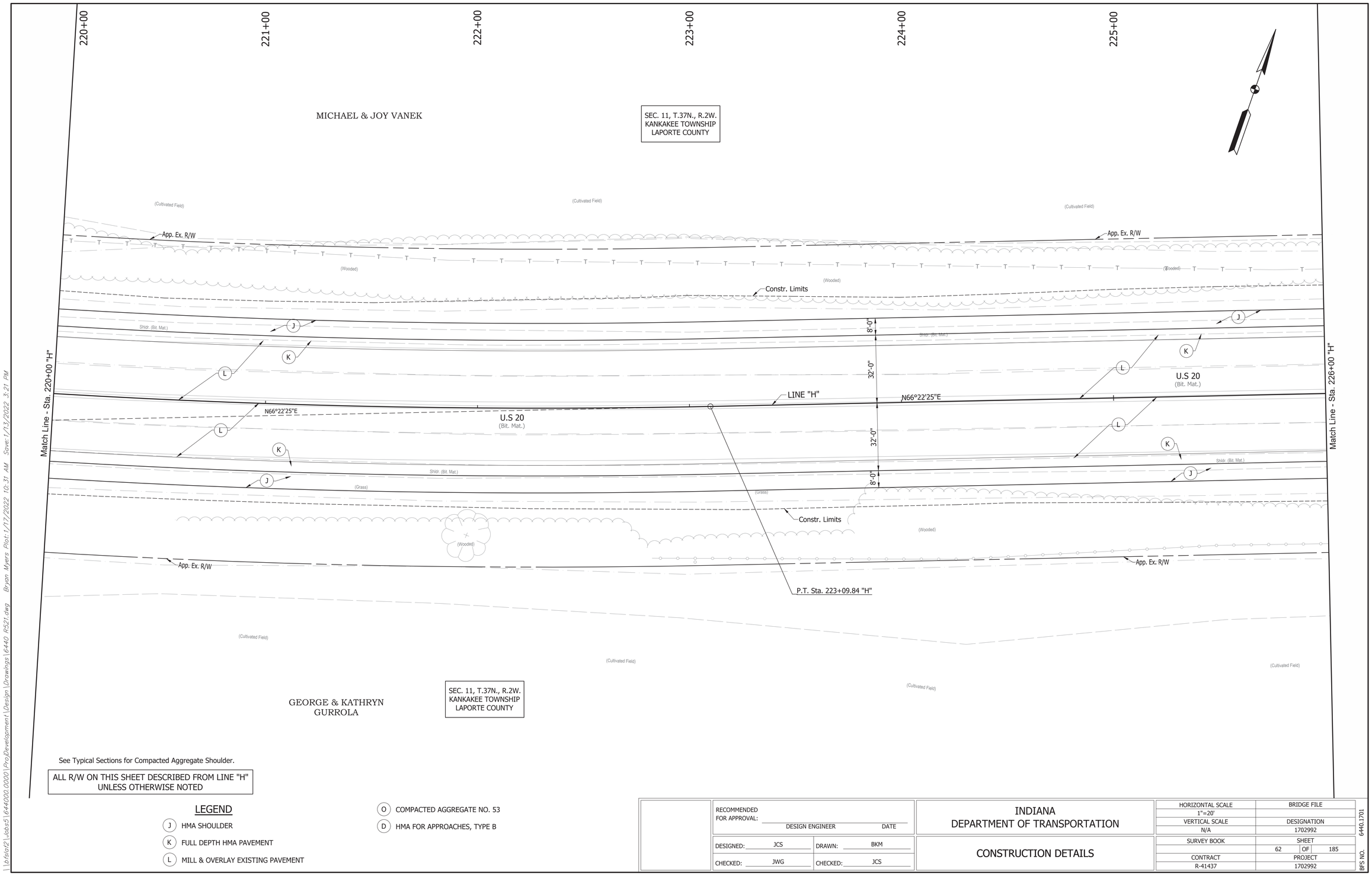
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1"=20'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	61 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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B94

Preliminary Plans



See Typical Sections for Compacted Aggregate Shoulder.

ALL R/W ON THIS SHEET DESCRIBED FROM LINE "H" UNLESS OTHERWISE NOTED

LEGEND

- (J) HMA SHOULDER
- (K) FULL DEPTH HMA PAVEMENT
- (L) MILL & OVERLAY EXISTING PAVEMENT
- (O) COMPACTED AGGREGATE NO. 53
- (D) HMA FOR APPROACHES, TYPE B

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: JCS | DRAWN: BKM | CHECKED: JWG | CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

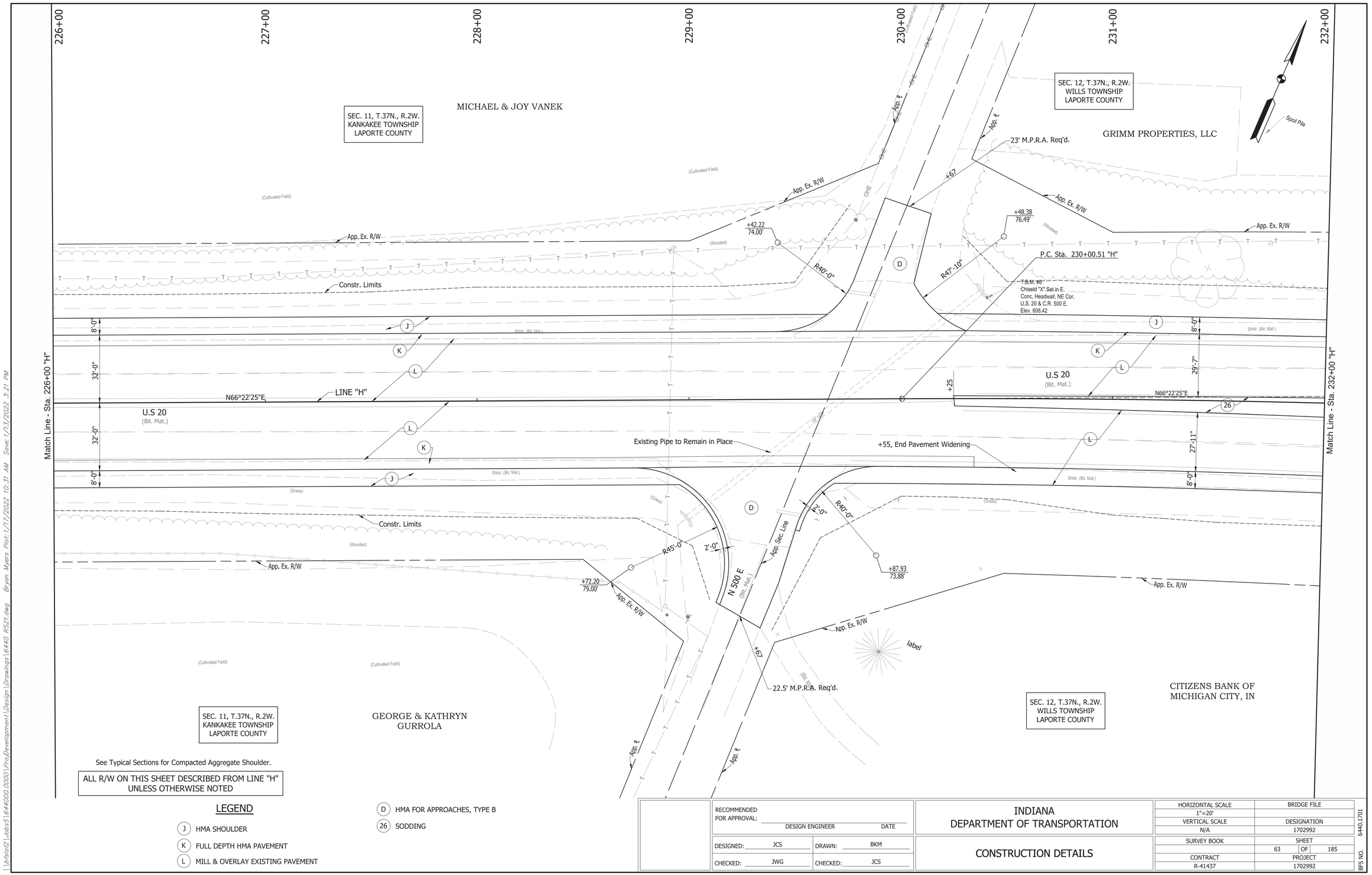
CONSTRUCTION DETAILS

HORIZONTAL SCALE	1"=20'
VERTICAL SCALE	N/A
BRIDGE FILE	
DESIGNATION	1702992
SURVEY BOOK	
SHEET	62 OF 185
CONTRACT	R-41437
PROJECT	1702992

BFS NO. 6440.1701

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Preliminary Plans



See Typical Sections for Compacted Aggregate Shoulder.

ALL R/W ON THIS SHEET DESCRIBED FROM LINE "H" UNLESS OTHERWISE NOTED

LEGEND

- (J) HMA SHOULDER
- (K) FULL DEPTH HMA PAVEMENT
- (L) MILL & OVERLAY EXISTING PAVEMENT
- (D) HMA FOR APPROACHES, TYPE B
- (26) SODDING

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: JCS | DRAWN: BKM

CHECKED: JWG | CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

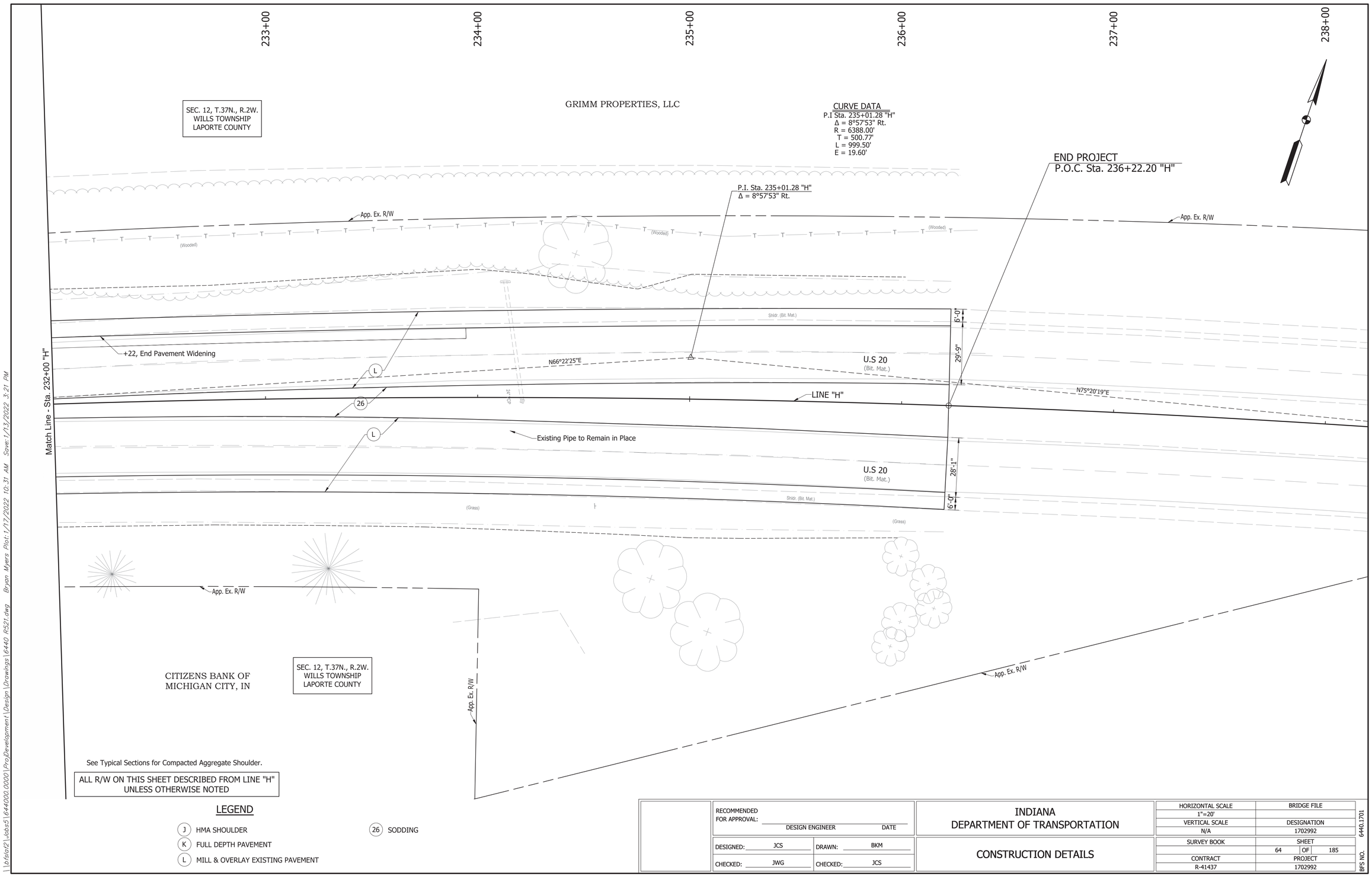
CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	63 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



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RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: JCS DRAWN: BKM

CHECKED: JWG CHECKED: JCS

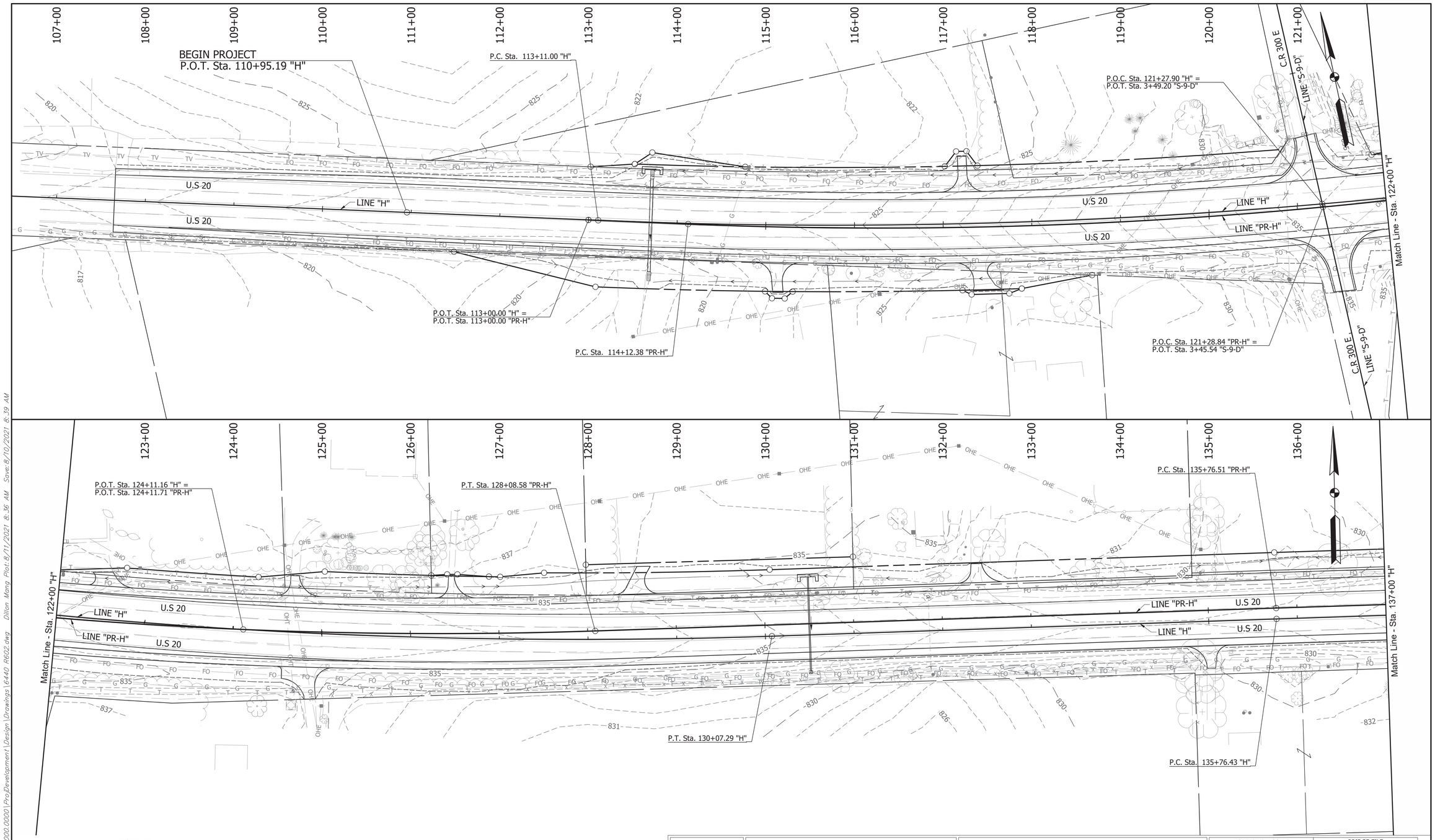
INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	64 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

Preliminary Plans



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LEGEND

- INLET PROTECTION, FILTER BAG INSERT (SEE INDOT STANDARD DRAWING E 205-TECD-04)
- SILT FENCE (SEE INDOT STANDARD DRAWING E 205-TECD-11)
- CULVERT PIPE PROTECTION

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: JWG DRAWN: DRM

CHECKED: CWW CHECKED: JWG

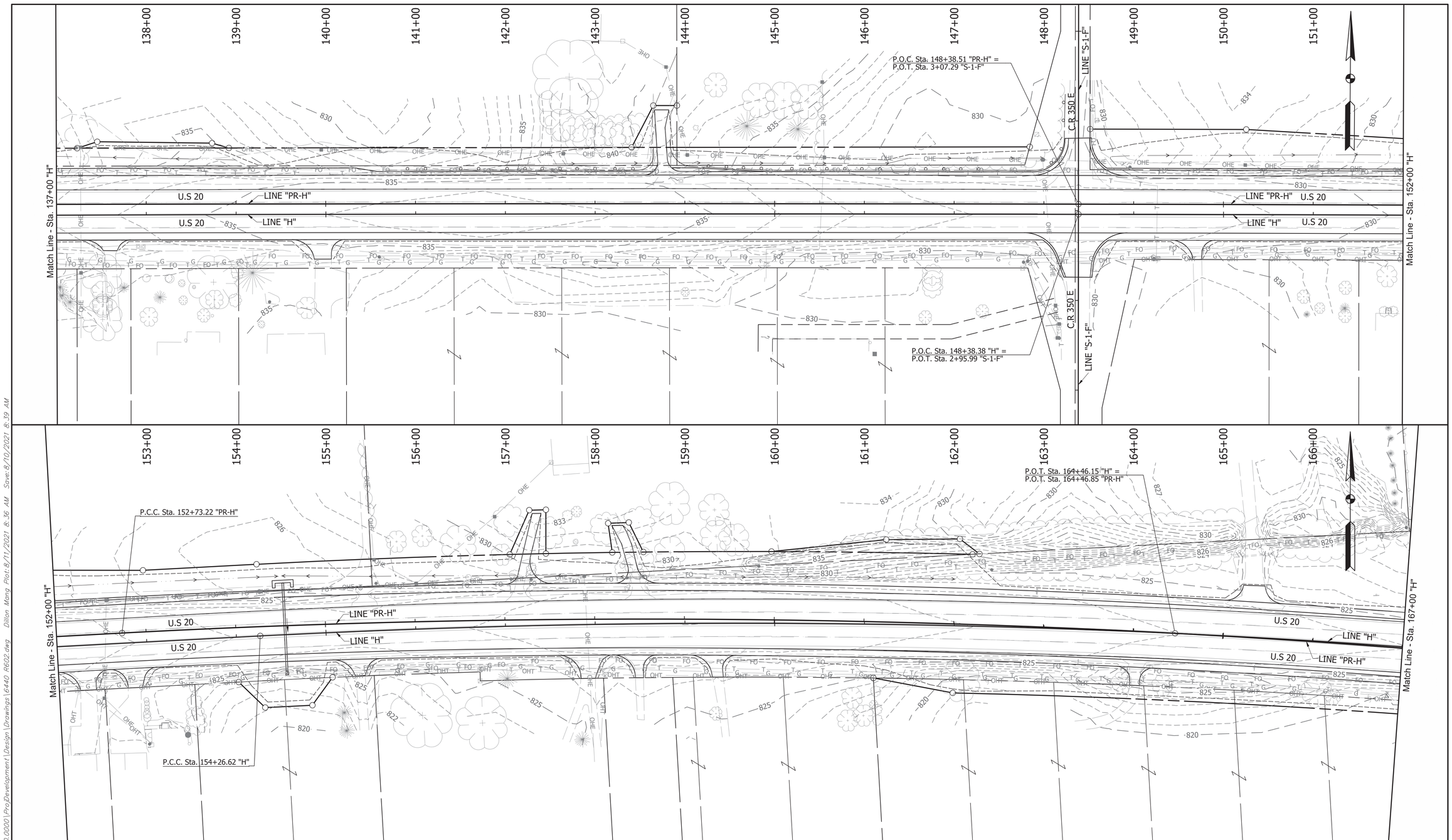
INDIANA DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	67 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

Preliminary Plans

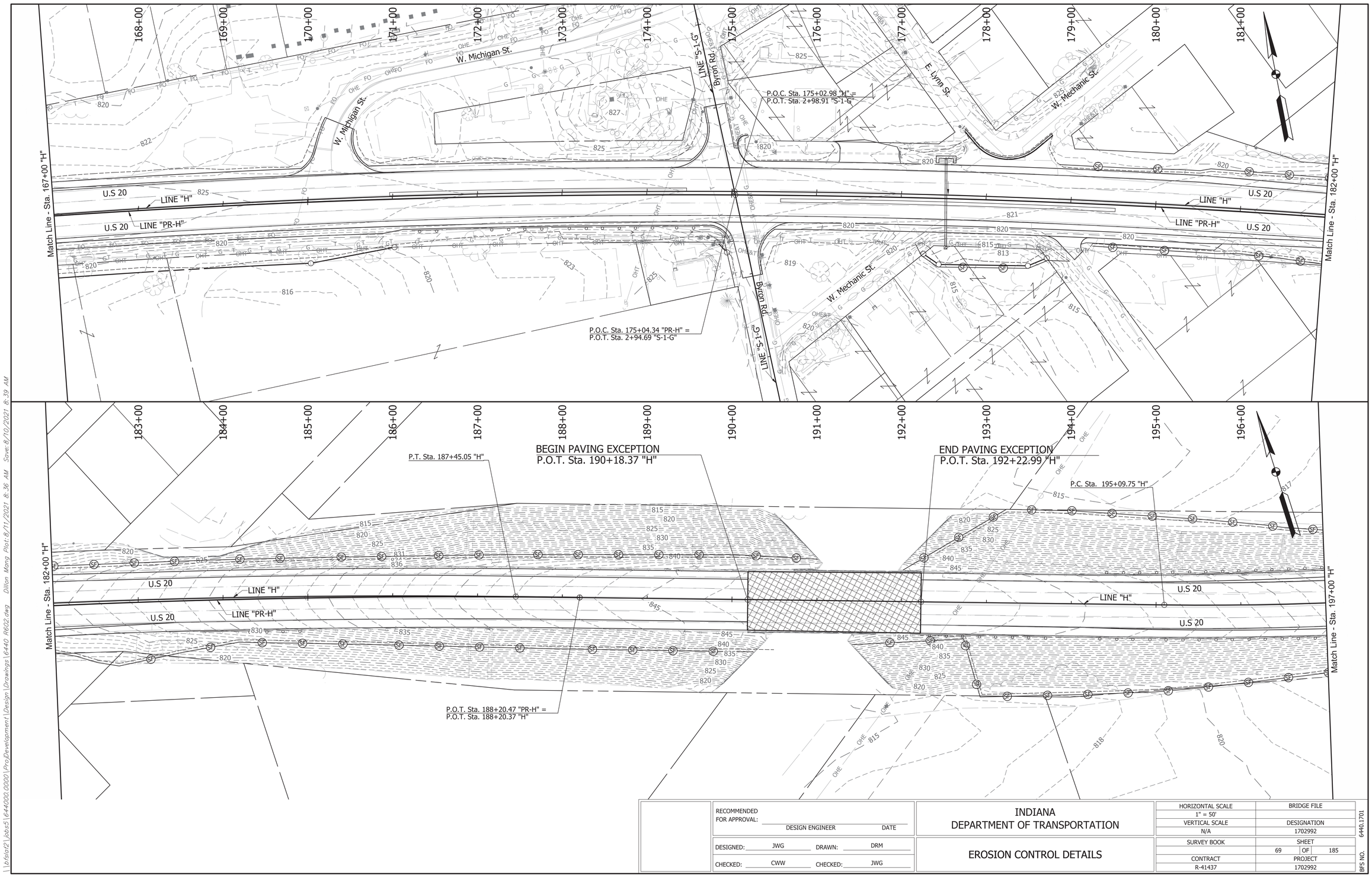


RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 50'	BRIDGE FILE
DESIGNED: JWG DRAWN: DRM	EROSION CONTROL DETAILS	VERTICAL SCALE N/A	DESIGNATION 1702992
CHECKED: CWW CHECKED: JWG		SURVEY BOOK	SHEET 68 OF 185
		CONTRACT R-41437	PROJECT 1702992

BFS NO. 6440.1701

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Preliminary Plans

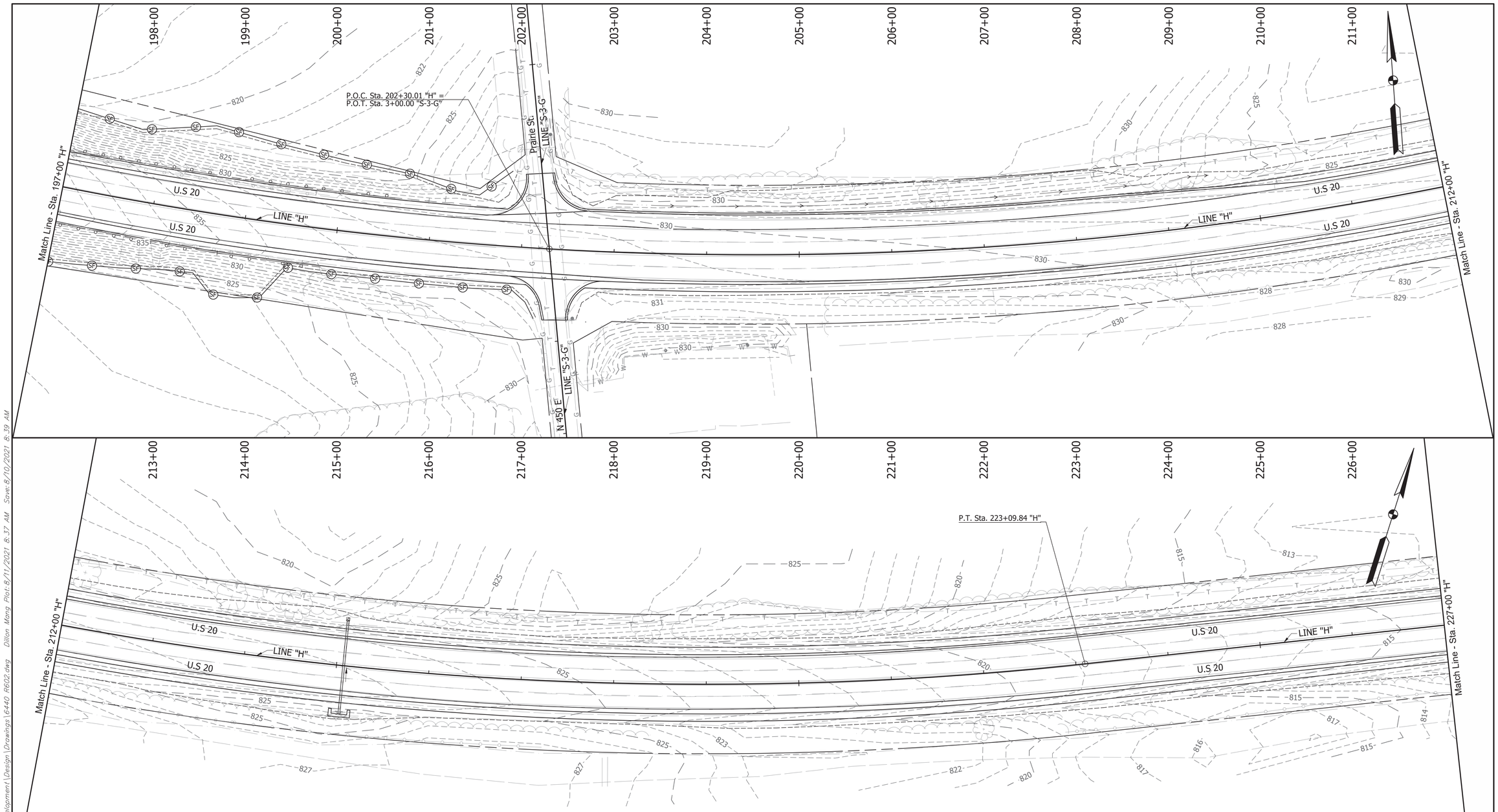


RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 50'	BRIDGE FILE
DESIGNED: JWG DRAWN: DRM	EROSION CONTROL DETAILS	VERTICAL SCALE N/A	DESIGNATION 1702992
CHECKED: CWW CHECKED: JWG		SURVEY BOOK	SHEET 69 OF 185
		CONTRACT R-41437	PROJECT 1702992

BFS NO. 6440.1701

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Preliminary Plans

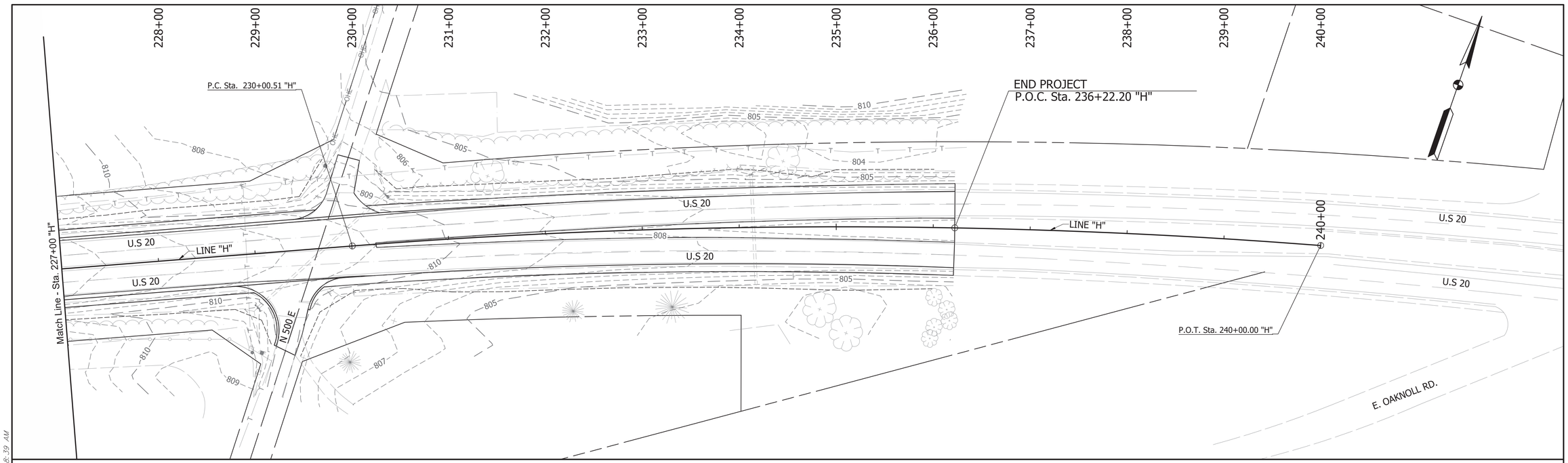


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	RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE: 1" = 50'	BRIDGE FILE:
			VERTICAL SCALE: N/A	DESIGNATION: 1702992
	DESIGNED: JWG DRAWN: DRM	EROSION CONTROL DETAILS	SURVEY BOOK:	SHEET: 70 OF 185
	CHECKED: CWW CHECKED: JWG		CONTRACT: R-41437	PROJECT: 1702992

BFS NO. 6440.1701

Preliminary Plans

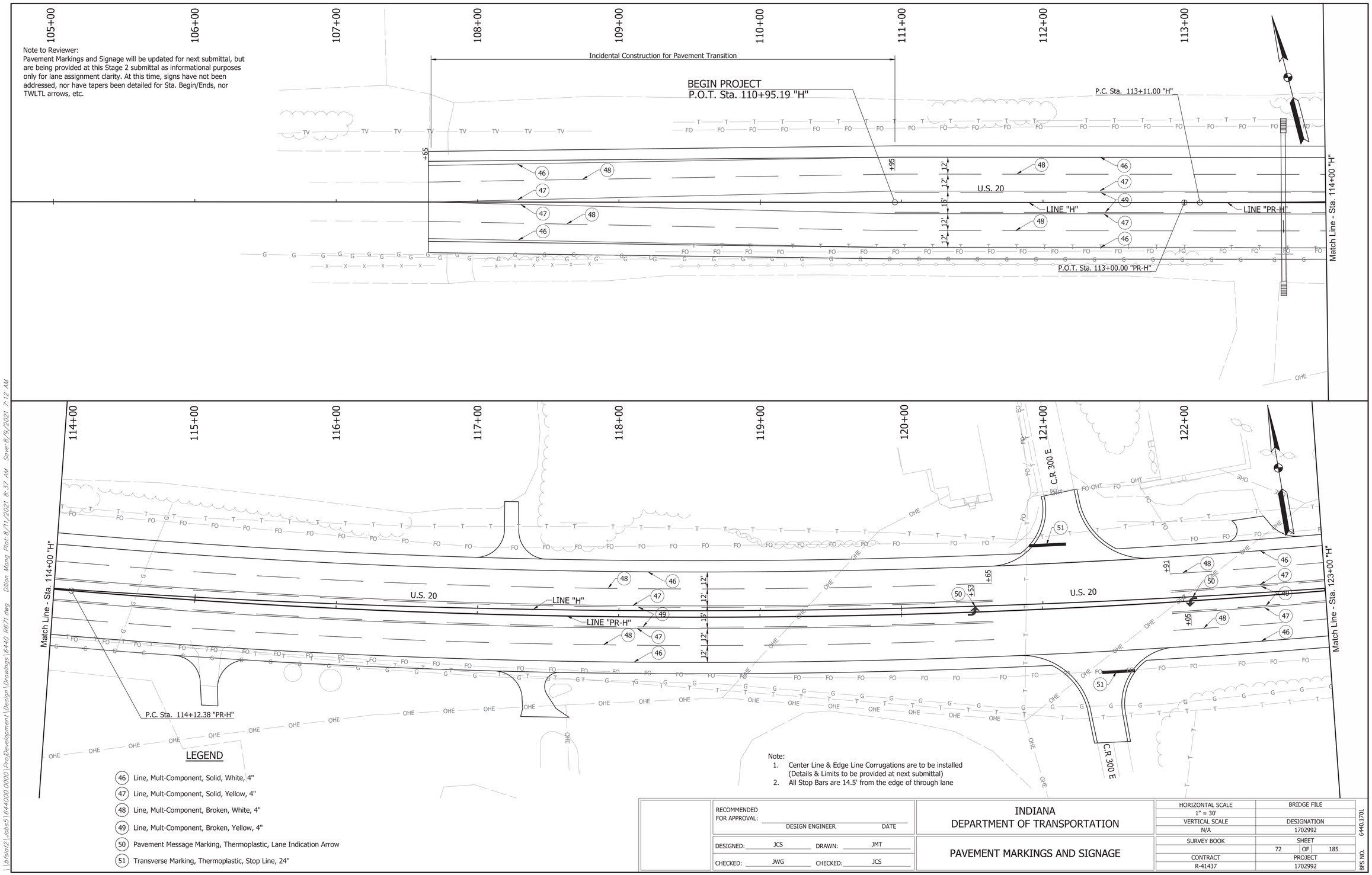


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	RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE: 1" = 50' / BRIDGE FILE:	BFS NO. 6440.1701
	DESIGNED: JWG DRAWN: DRM	EROSION CONTROL DETAILS	VERTICAL SCALE: N/A / DESIGNATION: 1702992	
	CHECKED: CWW CHECKED: JWG		SURVEY BOOK: / SHEET: 71 OF 185	
			CONTRACT: R-41437 / PROJECT: 1702992	

Preliminary Plans

Note to Reviewer:
Pavement Markings and Signage will be updated for next submittal, but are being provided at this Stage 2 submittal as informational purposes only for lane assignment clarity. At this time, signs have not been addressed, nor have tapers been detailed for Sta. Begin/Ends, nor TWLTL arrows, etc.



LEGEND

(46) Line, Mult-Component, Solid, White, 4"
(47) Line, Mult-Component, Solid, Yellow, 4"
(48) Line, Mult-Component, Broken, White, 4"
(49) Line, Mult-Component, Broken, Yellow, 4"
(50) Pavement Message Marking, Thermoplastic, Lane Indication Arrow
(51) Transverse Marking, Thermoplastic, Stop Line, 24"

Note:
1. Center Line & Edge Line Corrugations are to be installed (Details & Limits to be provided at next submittal)
2. All Stop Bars are 14.5' from the edge of through lane

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: JCS DRAWN: JMT

CHECKED: JWG CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

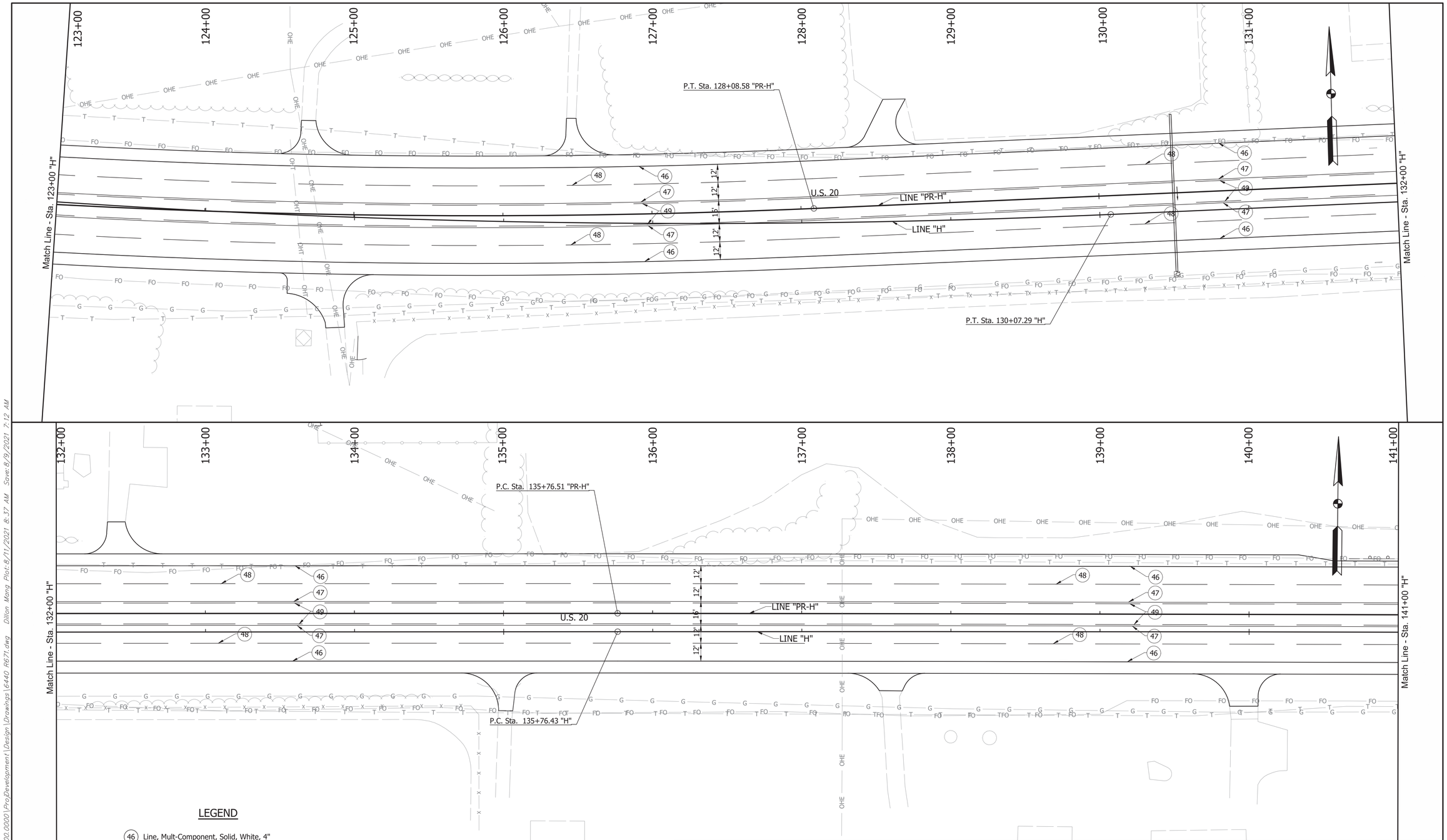
PAVEMENT MARKINGS AND SIGNAGE

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	72 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



LEGEND

- (46) Line, Mult-Component, Solid, White, 4"
- (47) Line, Mult-Component, Solid, Yellow, 4"
- (48) Line, Mult-Component, Broken, White, 4"
- (49) Line, Mult-Component, Broken, Yellow, 4"
- (50) Pavement Message Marking, Thermoplastic, Lane Indication Arrow

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: JCS DRAWN: JMT

CHECKED: JWG CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

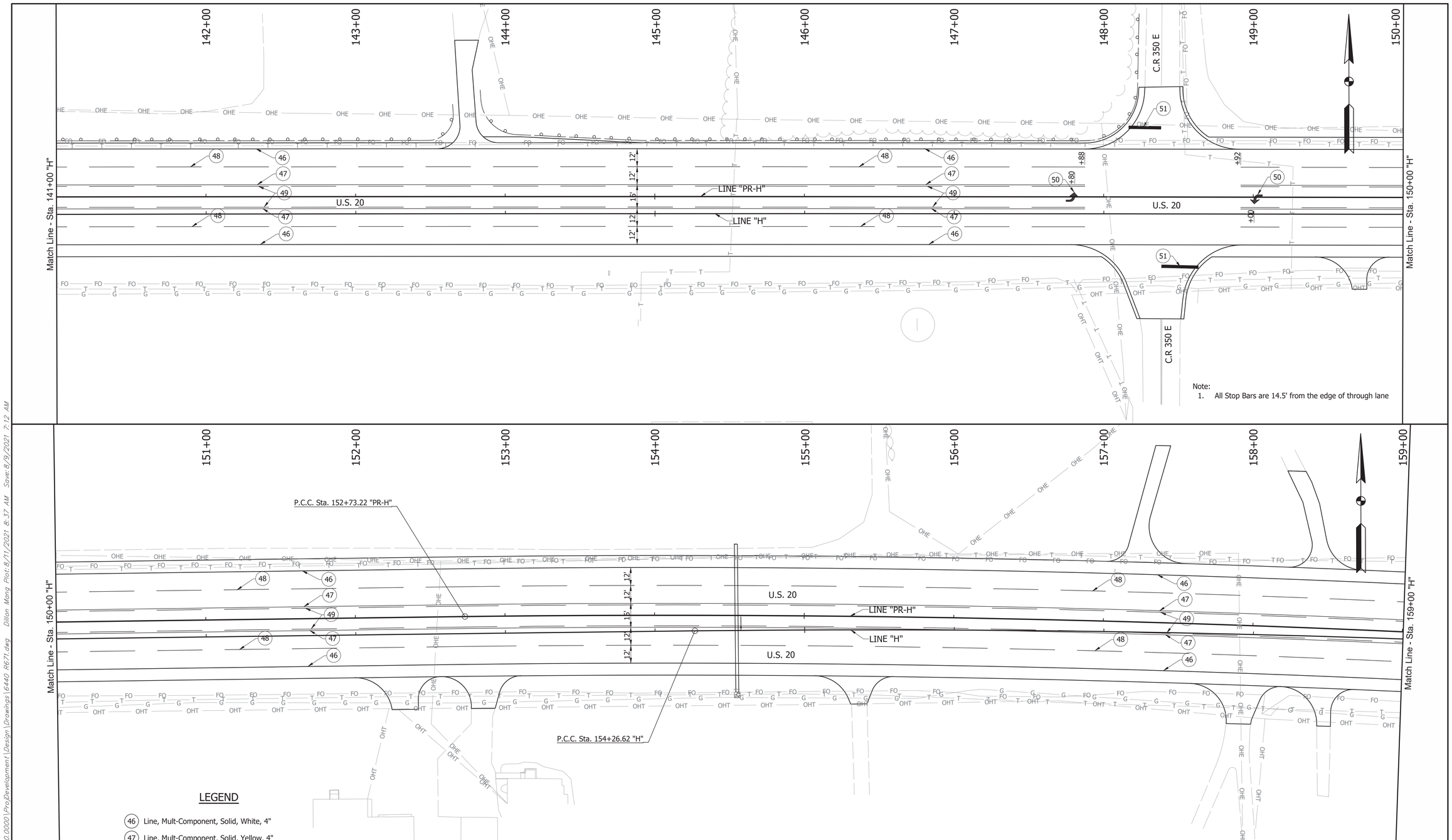
PAVEMENT MARKINGS AND SIGNAGE

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	73 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



LEGEND

(46) Line, Mult-Component, Solid, White, 4"
(47) Line, Mult-Component, Solid, Yellow, 4"
(48) Line, Mult-Component, Broken, White, 4"
(49) Line, Mult-Component, Broken, Yellow, 4"
(50) Pavement Message Marking, Thermoplastic, Lane Indication Arrow
(51) Transverse Marking, Thermoplastic, Stop Line, 24"

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: JCS DRAWN: JMT

CHECKED: JWG CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

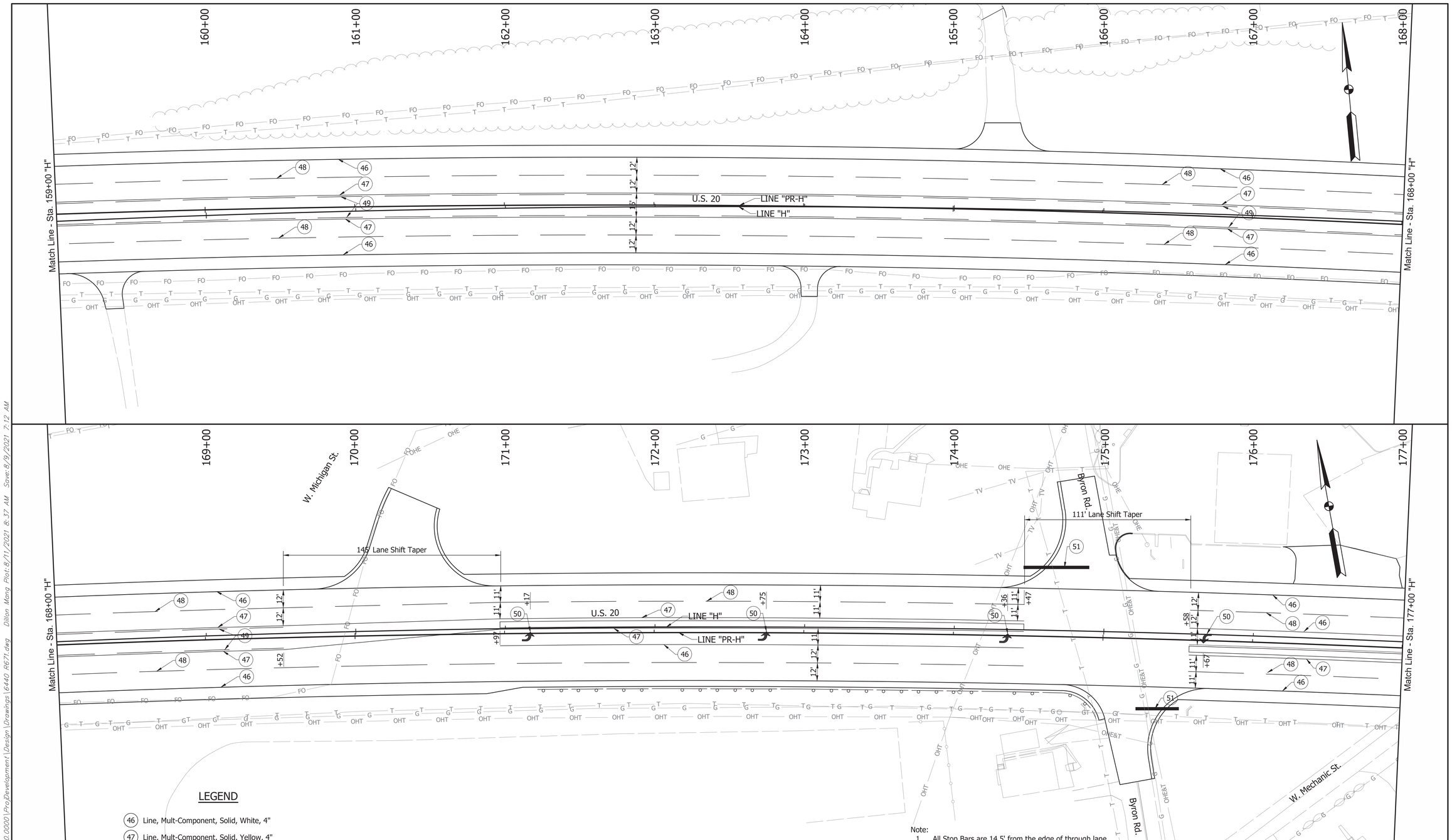
PAVEMENT MARKINGS AND SIGNAGE

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	74 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



LEGEND

- (46) Line, Mult-Component, Solid, White, 4"
- (47) Line, Mult-Component, Solid, Yellow, 4"
- (48) Line, Mult-Component, Broken, White, 4"
- (49) Line, Mult-Component, Broken, Yellow, 4"
- (50) Pavement Message Marking, Thermoplastic, Lane Indication Arrow
- (51) Transverse Marking, Thermoplastic, Stop Line, 24"

Note:
1. All Stop Bars are 14.5' from the edge of through lane

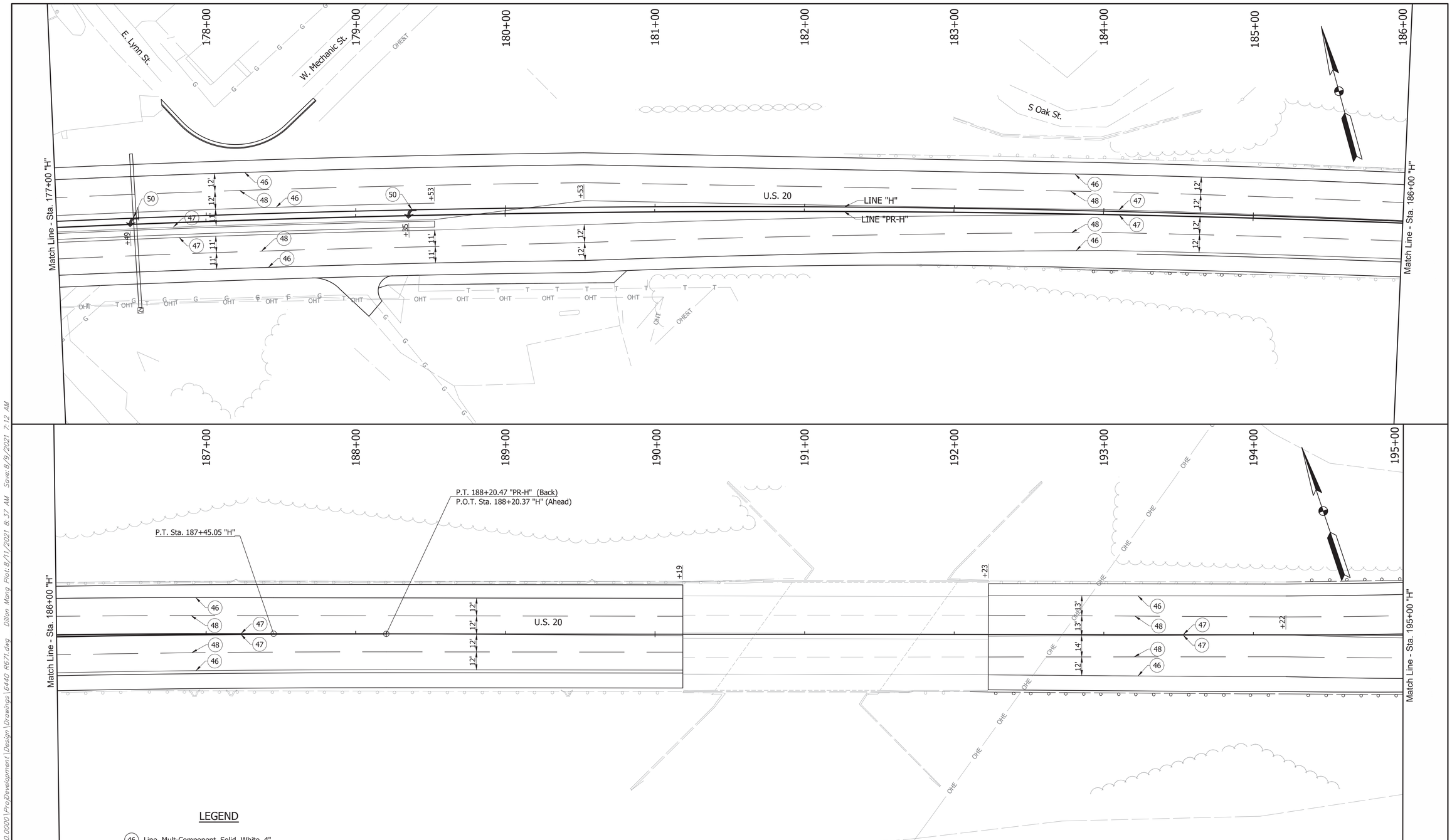
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	DESIGNED: JCS DRAWN: JMT CHECKED: JWG CHECKED: JCS	PAVEMENT MARKINGS AND SIGNAGE

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	75 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



LEGEND

- (46) Line, Mult-Component, Solid, White, 4"
- (47) Line, Mult-Component, Solid, Yellow, 4"
- (48) Line, Mult-Component, Broken, White, 4"
- (50) Pavement Message Marking, Thermoplastic, Lane Indication Arrow

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: JCS DRAWN: JMT

CHECKED: JWG CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

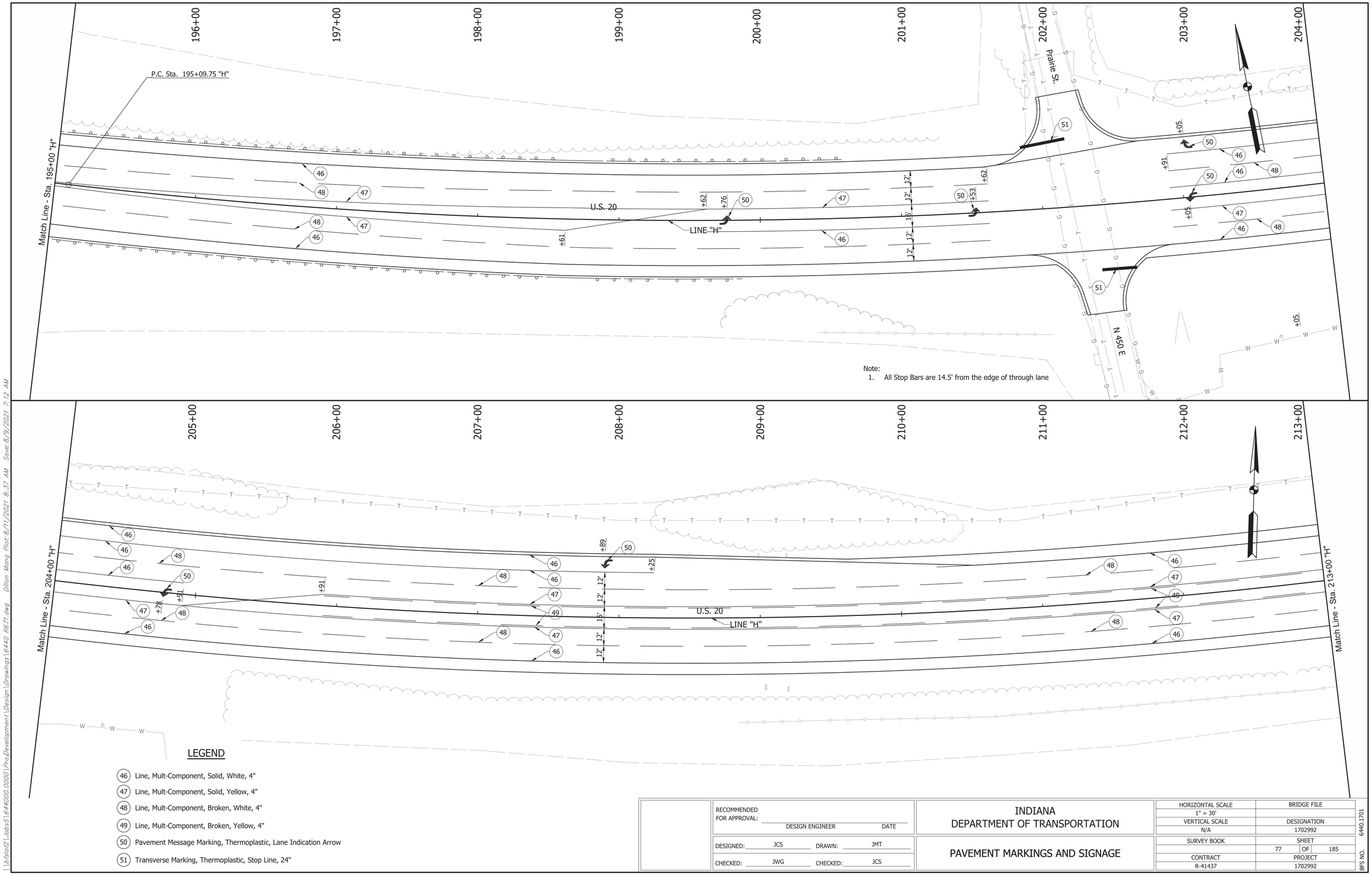
PAVEMENT MARKINGS AND SIGNAGE

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	76 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

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Preliminary Plans



Note:
1. All Stop Bars are 14.5' from the edge of through lane

LEGEND

- (46) Line, Mult-Component, Solid, White, 4"
- (47) Line, Mult-Component, Solid, Yellow, 4"
- (48) Line, Mult-Component, Broken, White, 4"
- (49) Line, Mult-Component, Broken, Yellow, 4"
- (50) Pavement Message Marking, Thermoplastic, Lane Indication Arrow
- (51) Transverse Marking, Thermoplastic, Stop Line, 24"

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: JCS DRAWN: JMT

CHECKED: JWG CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

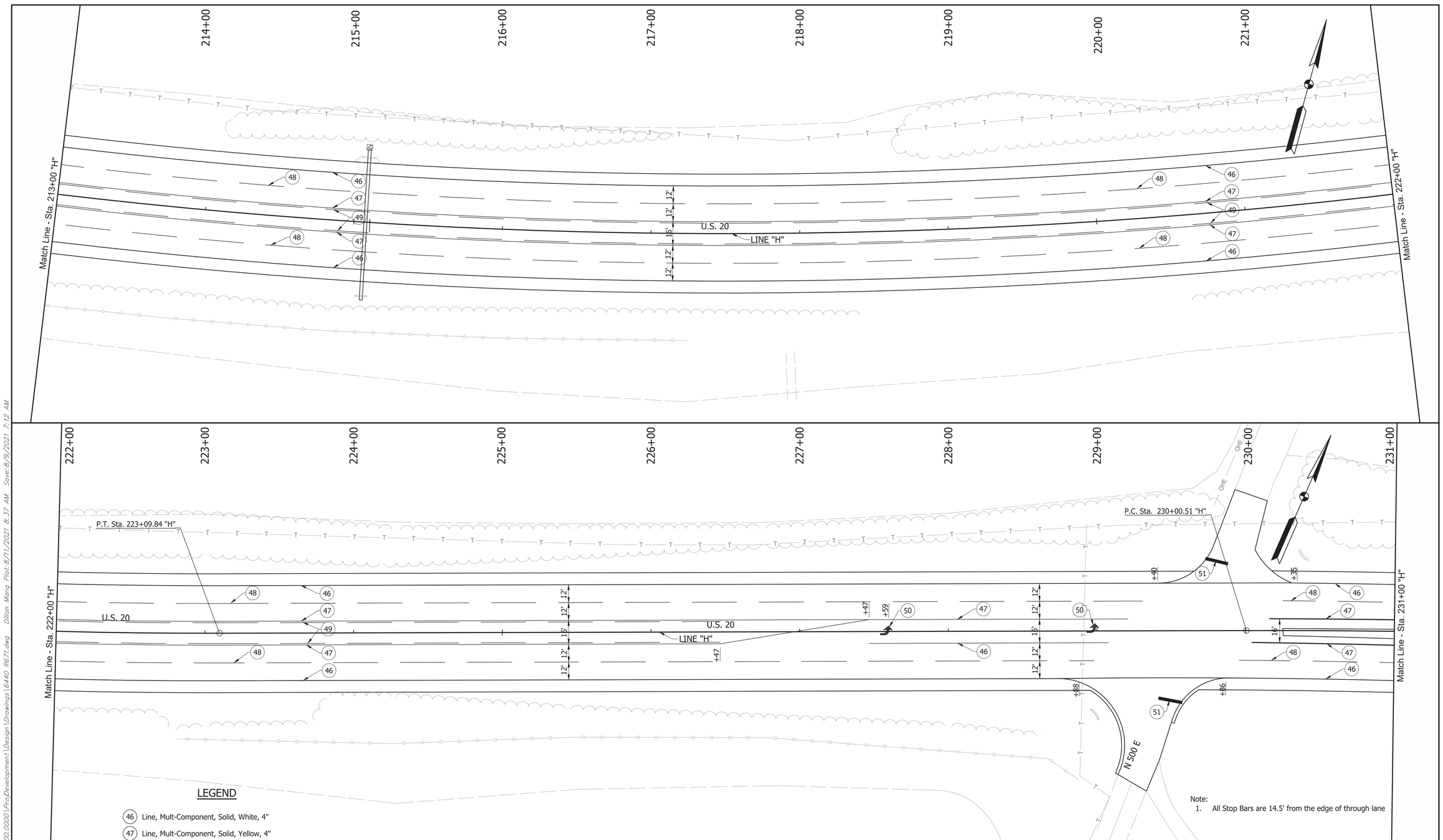
PAVEMENT MARKINGS AND SIGNAGE

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	77 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

\\bfsfs2\Jobs5\644000 0000\ProjDevelopment\Design\Drawings\6440 R671.dwg Dillon Mong Plot:8/11/2021 8:37 AM Save:8/9/2021 7:12 AM

Preliminary Plans



LEGEND

(46) Line, Mult-Component, Solid, White, 4"
(47) Line, Mult-Component, Solid, Yellow, 4"
(48) Line, Mult-Component, Broken, White, 4"
(49) Line, Mult-Component, Broken, Yellow, 4"
(50) Pavement Message Marking, Thermoplastic, Lane Indication Arrow
(51) Transverse Marking, Thermoplastic, Stop Line, 24"

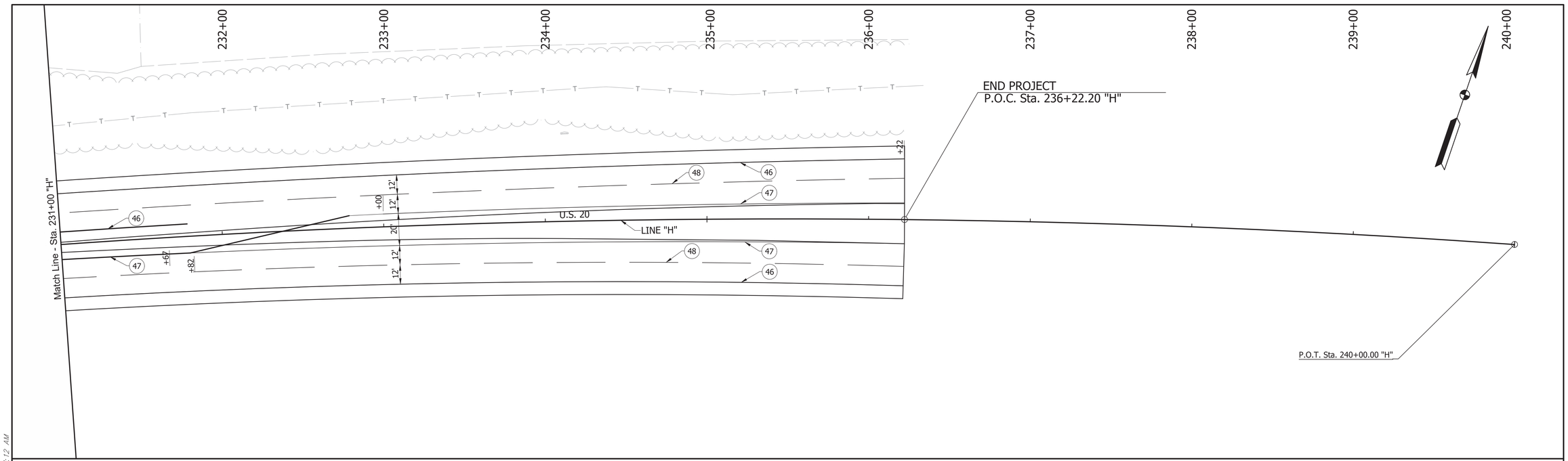
Note:
1. All Stop Bars are 14.5' from the edge of through lane

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE: 1" = 30' / BRIDGE FILE:
DESIGNED: JCS DRAWN: JMT	PAVEMENT MARKINGS AND SIGNAGE	VERTICAL SCALE: N/A / DESIGNATION: 1702992
CHECKED: JWG CHECKED: JCS		SURVEY BOOK: / SHEET: 78 OF 185
		CONTRACT: R-41437 / PROJECT: 1702992

BFS NO. 6440.1701

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Preliminary Plans



LEGEND

(46) Line, Multi-Component, Solid, White, 4"
(47) Line, Multi-Component, Solid, Yellow, 4"
(48) Line, Multi-Component, Broken, White, 4"
(49) Line, Multi-Component, Broken, Yellow, 4"
(50) Pavement Message Marking, Thermoplastic, Lane Indication Arrow

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: JCS DRAWN: JMT

CHECKED: JWG CHECKED: JCS

INDIANA
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKINGS AND SIGNAGE

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	
VERTICAL SCALE	DESIGNATION
N/A	1702992
SURVEY BOOK	SHEET
	79 OF 185
CONTRACT	PROJECT
R-41437	1702992

BFS NO. 6440.1701

\\bfsfs2\Jobs5\644000 0000\ProjDevelopment\Design\Drawings\6440 R671.dwg Dillon Mong Plot:8/11/2021 8:37 AM Save:8/9/2021 7:12 AM

Appendix C

Early Coordination

INDIANA DEPARTMENT OF TRANSPORTATION

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

Eric Holcomb, Governor
Joe McGuinness, Commissioner

March 30, 2021

To: Attached Early Coordination Recipient List

Re: US 20 Two-Way-Left-Turn-Lane Addition from 4.8 miles east of SR 39 (CR 300 E.) to 7.2 miles east of SR 39 (CR 500 E.), Des No. 1702992, LaPorte County, Indiana

Dear Recipient:

The Indiana Department of Transportation (INDOT)-LaPorte District intends to proceed with a project involving the aforementioned highway corridor in LaPorte County, through Rolling Prairie. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation numbers and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

The proposed undertaking is on US 20 from 4.8 miles east of SR 39 (CR 300 E.) to 7.2 miles east of SR 39 (CR 500 E.) in LaPorte County, Indiana. It is within Kankakee and Willis Townships, USGS New Carlisle and Springville Quadrangles, in Sections 10 and 11, Township 37 North, Range 2 West.

The need of this project is based on the significant increase in the average annual daily traffic (AADT) from 13,624 to 23,203 between 2010 and 2016, an increase of 70%. The increase in traffic has caused an increase in crashes and in crash severity. Many of the severe crashes are due to stopped left-turning vehicles in the passing lane. Due to the increased traffic volumes, there are fewer gaps in opposing traffic for left-turning vehicles. This turning movement delay forces left-turning vehicles to stop and to remain stopped for longer periods of time in a through-lane, making them vulnerable to high-speed traffic. Other severe crashes are related to lane departure, primarily crossing the centerline but also running off road to the right. The purpose of this project is to improve safety conditions for vehicle traffic on US 20.

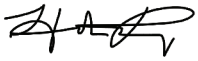
The project proposes to add an approximately 16-foot wide two (2)-way-left-turn lane (TWLTL) to US 20. The two (2)-foot paved shoulder would be expanded to an approximately eight (8)-foot paved shoulder. The project would also install centerline rumble strips, extend edge line rumble strips, extend existing pipe culverts, and replace street signs. Drainage structures would be replaced or extended. Some commercial and residential entries to US 20 would be eliminated, including at Michigan Street and at E. Lynn Street/W. Mechanic Street in Rolling Prairie. The intersection of Byron Road and W. Michigan Street would be repaved. Approximately 6.0 acres of permanent right-of-way acquisition is anticipated.

The INDOT Environmental Services Division (ESD) Ecology & Waterway Permitting Office (EWPO) will perform waters and wetlands determinations and a biological assessment to identify any ecological resources that may be present. This project qualifies for the application of the USFWS range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat and project information will be submitted through USFWS's Information for Planning and Consultation (IPaC) separately. The INDOT Cultural Resources Office (CRO) will investigate the right-of-way for archaeological and historic resources for Section 106 compliance. The results of this investigation will be forwarded to the State Historic Preservation Officer (SHPO) for review and concurrence.

Should we not receive your response within thirty (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 matter, please feel free to contact Hannah Deguch, Environmental Preparer, Butler, Fairman and

Seufert, Inc., hbays@bfsengr.com, or Amber Thomas, PMP, Senior Project Manager, INDOT – LaPorte District., AThomas2@indot.in.gov. Thank you in advance for your input.

Sincerely,



Hannah Deguch
Environmental Scientist
Butler, Fairman and Seufert, Inc.

NB/
Attachments-
Maps (Location, Aerial, Topographic, Photo Key, Water Resources)
Photographs

See Appendix B and Appendix F

INDIANA DEPARTMENT OF TRANSPORTATION

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

Eric Holcomb, Governor
Joe McGuinness, Commissioner

The following agencies received Early Coordination Letters:

INDOT Environmental Policy Manager-Central Office
100 N. Senate Avenue
Indiana Government Center 758-ES
Indianapolis, IN 46204
(Electronic Coordination: rbales@indot.in.gov)

Federal Highway Administration
575 North Pennsylvania Street
Room 254, Federal Office Building
Indianapolis, IN 46204
(Electronic Coordination: k.carmanygeorge@dot.gov)

Indiana Geological Survey
611 North Walnut Grove
Bloomington, IN 47405
(Electronic Coordination: https://igs.indiana.edu/eAssessment/)

Field Environmental Officer
Chicago Regional Office
US Department of Housing and Urban Development
Metcalf Federal Building
77 West Jackson Boulevard, Room 2401
Chicago, IL 60604
(Electronic Coordination: Melanie.H.Castillo@hud.gov)

Regional Environmental Coordinator
Midwest Regional Office
National Park Service
601 Riverfront Drive
Omaha, Nebraska 68102
(Electronic Coordination: Mwro_compliance@nps.gov)

Environmental Coordinator
Indiana Department of Natural Resources
Division of Fish and Wildlife
402 West Washington Street, Rm. W273
Indianapolis, IN 46204
(Electronic Coordination: environmentalreview@dnr.in.gov)

Field Supervisor
US Fish and Wildlife Service
Northern Indiana Suboffice
P.O. Box 2616
Chesterton, IN 46304
(Electronic Coordination: elizabeth_mccloskey@fws.gov)

State Conservationist
Natural Resources Conservation Service
6013 Lakeside Blvd.
Indianapolis, IN 46278
(Electronic Coordination: rick.neilson@in.usda.gov)

US Army Corps of Engineers Chicago District
Section 408 Coordinator, ORD-R
231 South LaSalle St, Suite 1500
Chicago, IL 60604
(Electronic Coordination: Eugene.J.Fleming@usace.army.mil)

Groundwater Section
Indiana Department of Environmental Management
(Electronic Coordination)

Indiana Department of Environmental Management
(Electronic Coordination)

Northwestern Indiana Regional Planning Organization
Executive Director
6100 Southport Rd.
Portage, IN 46368
(Electronic Coordination: twarner@nirpc.org)

LaPorte County Surveyor's Office
555 Michigan Ave
LaPorte, IN 46350
(Electronic Coordination: thendricks@laportecounty.org)

LaPorte County Highway Department
1805 W. 5th Street
LaPorte, IN 46350
(Electronic Coordination: ryoung@laportecounty.org)

LaPorte County Board of Commissioners
555 Michigan Ave
LaPorte, IN 46350

LaPorte County Council
555 Michigan Ave
LaPorte, IN 46350
(Electronic Coordination: jsantana@laportecounty.org)

Elizabet Biggio

From: McCloskey, Elizabeth <elizabeth_mccloskey@fws.gov>
Sent: Tuesday, April 6, 2021 8:10 AM
To: Hannah Deguch
Subject: Re: [EXTERNAL] Des 1702992 Request for Coodination

Categories: Filed by Newforma

Good morning, because the proposed project will have minor impacts on natural resources, and no Federally endangered species are known to be present, the U.S. Fish and Wildlife Service will not be providing a comment letter.

Elizabeth McCloskey
U.S. Fish and Wildlife Service
Northern Indiana Suboffice
Ecological Services
Chesterton, Indiana

From: Hannah Deguch <HBays@bfsengr.com>
Sent: Tuesday, March 30, 2021 1:18 PM
To: Hannah Deguch <HBays@bfsengr.com>
Subject: [EXTERNAL] Des 1702992 Request for Coodination

USDA
United States Department of Agriculture

Natural Resources Conservation Service
Indiana State Office
6013 Lakeside Boulevard
Indianapolis, IN 46278
317-290-3200

April 9, 2021

Hannah Deguch
Butler, Fairman & Seufert
8450 Westfield Boulevard, Suite 300
Indianapolis, Indiana 46240

Dear Ms. Deguch:

The proposed project to construct a two-way-left-turn-lane along US 20 east of State Road 39 in LaPorte County, Indiana, (Des No 1702992), as referred to in your letter received March 30, 2021, will cause a conversion of prime farmland.

The attached packet of information is for your use completing Parts VI and VII of the AD-1106. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

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

Sincerely,

RICK NEILSON
State Soil Scientist

Enclosures



USDA is an equal opportunity provider, employer and lender.

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*		Date Of Land Evaluation Request	
Name of Project DES1702992_US20 Turn Lane Addition		Federal Agency Involved	
Proposed Land Use		County and State Laporte County, Indiana	
PART II *(To be completed by NRCS)*		Date Request Received By NRCS 3/30/2021	Person Completing Form: JRA
Does the site contain Prime, Unique, Statewide or Local Important Farmland? *(If no, the FPPA does not apply - do not complete additional parts of this form)*	YES ☑ NO ☐	Acres Irrigated	Average Farm Size 336 ac
Major Crop(s) Corn	Farmable Land In Govt. Jurisdiction Acres: 348283 % 90	Amount of Farmland As Defined in FPPA Acres: 28329 % 73	
Name of Land Evaluation System Used LESA	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS 4/9/2021	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site				
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	2.26			
B. Total Acres Statewide Important or Local Important Farmland	0.00			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<0.001			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	52			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)	74			

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)*	**Maximum Points**	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)	10			
2. Perimeter In Non-urban Use	(10)	6			
3. Percent Of Site Being Farmed	(20)	15			
4. Protection Provided By State and Local Government	(20)	0			
5. Distance From Urban Built-up Area	(15)	15			
6. Distance To Urban Support Services	(15)	10			
7. Size Of Present Farm Unit Compared To Average	(10)	10			
8. Creation Of Non-farmable Farmland	(10)	0			
9. Availability Of Farm Support Services	(5)	5			
10. On-Farm Investments	(20)	10			
11. Effects Of Conversion On Farm Support Services	(10)	0			
12. Compatibility With Existing Agricultural Use	(10)	5			
TOTAL SITE ASSESSMENT POINTS	160	86	0	0	0
PART VII ***(To be completed by Federal Agency)***					
Relative Value Of Farmland *(From Part V)*	100	74	0	0	0
Total Site Assessment *(From Part VI above or local site assessment)*	160	86	0	0	0
TOTAL POINTS ***(Total of above 2 lines)***	260	160	0	0	0

Site Selected: A	Date Of Selection 9/24/2021	Was A Local Site Assessment Used? YES ☐ NO ☑

Reason For Selection:

Name of Federal agency representative completing this form:	Date:

(See Instructions on reverse side) **Form AD-1006 (03-02)**

THIS IS NOT A PERMIT

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

DNR #: ER-23596 **Request Received:** March 30, 2021

Requestor: Butler Fairman and Seufert Inc
Hannah Deguch
8450 Westfield Boulevard, Suite 300
Indianapolis, IN 46240-8302

Project: US 20 two-way-left-turn-lane addition, from CR 300 East to CR 500 East; Des #1702992

County/Site info: LaPorte

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: This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile. Please submit more detailed plans to the Division of Water's Technical Services Section if you are unsure whether or not a permit will be required.

Natural Heritage Database: The Natural Heritage Program's data have been checked.
The American badger (Taxidea taxus), a state species of special concern, has been documented within 1/2 mile of the project area.

Fish & Wildlife Comments: Badgers are a wide ranging species that prefer an open, prairie-type habitat, with Indiana being at the eastern edge of their natural range. The range of the badger continues to expand as a result of land-use changes from forest to farmland and open pastureland. Impacts to the American badger or its preferred habitat are unlikely as a result of this project.

Any new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. We encourage improving fish and wildlife passage conditions, when possible. This could be as simple as adding riprap that extends above the normal flow elevation along one of the inside walls of the existing culvert that connects with existing grades streambank upstream and downstream and ensuring that the proposed riprap scour protection at the outlet does not extend above the flowline elevation. Improving fish and wildlife passage conditions can help to reduce the potential for wildlife/vehicle collisions and improve roadway safety. The following links are good resources to consider in the design of stream crossing repairs to maintain fish and wildlife passage: http://www.fs.fed.us/wildlifecrossings/library/, https://roadecology.ucdavis.edu/files/content/projects/DOT-FHWA_Wildlife_Crossing_Structures_Handbook.pdf, https://www.fs.fed.us/biology/nsaec/fishxing/aop_pdfs.html, and https://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf.

THIS IS NOT A PERMIT

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

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

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion. Turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in currently mowed areas only.
2. Minimize and contain within the project limits all tree and brush clearing.
3. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
4. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
5. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.
6. Plant five trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height.
7. Do not excavate or place fill in any riparian wetland.

Contact Staff: Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife

Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.

Christie L. Stanifer **Date:** April 28, 2021

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

Organization and Project Information

Project ID: 6440
Des. ID: 1702993
Project Title: US 20 Aux. Lanes, from 4.8 miles east of SR 39 to 7.2 miles east of SR 39
Name of Organization: Butler, Fairman, & Seufert
Requested by: Elizabet Biggio

Environmental Assessment Report

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

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

DISCLAIMER:

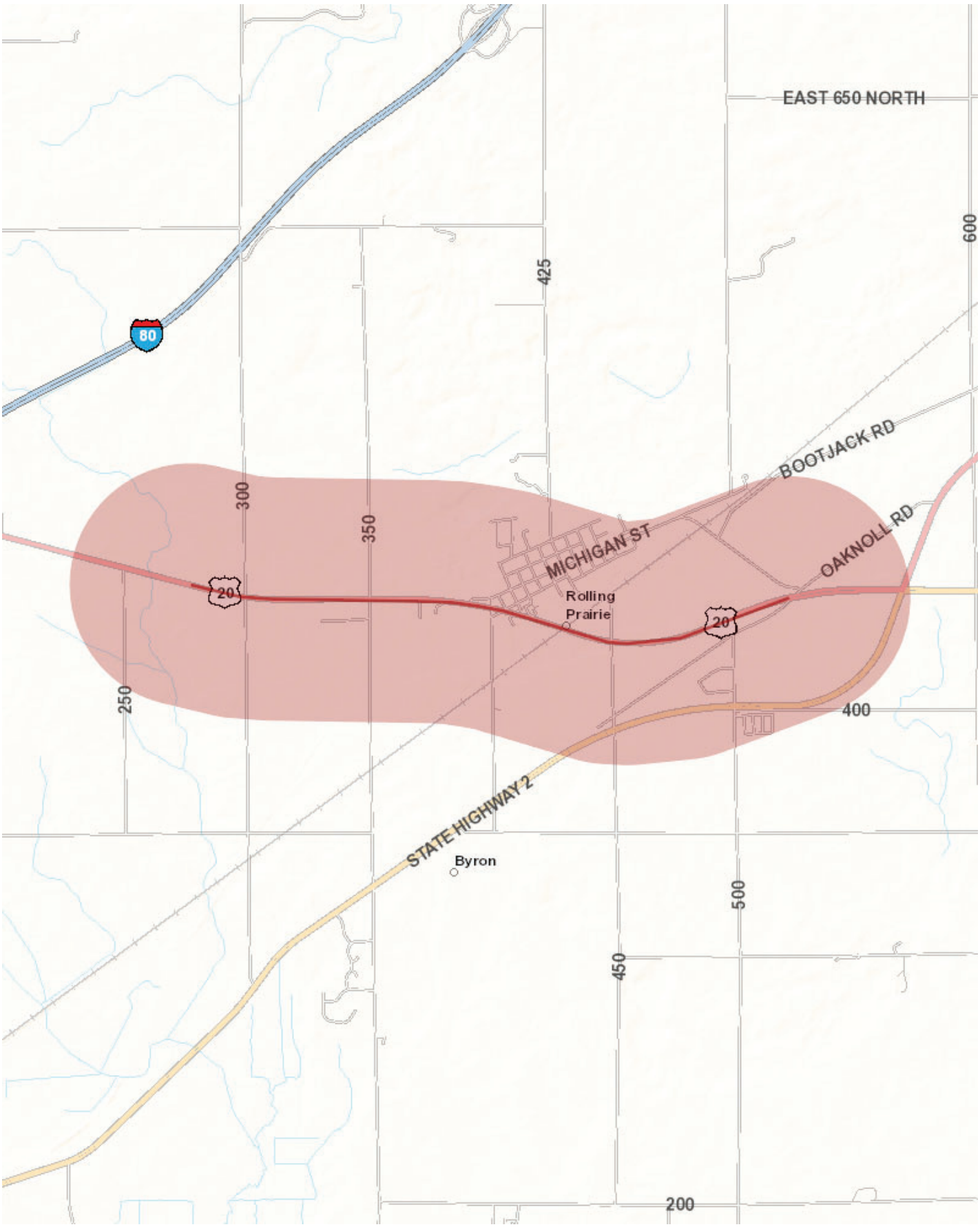
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This information was furnished by Indiana Geological Survey
Address: 1001 E. 10th St., Bloomington, IN 47405
Email: IGSEnvir@indiana.edu
Phone: 812 855-7428

Date: October 04, 2021

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Metadata:

- https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html
- https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Resources.html
- https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html

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Elizabet Biggio

From: Elizabet Biggio
Sent: Monday, October 4, 2021 1:57 PM
To: 'rick.neilson@in.usda.gov'
Subject: RE: NRCS Response Letter - Des No 1702992, LaPorte County
Attachments: RE_ Des 1702992_NRCS Form.pdf

Categories: Filed by Newforma

Mr. Neilson,

Please find the attached completed conversion rating form for Des. No. 1600889. The total impact rating was calculated to be 160 points, so we are requesting any additional comments or commitments NRCS might have.

Thank you,

Elizabet Biggio
Architectural Historian

Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302 |
p 317-713-4615 | f 317-713-4616
EBiggio@bfsengr.com | www.BFSEngr.com

Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

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

INDOT-LaPorte District
Amber Thomas, INDOT Project Manager
315 E. Boyd Blvd.
LaPorte , IN 46350

Butler, Fairman, & Seufter
Elizabet Biggio
8450 Westfield Boulevard
Suite 300
Indianapolis , IN 46240-8302

Date

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: INDOT proposes construction of a 16-foot wide two-way left-turn lane between 4.8 miles east of SR 39 and 7.2 miles east of SR 39. The superelevation of US 20 will be corrected. The project will include widening existing outside paved shoulders from 2 feet to 8 feet, installation of guardrail and underdrains, and consolidation of access points. The intersection of Byron Road and W. Michigan Street will be repaved. Five culverts will be replaced, and riprap installed. US 20 will be milled and overlaid. Approximately 2.59 acres permanent and 0.45 acre temporary right-of-way acquisition will be required. Approximately 4.61 acres of tree removal is anticipated. The maximum depth of excavation will be 3 feet for road widening and 6 feet on culverts. Traffic maintenance will utilize single lane closures. Construction will begin in Spring 2023.

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

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

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

WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or

other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

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

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

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

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: http://www.in.gov/idem/4384.htm (http://www.in.gov/idem/4384.htm).

3. If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana . A State Isolated Wetland permit from IDEM's Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.

4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: http://www.in.gov/idem/4384.htm (http://www.in.gov/idem/4384.htm) for the appropriate staff contact to further discuss your project.

5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the follow statutes:
    - IC 14-26-2 Lakes Preservation Act 312 IAC 11
    - IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
    - IC 14-28-1 Flood Control Act 310 IAC 6-1

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

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

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

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

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

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

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

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

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

construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for addition project input.

8. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.

9. For projects involving effluent discharges to waters of the State of Indiana , contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.

10. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

AIR QUALITY

The above-noted project should be designed to minimize any impact on ambient air quality in, or near, the project area. The project must comply with all federal and state air pollution regulations. Consideration should be given to the following:

1. Regarding open burning, and disposing of organic debris generated by land clearing activities; some types of open burning are allowed (http://www.in.gov/idem/4148.htm (http://www.in.gov/idem/4148.htm)) under specific conditions. You also can seek an open burning variance from IDEM.

   However, IDEM generally recommends that you take vegetative wastes to a registered yard waste composting facility or that the waste be chipped or shredded with composting on site (you must register with IDEM if more than 2,000 pounds is to be composted; contact 317/232-0066). The finished compost can then be used as a mulch or soil amendment. You also may bury any vegetative wastes (such as leaves, twigs, branches, limbs, tree trunks and stumps) onsite, although burying large quantities of such material can lead to subsidence problems, later on.

   Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas should be minimized.

   Additionally, if construction or demolition is conducted in a wooded area where blackbirds have roosted or abandoned buildings or building sections in which pigeons or bats have roosted for 3-5 years precautionary measures should be taken to avoid an outbreak of histoplasmosis. This disease is caused by the fungus Histoplasma capsulatum, which stems from bird or bat droppings that have accumulated in one area for 3-5 years. The spores from this fungus become airborne when the area is disturbed and can cause infections over an entire community downwind of the site. The area should be wetted down prior to cleanup or demolition of the project site. For more detailed information on histoplasmosis prevention and control, please contact the Acute Disease Control Division of the Indiana State Department of Health at (317) 233-7272.

2. The U.S. EPA and the Surgeon General recommend that people not have long-term exposure to radon at levels above 4 pCi/L. (For a county-by-county map of predicted radon levels in Indiana, visit: http://www.in.gov/idem/4145.htm (http://www.in.gov/idem/4145.htm).)

The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit: http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf (http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf).) It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

To learn more about radon, radon risks, and ways to reduce exposure visit: http://www.in.gov/isdh/regsvcs/radhealth/radon.htm (http://www.in.gov/isdh/regsvcs/radhealth/radon.htm), http://www.in.gov/idem/4145.htm (http://www.in.gov/idem/4145.htm), or http://www.epa.gov/radon/index.html (http://www.epa.gov/radon/index.html).

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

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

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

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

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

   For more information about IDEM policy regarding asbestos removal and disposal, visit: http://www.in.gov/idem/4983.htm (http://www.in.gov/idem/4983.htm).

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978 , or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: http://www.in.gov/isdh/19131.htm (http://www.in.gov/isdh/19131.htm).

5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2 , Asphalt Paving Rule (http://www.ai.org/legislative/iac/T03260/A00080.PDF (http://www.ai.org/legislative/iac/T03260/A00080.PDF)).

6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: www.ai.org/legislative/iac/t03260/a00020.pdf (http://www.ai.org/legislative/iac/t03260/a00020.pdf).) New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.

7. For more information on air permits visit: http://www.in.gov/idem/4223.htm (http://www.in.gov/idem/4223.htm), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

LAND QUALITY

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

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ)at 317-308-3103.

2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit http://www.in.gov/idem/4998.htm (http://www.in.gov/idem/4998.htm).

3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.

4. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.

5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes (Asbestos removal is addressed above, under Air Quality).

6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. See: http://www.in.gov/idem/4999.htm (http://www.in.gov/idem/4999.htm).

FINAL REMARKS

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

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

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

Signature(s) of the Applicant

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

Project Description

INDOT proposes construction of a 16-foot wide two-way left-turn lane between 4.8 miles east of SR 39 and 7.2 miles east of SR 39. The superelevation of US 20 will be corrected. The project will include widening existing outside paved shoulders from 2 feet to 8 feet, installation of guardrail and underdrains, and consolidation of access points. The intersection of Byron Road and W. Michigan Street will be repaved. Five culverts will be replaced, and riprap installed. US 20 will be milled and overlaid. Approximately 2.59 acres permanent and 0.45 acre temporary right-of-way acquisition will be required. Approximately 4.61 acres of tree removal is anticipated. The maximum depth of excavation will be 3 feet for road widening and 6 feet on culverts. Traffic maintenance will utilize single lane closures. Construction will begin in Spring 2023.

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

Date: 3/7/2022

Signature of the INDOT
Project Engineer or Other Responsible Agent Amber Thomas

Amber Thomas, INDOT Project Manager

Date: March 2, 2022

Signature of the
For Hire Consultant

Elizabet Biggio

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
http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html

In Reply Refer To: April 07, 2022
Project Code: 2022-0029441
Project Name: US 20 Two-Way-Left-Turn-Lane Addition, 4.8 miles to 7.2 miles east of SR 39, Des No 1702992

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

To Whom It May Concern:

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

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

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

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

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

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

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

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

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

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

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

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

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

Attachment(s):

- Official Species List
- Migratory Birds
- Wetlands

Official Species List

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

This species list is provided by:

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

Project Summary

Project Code: 2022-0029441

Event Code: None

Project Name: US 20 Two-Way-Left-Turn-Lane Addition, 4.8 miles to 7.2 miles east of SR 39, Des No 1702992

Project Type: Road/Hwy - Maintenance/Modification

Project Description: The proposed project consists of the construction of a 16-foot wide two-way left-turn lane (TWLTL) through the length of the project area. The superelevation of US 20 will be corrected. The project will also include the widening of existing outside shoulders from 2-foot wide paved shoulders to 8-foot paved shoulders, the perpetuation of the edge line rumble strips, the addition of centerline rumble strips, the installation of guardrail and underdrains, the consolidation of access points around select commercial and residential entrances, and replacement of street signs, where necessary. Some commercial and residential entries to US 20 will be eliminated, including at Michigan Street and at E. Lynn Street/W. Mechanic Street in Rolling Prairie. The intersection of Byron Road and W. Michigan Street will be repaved. There are seven small structures (drainage culverts) within the project area, of which five will be replaced to accommodate the widening. US 20 will be milled and overlaid throughout the project area. The project is 2.4 miles long.

Approximately 2.53 acres of permanent and 0.54 acre of temporary right-of-way acquisition will be required. There is suitable summer habitat along the entire project corridor. The project will require 4.45 acres of tree will removal within 100 feet of the existing pavement. Trees will be removed outside the active bat season.

The USFWS database check on 4/27/2020 within 0.5 mile of the project area indicated captures of the Northern Long-eared bat (NLEB) have occurred near the project area. Additional coordination with USFWS occurred on November 13, 2020, and it was determined the project area is within documented habitat for the NLEB. The seven (7) small structures in the project area were inspected on June 18, 2021, and no bats or signs thereof were present. Permanent lighting will not be added or altered. Temporary lighting may be required for nighttime work. Project construction anticipated in the Spring of 2023.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@41.671069970769494,-86.61787026080019,14z



Counties: LaPorte County, Indiana

Endangered Species Act Species

There is a total of 3 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. Note that 1 of these species should be considered only under certain conditions.

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. The location of the critical habitat is not available. 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. This species only needs to be considered under the following conditions: ▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Insects

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

Critical habitats

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

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

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

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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)

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

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

NAME	BREEDING SEASON
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.	Breeds Dec 1 to Aug 31
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

NAME	BREEDING SEASON
Bobolink *Dolichonyx oryzivorus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Jul 31
Henslow's Sparrow *Ammodramus henslowii* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3941	Breeds May 1 to Aug 31
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Rusty Blackbird *Euphagus carolinus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds elsewhere

Probability Of Presence Summary

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

Probability of Presence (■)

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

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

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

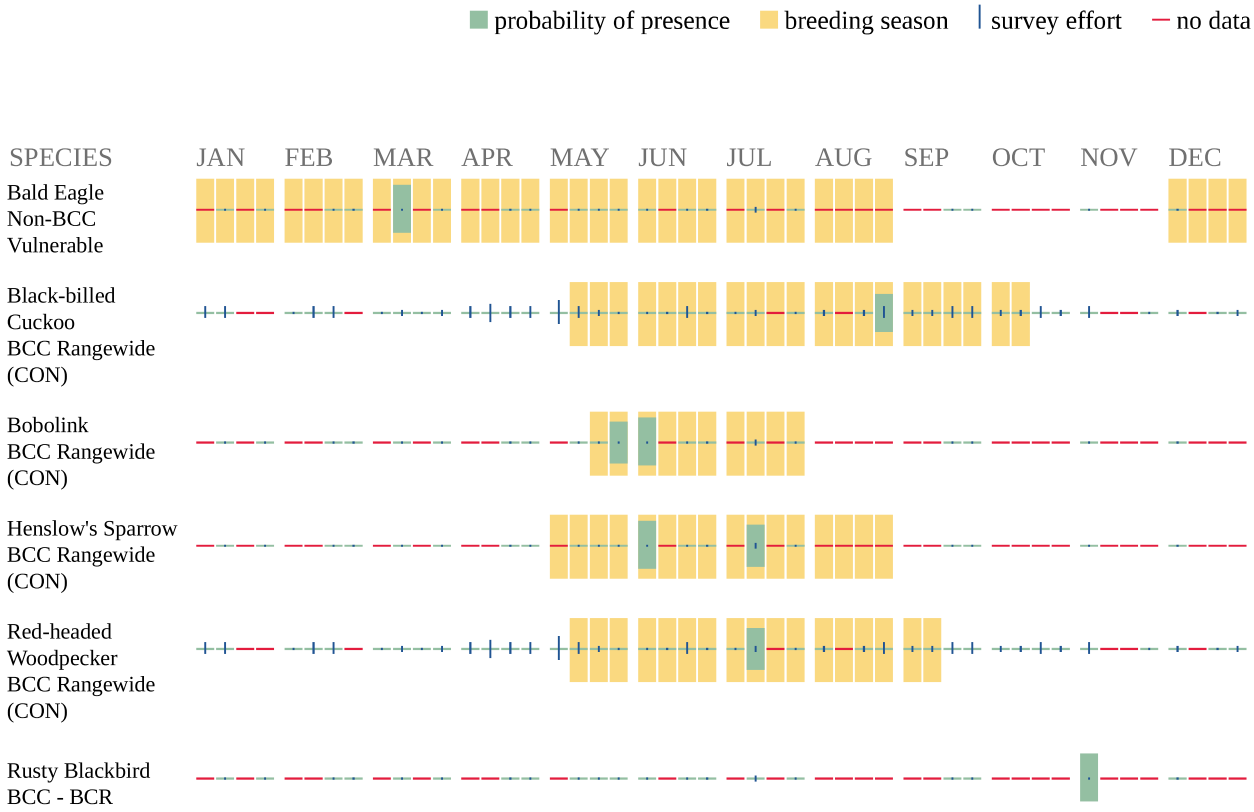
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

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

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

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

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



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
http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html

IPaC Record Locator: 320-103379509 January 24, 2022

Subject: Consistency letter for the 'US 20 Two-Way-Left-Turn-Lane Addition, 4.8 miles to 7.2 miles east of SR 39, Des No 1702992' project (no current TAILS record) under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **US 20 Two-Way-Left-Turn-Lane Addition, 4.8 miles to 7.2 miles east of SR 39, Des No 1702992** (Proposed Action) may rely on the concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

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

This "may affect - not likely to adversely affect" determination becomes effective when the lead Federal action agency or designated non-federal representative requests the Service rely on the PBO to satisfy the agency's consultation requirements for this project.

Please provide this consistency letter to the lead Federal action agency or its designated non-federal representative with a request for review, and as the agency deems appropriate, to submit for concurrence verification through the IPaC system. The lead Federal action agency or

designated non-federal representative should log into IPaC using their agency email account and click "Search by record locator". They will need to enter the record locator **320-103379509**.

For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities: If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

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

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

- Monarch Butterfly *Danaus plexippus* Candidate

Project Description

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

Name

US 20 Two-Way-Left-Turn-Lane Addition, 4.8 miles to 7.2 miles east of SR 39, Des No 1702992

Description

The proposed project consists of the construction of a 16-foot wide two-way left-turn lane (TWLTL) through the length of the project area. The superelevation of US 20 will be corrected. The project will also include the widening of existing outside shoulders from 2-foot wide paved shoulders to 8-foot paved shoulders, the perpetuation of the edge line rumble strips, the addition of centerline rumble strips, the installation of guardrail and underdrains, the consolidation of access points around select commercial and residential entrances, and replacement of street signs, where necessary. Some commercial and residential entries to US 20 will be eliminated, including at Michigan Street and at E. Lynn Street/W. Mechanic Street in Rolling Prairie. The intersection of Byron Road and W. Michigan Street will be repaved. There are seven small structures (drainage culverts) within the project area, of which five will be replaced to accommodate the widening. US 20 will be milled and overlaid throughout the project area. The project is 2.4 miles long.

Approximately 2.53 acres of permanent and 0.54 acre of temporary right-of-way acquisition will be required. There is suitable summer habitat along the entire project corridor. The project will require 4.45 acres of tree will removal within 100 feet of the existing pavement. Trees will be removed outside the active bat season.

The USFWS database check on 4/27/2020 within 0.5 mile of the project area indicated captures of the Northern Long-eared bat (NLEB) have occurred near the project area. Additional coordination with USFWS occurred on November 13, 2020, and it was determined the project area is within documented habitat for the NLEB. The seven (7) small structures in the project area were inspected on June 18, 2021, and no bats or signs thereof were present. Permanent lighting will not be added or altered. Temporary lighting may be required for nighttime work. Project construction anticipated in the Spring of 2023.

Determination Key Result

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

Qualification Interview

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

   [1] See Indiana bat species profile

   Automatically answered
   Yes

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

   [1] See Northern long-eared bat species profile

   Automatically answered
   Yes

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

   A) Federal Highway Administration (FHWA)

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

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

   No

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

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

   No

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

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

   No

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

   No

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

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

   [2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the national consultation FAQs.

   Yes

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

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

   Yes

10. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?

    No

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

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

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

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

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

    No

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

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

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

    No

13. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors?

    Yes

14. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors occur[1]?

    [1] Coordinate with the local Service Field Office for appropriate dates.

    B) During the inactive season

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

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

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

    Yes

16. Will the removal or trimming of habitat or trees occur **within documented NLEB** roosting/foraging habitat[1] or travel corridors[2]?

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

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

    No

17. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors?

    No

18. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces?

    Yes

19. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces?

    No

20. Are *all* trees that are being removed clearly demarcated?

    Yes

21. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?

    No

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

    No

23. Does the project include slash pile burning?

    No

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

    Yes

25. Is there *any* suitable habitat[1] for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

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

    Yes

26. Has a bridge assessment[1] been conducted **within** the last 24 months[2] to determine if the bridge is being used by bats?

[1] See User Guide Appendix D for bridge/structure assessment guidance

[2] Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges that meet the physical characteristics described in the Programmatic Consultation, regardless of whether assessments have been conducted in the past. Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that bridge/structure in subsequent years.

Yes

SUBMITTED DOCUMENTS

- *Culvert 5.pdf https://ecos.fws.gov/ipac/project/GCFF5ZFM3VEXDHCETQYPW2GWRA/projectDocuments/104289174*
- *Culvert 7.pdf https://ecos.fws.gov/ipac/project/GCFF5ZFM3VEXDHCETQYPW2GWRA/projectDocuments/104289176*
- *Culvert 3.pdf https://ecos.fws.gov/ipac/project/GCFF5ZFM3VEXDHCETQYPW2GWRA/projectDocuments/104289161*
- *Culvert 1.pdf https://ecos.fws.gov/ipac/project/GCFF5ZFM3VEXDHCETQYPW2GWRA/projectDocuments/104289162*
- *Culvert 2.pdf https://ecos.fws.gov/ipac/project/GCFF5ZFM3VEXDHCETQYPW2GWRA/projectDocuments/104289163*
- *Culvert 4.pdf https://ecos.fws.gov/ipac/project/GCFF5ZFM3VEXDHCETQYPW2GWRA/projectDocuments/104289172*
- *Culvert 6.pdf https://ecos.fws.gov/ipac/project/GCFF5ZFM3VEXDHCETQYPW2GWRA/projectDocuments/104289173*

27. Did the bridge assessment detect *any* signs of Indiana bats and/or NLEBs roosting in/under the bridge (bats, guano, etc.)[1]?

    [1] If bridge assessment detects signs of *any* species of bats, coordination with the local FWS office is needed to identify potential threatened or endangered bat species. Additional studies may be undertaken to try to identify which bat species may be utilizing the bridge prior to allowing *any* work to proceed.

    Note: There is a small chance bridge assessments for bat occupancy do not detect bats. Should a small number of bats be observed roosting on a bridge just prior to or during construction, such that take is likely to occur or does occur in the form of harassment, injury or death, the PBO requires the action agency to report the take. Report all unanticipated take within 2 working days of the incident to the USFWS. Construction activities may continue without delay provided the take is reported to the USFWS and is limited to 5 bats per project.

    No

28. Will the bridge removal, replacement, and/or maintenance activities include installing new or replacing existing **permanent** lighting?

    No

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

    No

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

    Yes

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

    Yes

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

    No

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

    No

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

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

    Yes

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

    No

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

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

37. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

    Automatically answered
    Yes, because the tree removal/trimming that occurs outside of the Indiana bat's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

38. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

    Automatically answered
    Yes, because the bridge has been assessed using the criteria documented in the BA and no signs of bats were detected

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

    Yes

40. **Tree Removal AMM 1**
    Can *all* phases/aspects of the project (e.g., temporary work areas, alignments) be modified, to the extent practicable, to avoid tree removal[1] in excess of what is required to implement the project safely?

    Note: Tree Removal AMM 1 is a minimization measure, the full implementation of which may not always be practicable. Projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented and LAA as long as Tree Removal AMMs 3, 5, 6, and 7 are implemented.

    [1] The word “trees” as used in the AMMs refers to trees that are suitable habitat for each species within their range. See the USFWS’ current summer survey guidance for our latest definitions of suitable habitat.

    Yes

41. **Tree Removal AMM 3**
    Can tree removal be 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 clearing to ensure contractors stay within clearing limits)?

    Yes

42. **Tree Removal AMM 4**
    Can the project avoid cutting down/removal of *all* (1) **documented**[1] Indiana bat or NLEB roosts[2] (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

    [1] The word documented means habitat where bats have actually been captured and/or tracked.

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

    Yes

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

    Yes

Project Questionnaire

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

   N/A

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

   N/A

3. How many acres[1] of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

   [1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   4.45

4. Please describe the proposed bridge work:

   There are seven small structures within the project area. Four will be replaced with large, longer pipes, one will be replaced with a larger pipe, one will be lengthened approximately 30 feet, and one will be left in place.

5. Please state the timing of all proposed bridge work:

   Spring 2023

6. Please enter the date of the bridge assessment:

   June 18, 2021

Avoidance And Minimization Measures (AMMs)

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

LIGHTING AMM 1
Direct temporary lighting away from suitable habitat during the active season.

TREE REMOVAL AMM 2
Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/ rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.

TREE REMOVAL AMM 3
Ensure tree removal 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 clearing to ensure contractors stay within clearing limits).

TREE REMOVAL AMM 4
Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or
documented foraging habitat any time of year.

GENERAL AMM 1
Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

TREE REMOVAL AMM 1
Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

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

This key was last updated in IPaC on April 22, 2021. Keys are subject to periodic revision.

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

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

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
6/18/2021	1702992	US 20	LaPorte
Federal Structure ID	**Structure Coordinates (latitude and longitude)**	**Structure Height (approximate)**	**Structure Length**
SC 020-46-53.70	41.672907°, -86.644100°	36"	76'

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other:

Culvert Type

- ○ Box
- ◉ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☒ Concrete
☐ Concrete	☐ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ○ No
- ○ Unknown

Culvert Material

- ☐ Metal
- ☐ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes:

Crossings Traversed (check all that apply)

☒ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☐ Flowing water	☐ Railroad
☒ Standing water	☐ Road/trail - Type:
☐ Seasonal water	☐ Other:

Surrounding Habitat (check all that apply)

☒ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☐ Riparian/wetland
☒ Residential-rural	☐ Mixed use
☐ Woodland/forested	☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck (Gap / Railing)	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Hannah Deguch

Signature:

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
6/18/2021	1702992	US 20	LaPorte
Federal Structure ID	**Structure Coordinates** (latitude and longitude)	**Structure Height** (approximate)	**Structure Length**
SC 020-46-54.04	41.672420°,-86.637516°	24"	78'

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other:

Culvert Type

- ○ Box
- ◉ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☒ Concrete
☐ Concrete	☐ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ○ No
- ○ Unknown

Culvert Material

- ☐ Metal
- ☐ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes:

Crossings Traversed (check all that apply)

☒ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☐ Flowing water	☐ Railroad
☒ Standing water	☐ Road/trail - Type:
☐ Seasonal water	☐ Other:

Surrounding Habitat (check all that apply)

☒ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☐ Riparian/wetland
☒ Residential-rural	☐ Mixed use
☐ Woodland/forested	☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck (Gap, Railing)	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Hannah Deguch

Signature:

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
6/18/2021	1702992	US 20	LaPorte
Federal Structure ID	**Structure Coordinates** (latitude and longitude)	**Structure Height** (approximate)	**Structure Length**
SC 020-46-54.48	1.672473°, -86.629236°	24"	78'

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other:

Culvert Type

- ○ Box
- ◉ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☒ Concrete
☐ Concrete	☐ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ○ No
- ○ Unknown

Culvert Material

- ☐ Metal
- ☒ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes:

Crossings Traversed (check all that apply)

☒ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☐ Flowing water	☐ Railroad
☒ Standing water	☐ Road/trail - Type:
☐ Seasonal water	☐ Other:

Surrounding Habitat (check all that apply)

☒ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☐ Riparian/wetland
☒ Residential-rural	☐ Mixed use
☐ Woodland/forested	☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck (Gap / Railing)	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Hannah Deguch

Signature:

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
6/18/2021	1702992	US 20	LaPorte
Federal Structure ID	**Structure Coordinates (latitude and longitude)**	**Structure Height (approximate)**	**Structure Length**
SC 020-46-54.91	41.671780°, -86.620879°	15"	89'

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other:

Culvert Type

- ○ Box
- ◉ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☒ Concrete
☐ Concrete	☐ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ○ No
- ○ Unknown

Culvert Material

- ☐ Metal
- ☒ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes:

Crossings Traversed (check all that apply)

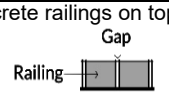
☒ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☐ Flowing water	☐ Railroad
☒ Standing water	☐ Road/trail - Type:
☐ Seasonal water	☐ Other:

Surrounding Habitat (check all that apply)

☐ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☐ Riparian/wetland
☒ Residential-rural	☐ Mixed use
☐ Woodland/forested	☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Hannah Deguch

Signature:

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
6/18/2021	1702992	US 20	LaPorte
Federal Structure ID	**Structure Coordinates (latitude and longitude)**	**Structure Height (approximate)**	**Structure Length**
SC 020-46-55.64	41.670139°, -86.607595°	24"	95'

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other:

Culvert Type

- ◉ Box
- ◉ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☒ Concrete
☐ Concrete	☐ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ○ No
- ○ Unknown

Culvert Material

- ☐ Metal
- ☒ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes:

Crossings Traversed (check all that apply)

☒ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☐ Flowing water	☐ Railroad
☒ Standing water	☐ Road/trail - Type:
☐ Seasonal water	☐ Other:

Surrounding Habitat (check all that apply)

☒ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☐ Riparian/wetland
☐ Residential-rural	☐ Mixed use
☐ Woodland/forested	☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck (Gap / Railing)	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Hannah Deguch

Signature:

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
6/18/2021	1702992	US 20	LaPorte
Federal Structure ID	**Structure Coordinates (latitude and longitude)**	**Structure Height (approximate)**	**Structure Length**
SC 020-46-55.91	41.671780°, -86.620879°	24"	176'

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other:

Culvert Type

- ○ Box
- ◉ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☒ Concrete
☐ Concrete	☐ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ○ No
- ○ Unknown

Culvert Material

- ☐ Metal
- ☒ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes:

Crossings Traversed (check all that apply)

- ☒ Bare ground
- ☐ Rip-rap
- ☐ Flowing water
- ☒ Standing water
- ☐ Seasonal water
- ☐ Open vegetation
- ☐ Closed vegetation
- ☐ Railroad
- ☐ Road/trail - Type:
- ☐ Other:

Surrounding Habitat (check all that apply)

- ☒ Agricultural
- ☐ Commercial
- ☐ Residential-urban
- ☐ Residential-rural
- ☒ Woodland/forested
- ☐ Grassland
- ☐ Ranching
- ☐ Riparian/wetland
- ☐ Mixed use
- ☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck (Gap / Railing)	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Hannah Deguch

Signature:

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
6/18/2021	1702992	US 20	LaPorte
Federal Structure ID	**Structure Coordinates (latitude and longitude)**	**Structure Height (approximate)**	**Structure Length**
SC 020-46-56.00	41.671948° -86.601027°	24"	113'

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other:

Culvert Type

- ◉ Box
- ◉ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☒ Concrete
☐ Concrete	☐ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ○ No
- ○ Unknown

Culvert Material

- ☐ Metal
- ☐ Concrete
- ☐ Plastic
- ☒ Stone/Masonry
- ☐ Other:

Notes:

Crossings Traversed (check all that apply)

☒ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☐ Flowing water	☐ Railroad
☒ Standing water	☐ Road/trail - Type:
☐ Seasonal water	☐ Other:

Surrounding Habitat (check all that apply)

☒ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☐ Riparian/wetland
☐ Residential-rural	☐ Mixed use
☒ Woodland/forested	☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck (Gap, Railing)	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Hannah Deguch

Signature:

Appendix D

Section 106 of the National Historic Preservation Act (NHPA)

FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
US 20 TWO-WAY-LEFT-TURN-LANE ADDITION
FROM 4.8 MILES EAST OF SR 39 (CR 250 E.) TO 7.2 MILES EAST OF SR 39 (CR 500 E.)
LAPORTE COUNTY, INDIANA
DES. NO. 1702992

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 (ROW), immediately adjacent properties, and those areas where a visual differentiation may occur between an existing structure and the project area. The APE consists of the corridor surrounding US 20, accounting for changes in topography and development level. US 20 is tree-lined in the eastern part of the project area, limiting the viewshed (Appendix B, B2). The Archaeological APE is represented by the 17.7-acre survey area that includes the project footprint.

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

The APE contains three properties eligible for listing in the National Register of Historic Places (National Register):

IHSSI #091-606-40004 (3046 E. US 20): farm, Greek Revival, c. 1860; National Register-eligible under Criterion C for significance in Architecture;

IHSSI #091-606-40005/J.P. Nesbitt Farm (3701 E. US 20): farmhouse, Greek Revival/Italianate, c. 1865; National Register-eligible under Criterion C for significance in Architecture;

IHSSI #091-450-41018 (202 W. Mechanic St.): house, American Foursquare, c. 1920; National Register-eligible under Criterion C for significance in Architecture.

EFFECT FINDING

IHSSI #091-606-40004 (3046 E. US 20): *"No Adverse Effect"*

IHSSI #091-606-40005/J.P. Nesbitt Farm (3701 E. US 20): *"No Adverse Effect"*

IHSSI #091-450-41018 (202 W. Mechanic St.): *"No Adverse Effect"*

The Indiana Department of Transportation (INDOT), on behalf of Federal Highway Administration (FHWA), 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 #091-606-40004 (3046 E. US 20)- This undertaking will not convert property from IHSSI #091-606-40004, 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 IHSSI #091-606-40004.

IHSSI #091-606-40005/J.P. Nesbitt Farm (3701 E. US 20)- This undertaking will convert property from the J.P. Nesbitt 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, FHWA hereby intends to issue a "*de minimis*" finding for the J.P. Nesbitt Farm, pursuant to SAFETEA-LU, thereby satisfying FHWA's responsibilities under Section 4(f) for this historic property.

IHSSI #091-450-41018 (202 W. Mechanic St.)- This undertaking will not convert property from IHSSI #091-450-41018, 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 IHSSI #091-450-41018.

Anuradha V. Kumar

Anuradha V. Kumar, for FHWA
Manager
INDOT Cultural Resources

02/22/2022

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)
US 20 TWO-WAY-LEFT-TURN-LANE ADDITION
FROM 4.8 MILES EAST OF SR 39 (CR 250 E.) TO 7.2 MILES EAST OF SR 39 (CR 500 E.)
LAPORTE COUNTY, INDIANA
DES. NO. 1702992

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT)-LaPorte District is planning improvements to US 20 in LaPorte County between 4.8 miles east of SR 39 (County Road (CR) 300 E.) and 7.2 miles east of SR 39 (CR 500 E.); Des 1702992. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. This project is funded in part by the Federal Highway Administration (FHWA).

The project is approximately 2.4 miles long. The undertaking is located on US 20 from 4.8 miles east of SR 39 (CR 300 E.) to 7.2 miles east of SR 39 (CR 500 E.) in LaPorte County, Indiana. It is within Kankakee and Wills townships on the United States Geological Survey (USGS) New Carlisle and Springville Quadrangles (Appendix B, B1), in Sections 9, 10, 11, and 12, Township 37 North, Range 2 West. US 20 is a four-lane, east-west Principal Arterial with a speed limit of 55 miles per hour. The alignment of US 20 curves throughout the project area to accommodate the rolling terrain. The road currently carries two 12-foot wide traffic lanes in each direction and has a 2.5-foot wide paved median and 2-foot wide paved shoulders. Utilities are largely located along the south side of US 20.

The need for this project is based on the significant increase in the average annual daily traffic (AADT) on US 20 from 13,624 vehicles per day (VPD) to 23,203 VPD between 2010 and 2016, an increase of 70%. The increase in traffic has caused an increase in crashes and in crash severity. Many of the severe crashes are due to stopped vehicles waiting to turn left in the passing lane. With the increased traffic volumes, there are fewer gaps in opposing traffic for left-turning vehicles. This turning movement delay forces left-turning vehicles to stop and to remain stopped for longer periods of time in a through-lane, making them vulnerable to high-speed traffic. Other severe crashes are related to lane departure, primarily crossing the centerline but also running off the road to the right. The purpose of this project is to improve safety conditions for vehicular traffic on US 20 between 4.8 miles east of SR 39 (CR 300 E.) and 7.2 miles east of SR 39 (CR 500 E.).

The project consists of the construction of a 16-foot-wide two-way left-turn lane (TWLTL) through the length of the project area, the addition of centerline rumble strips, the consolidation of access points around commercial and residential entrances, the widening of existing outside paved shoulders to 8 feet, replacement and installation of guardrail, the perpetuation of the edge line rumble strips, and the replacement of street signs where necessary. There are seven small structures (drainage culverts) within the project area, of which five will be replaced to accommodate the widening. New riprap will be installed at the culverts. Shoulders in select areas will be widened only to 4 feet, with guardrail, to limit impacts to adjacent properties. US 20 will be milled and overlaid throughout the project area. Some commercial and residential entries to US 20 will be eliminated, as will the intersection of US 20 and E. Lynn Street/W. Mechanic Street in Rolling Prairie. The intersection of Byron Road and W. Michigan Street will be repaved. Maintenance of Traffic (MOT) will consist of reducing the road to one lane of traffic in each direction with shifted lanes to allow for phased construction.

Approximately 2.56 acres of permanent and 0.34 acre of temporary right-of-way (ROW) acquisition will be required. The maximum depth of excavation will be approximately 3 feet for road widening and 6 feet for work on drainage structures. Approximately 4.61 acres of tree removal is anticipated. Permanent lighting will not be added or altered. Temporary lighting may be required for nighttime work. Project construction is anticipated to start in the Spring of 2023.

The preferred alternative employs crash mitigation treatments that facilitate reduction of the rear end, right angle, and sideswipe crash types. The addition of a TWLTL reduces crashes by an average of approximately 57% and widening the shoulders to 8-feet reduces crashes by approximately 12%. Therefore, this alternative meets the project purpose and need and is the preferred alternative.

The Area of Potential Effects (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. The APE consists of the corridor surrounding US 20, accounting for changes in topography and development level. US 20 is tree-lined in the eastern part of the project area, limiting the viewshed (Appendix B, B2). The Archaeological APE is represented by the 17.7-acre survey area that includes the project footprint.

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

The Indiana State Historic Preservation Officer (SHPO) is considered an automatic consulting party, and an early coordination letter was sent to the SHPO on October 26, 2020. In addition, the following individuals and organizations were sent an early coordination letter with instructions on how to access the HPR in INSCOPE (erms.indot.in.gov/Section106Documents/) via email on the same date (Appendix D, D1-D7):

Indiana Landmarks Northern Regional Office
LaPorte County Historian
LaPorte County Historical Society
Northwestern Indiana Regional Planning Commission
LaPorte County Commissioners
LaPorte County Highway Department
Kankakee Township Trustee
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Forest County Potawatomi Community
Shawnee Tribe

The Indiana Landmarks Northern Regional Office responded on October 26, 2020, stating there may be historic buildings in the APE (Appendix D, D8).

The SHPO responded on November 9, 2020 and recommended inviting Indiana Lincoln Highway Association, Inc. as well as owners of potentially affected historic properties to participate in Section 106 consultation (DHPA # 26654; Appendix D, D9-D10).

Indiana Lincoln Highway Association, Inc. was invited to consultation on November 13, 2020 and responded the same day, stating they supported the project (Appendix D, D11).

No other responses to the October 26, 2020 early coordination letters were received.

The National Register of Historic Places (National Register) and the Indiana Register of Historic Sites and Structures (State Register) were consulted. No listed properties were found within the APE.

The 1989 *LaPorte County Interim Report* and the Indiana State Historic Architectural and Archaeological Research Database (SHAARD), which contain the Indiana Historic Sites and Structures Inventory (IHSSI) data, were checked by Butler, Fairman, & Seufert, Inc. (BF&S) on September 30, 2020. There were nine previously surveyed properties located within the APE.

An Indiana Division of Historic Preservation and Archaeology (DHPA)-qualified professional with BF&S conducted site visits on July 1, 2020 and February 25, 2021. Information from the site visits and research regarding historic resources were compiled into a Historic Property Report (HPR; BF&S, May 24, 2021, Appendix C, C1-C3). The HPR recommended the following properties within the APE eligible for listing in the National Register (Appendix B, B3-B6):

IHSSI #091-606-40004 (3046 E. US 20)
IHSSI #091-606-40005/J.P. Nesbitt Farm (3701 E. US 20)
IHSSI #091-450-41018 (202 W. Mechanic St.)

The HPR was approved by the Indiana Department of Transportation-Cultural Resources Office (INDOT-CRO) on May 23, 2021.

A copy of the HPR was sent to the SHPO on May 24, 2021 and consulting parties were sent instructions on how to access the HPR in INSCOPE (erms.indot.in.gov/Section106Documents/) via email on the same date (Appendix D12-D16). Livinghouse Farms, Inc. (owners of IHSSI #091-606-40004) and Duane and Alicia L. Clarich (owners of the Nesbitt Farm) were also invited to be consulting parties. The HPR was not sent to any Tribes because none responded to the ECL.

Indiana Lincoln Highway Association, Inc. responded on May 24, 2021, stating the project "*does not conflict with what we typically mark and drive as the original Lincoln Highway*," (Appendix D, D11).

The SHPO responded on June 10, 2021 stating, in part, "*For the purposes of the Section 106 review of this federal undertaking, we agree with the conclusions of the HPR that the farm at 3046 US 20 (Indiana Historic Sites and Structures Inventory ["IHSSI"] #091-606-40004, the J.P. Nesbitt Farm at 3701 US 20 (IHSSI #091-606-40005), and the house at 202 W. Mechanic Street (IHSSI #091-450-41018) are eligible for inclusion in the National Register of Historic Places ("NRHP"). We agree that there are no other historic properties listed or eligible for inclusion in the NRHP within the project's APE,*" (Appendix D, D17-D18).

No other responses to the HPR were received.

In regard to archaeology, a Phase Ia archaeological reconnaissance conducted by NS Services on August 5-6, 2021 found no archaeological sites within the study area. No further work was recommended in the resulting archaeological report (August 11, 2021, Appendix C, C4-C5). INDOT-CRO approved the archaeological report on September 17, 2021 and the report was sent to consulting parties and all potential Tribal consulting parties on the same day (Appendix D, D19-D23).

The SHPO responded to the archaeological report on October 12, 2021 stating, in part, *"… we concur with the recommendation that no further archaeological reconnaissance is necessary for the proposed project*," (Appendix D, D24-D25).

The Pokagon Band of Potawatomi responded on October 15, 2021, stating, in part, *"The proposed work is occurring within a mile of a known historic site or feature that is considered sensitive or recorded in the Pokagon Band Historic Inventory Database. I have made the determination that this undertaking will have* ***No Adverse Effect*** *on any historic, religious, or culturally significant resources to the Pokagon Band of Potawatomi Indians,"* (Appendix D, D26).

The Eastern Shawnee Tribe of Oklahoma responded on November 1, 2021, stating, in part, *"we find our people occupied these areas historically and/or prehistorically. However, the project proposes* ***No Adverse Effect*** *or endangerment to known sites of interest to the Eastern Shawnee Tribe*," (Appendix D, D27).

No other responses to the ASR were received.

3. DESCRIBE AFFECTED HISTORIC PROPERTIES

IHSSI #091-606-40004 (3046 E. US 20) is a c. 1860 farm located in the southeast quadrant of US 20 and CR 300 East. The one-and-one-half story Greek Revival farmhouse has a central passage form with five bays. There is a large early twentieth-century dairy barn to the south of the house. The historic property includes a front gable garage to the west of the house, as well as non-contributing/non-historic sheds, grain bins, metal silos, and pole barns. The historic property boundaries are US 20, N. CR 300 E., the southern property line, and the line of trees along the dividing line of the western half of the western half of the southwest quadrant of Section 10 (Appendix B, B4). IHSSI #091-606-40004 is eligible for the National Register under Criterion C for significance in architecture.

IHSSI #091-606-40005/J.P. Nesbitt Farm (3701 E. US 20) consists of a c. 1865 Greek Revival/Italianate style farmhouse. The symmetrical, two-story double pile house is clad in common bond brick and has a hipped roof with a center cupola. There is a brick summer kitchen behind (north of) the house, which has been attached to the house through a one-story addition. The house has a semicircular driveway with a gate on either end. The house is approximately 135 feet north of US 20 and has a maintained lawn. There are also a non-historic garage and barn on the historic property. The historic property boundaries are the southern, western, and northern property lines and the tree line to the east of the house. The southern property line is between 20 and 35 feet north of the existing pavement. This boundary includes the house, outbuildings, and yard trees (Appendix B, B5). The J.P. Nesbitt Farm is eligible for the National Register under Criterion C for significance in architecture.

IHSSI #091-450-41018 (202 W. Mechanic St.) is a c. 1920 American Foursquare located in Rolling Prairie. The two-and-one-half story frame house has a hipped roof with wide overhanging eaves and a hipped roof dormer on each elevation. The house has a one-story rear gabled addition. There are also a late twentieth-century shed and garage southwest of the house. The historic property boundaries consist of the existing property lines, J.W. Walker's First Addition, Lot 7 & E 1/2 Lot 8 (Appendix B, B6). IHSSI #091-450-41018 is eligible for the National Register under Criterion C for significance in architecture.

4. DESCRIBE THE UNDERTAKING'S EFFECTS ON HISTORIC PROPERTIES

IHSSI #091-606-40004 (3046 E. US 20): No ROW will be acquired from IHSSI #091-606-40004. The property's use will not change and no physical impacts to the property will occur. The project will widen US 20 on the north side in front of the farmhouse. The house is currently located approximately 90 feet south of the existing pavement, and the road will remain at the same distance after project completion. The viewshed from the front of the house towards US 20 will change as a result of the pavement widening. Some trees may be removed from surrounding properties.

IHSSI #091-606-40005/J.P. Nesbitt Farm (3701 E. US 20): Approximately 0.07 acre (2,931 square feet) of permanent and 0.20 acre (8,960 square feet) of temporary ROW will be acquired from the Nesbitt Farm (Appendix B, B26). This will result in the reduction of the property's front lawn by approximately 10-12 feet. The edge of pavement will move approximately 18-19 feet closer to the house (compared to the existing distance of 135 feet). The property line will move a maximum of approximately 30 feet north at the western property line, decreasing until it meets the existing property line near the eastern driveway. The existing roadside ditch will be moved approximately 18 feet to the north, closer to the house, to accommodate the widened road. The new ditch will be slightly deeper than the existing ditch. The existing utility pole in the ROW in front of the house will be removed and the overhead utilities relocated to the south side of US 20. No trees will be removed from the property. Some bushes and shrubs near the driveway will be removed and replaced. The driveway gates will not be impacted. The temporary ROW will be used for grading and to reconstruct the two driveway entrances in front of the house. The remainder of the property will be restored to its previous condition following construction. The viewshed from the front of the house towards US 20 will also change as a result of the pavement widening. Some trees may be removed from surrounding properties.

IHSSI #091-450-41018 (202 W. Mechanic St.): No ROW will be acquired from IHSSI #091-450-41018. The property's use will not change and no physical impacts to the property will occur. This property is approximately two blocks away from the project area in Rolling Prairie. The closest access to US 20, at the west end of Mechanic Street, will be closed as part of the project. Access will remain available from Byron Road, the next block to the west. The viewshed towards US 20 will change slightly as a result of the pavement widening.

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

A finding of "*No Adverse Effect*" is appropriate for this project because the project will not alter characteristics for which **IHSSI #091-606-40004 (3046 E. US 20), IHSSI #091-606-40005/J.P. Nesbitt Farm (3701 E. US 20),** and **IHSSI #091-450-41018 (202 W. Mechanic St.)** are eligible for listing in the National Register.

According to § 800.5(a)(1), an adverse effect occurs "when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association." Per Part 36 CFR § 800.5(a)(2), examples of adverse effect include but are not limited to:

(i) Physical destruction of or damage to all or part of a property;
(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access not consistent with the Secretary's Standard for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;
(iii) Removal of the property from its historic location;
(iv) Change of the character of the property's use or physical features within the property's setting that contribute to its historic significance;
(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, *exc*ept 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 a 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.

Application of the criteria of adverse effect defined in 36 CFR § 800.5(a), finds the proposed project's potential effects are not likely to be described in 36 CFR § 800.5(a)(2) (ii), (iii), (vi), or (vii). The application of adverse effect, focusing on 36 CFR § 800.5(a)(2)(i), (iv), and (v) follows:

IHSSI #091-606-40004 (3046 E. US 20):
In regard to 36 CFR § 800.5(a)(i), no part of this property will be damaged by the project.

In regard to 36 CFR § 800.5(a)(iv), the property's use will not change. Trees within the property's setting will be removed, but the overall rural, agricultural setting will not be significantly diminished.

In regard to 36 CFR § 800.5(a)(v), the project will introduce additional pavement in front of the property, however, the additional width will be added on the north side of US 20 and the road will remain at the same distance from the farmhouse after project completion. This visual addition will not diminish the integrity of any historic features.

Changes in the property's setting will not significantly reduce the rural feeling and will not interfere with the farm's ability to convey its significance in architecture under Criterion C.

IHSSI #091-606-40005/J.P. Nesbitt Farm (3701 E. US 20):
In regard to 36 CFR § 800.5(a)(i), the property will not be damaged by the project.

In regard to 36 CFR § 800.5(a)(iv), the property's use will not change. Changes in the property's setting, including reduction of the front lawn and relocation of the roadside ditch, will not impact physical features that contribute to its historic significance. The two driveway entrances in front of the house will be reconstructed. The remainder of the lawn will be restored to its previous condition following construction. Some trees will be removed from surrounding properties, but the overall rural, agricultural setting will not be significantly diminished.

The following unique challenges to meeting the project's purpose affect the area around the Nesbitt Farm:

- The Nesbitt Farm sits on the western edge of a 3,547-foot radius curve to the south through the community of Rolling Prairie. Changes in the alignment at any point along that radius will affect the alignment along the entire distance;
- Major utilities are located on the south side of US 20 and would require relocations if US 20 was widened any further to the south;
- There are fewer parcels on the north side of US 20- 14 parcels on the north side of US 20 and 27 parcels on the south side of US 20- in this segment of the corridor;
- INDOT direction to avoid impacting both the Family Express (gas station) in the northeast quadrant and the residential property in the southwest quadrant of US 20 and Byron Road.

A number of design strategies were utilized to minimize impacts to the Nesbitt Farm, including:

- Relocating the existing utility poles on the north side of US 20, including the utility pole directly in front of the Nesbitt Farmhouse, to the south side of US 20. This will avoid the need for additional permanent ROW acquisition from the property for utility relocation and will reduce the impact of modern utilities on the property's setting;
- Shortening reconstruction work on the two driveway entrances by moving the grade break approximately 11 feet closer to the edge of shoulder. As a result, the project will reduce the drive length for both the west and east drives by approximately 34 feet. The decrease in work on the drives will also reduce the amount of cut at the west gate from approximately 2.3 feet to 9 inches and at the east gate by approximately 2 feet to 5 inches so the existing (non-historic) gates can remain in place;
- Moving the proposed permanent ROW line approximately 12-19 feet south of the standard location at the top of bank of the drainage ditch (construction limits). This distance varies since the ditch flowline is not parallel to US 20. The permanent ROW line will be located approximately 5 feet north of the flow line of the ditch, which will reduce the required permanent ROW acquisition by approximately 9,500 square feet (0.22 acre);
- Avoidance of mature trees on the property. Any shrubs impacted by grading will be replaced in kind.

In regard to 36 CFR § 800.5(a)(v), the project will introduce additional pavement in front of the property, which will alter the viewshed from the front of the house towards US 20. The visual addition will not diminish the integrity of any historic features. This project will not cause a significant change in the appearance of the J.P. Nesbitt Farm (see renderings in Appendix B, B21-B22).

Overall, this project will not significantly impact the rural setting and feeling and will not interfere with the ability of the Nesbitt Farm to convey its significance in architecture under Criterion C.

IHSSI #091-450-41018 (202 W. Mechanic St.):
In regard to 36 CFR § 800.5(a)(i), no part of this property will be damaged by the project.

In regard to 36 CFR § 800.5(a)(iv), the property's use will not change. Access to US 20 will be remain available one block to the west of the existing access point. The small town setting will not be diminished.

In regard to 36 CFR § 800.5(a)(v), the visual addition from the pavement widening will be minimal due to the distance between the property and US 20 and the number of intervening properties in the viewshed. This change will not diminish the integrity of any historic features.

The changes in the property's setting will not interfere with its ability of IHSSI #091-450-41018 to convey its significance in architecture under Criterion C.

6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS

Indiana Landmarks and the Indiana Lincoln Highway Association responded to the October 26, 2020 early coordination letter but did not provide comments on historic properties. The SHPO recommended inviting additional consulting parties. A full summary of comments regarding the early coordination letter is located in Section 2 of this document.

The HPR was sent to consulting parties on May 24, 2021. Indiana Lincoln Highway Association, Inc. responded on May 24, 2021, and stated the project area was not typically considered part of the historic Lincoln Highway. The SHPO concurred with the recommendations of the HPR on June 10, 2021. A full summary of comments regarding the HPR is located in Section 2 of this document.

The archaeological report was sent to consulting parties on September 17, 2021. The SHPO concurred with the archaeological report on October 12, 2021, agreeing no further work was necessary (Appendix D, D24-D25). The Eastern Shawnee Tribe and the Pokagon Band of Potawatomi Indians responded that the project would have "No Adverse Effect" on sites significant to their Tribes (Appendix D, D26-D27).

An Effects Report was approved by INDOT-CRO on December 17, 2021 and was sent to consulting parties on the same day (Appendix D, D28-D29). The report recommended a "*No Adverse Effect*" finding for all properties and a Section 4(f) *de minimis* finding for the J.P. Nesbitt Farm (Appendix C, C6-C7).

The SHPO responded in a letter dated January 6, 2022, stating, in part, *"Regarding the effects to these historic properties, we agree that the project as proposed will not adversely affect the farm at 3046 US 20 and the house at 202 W. Mechanic Street. Regarding the J.P. Nesbitt Farm at 3701 US 20 [….] While there will be visual changes due to the enlarged roadway and reduction of the front lawn, the mature trees that are present and the removal of the utility pole will counter and lessen those changes. Overall, we agree with the conclusions of the effects report that the proposed work will not adversely affect the J.P. Nesbitt Farm,"* (Appendix D, D30-D31).

Indiana Landmarks responded in a letter dated January 6, 2022 and concurred with the "No Adverse Effect" finding for all three properties (Appendix D, D32).

The Eastern Shawnee Tribe of Oklahoma responded on January 10, 2022, stating, in part, *"we find our people occupied these areas historically and/or prehistorically. However, the project proposes* ***No Adverse Effect*** *or endangerment to known sites of interest to the Eastern Shawnee Tribe*," (Appendix D, D33).

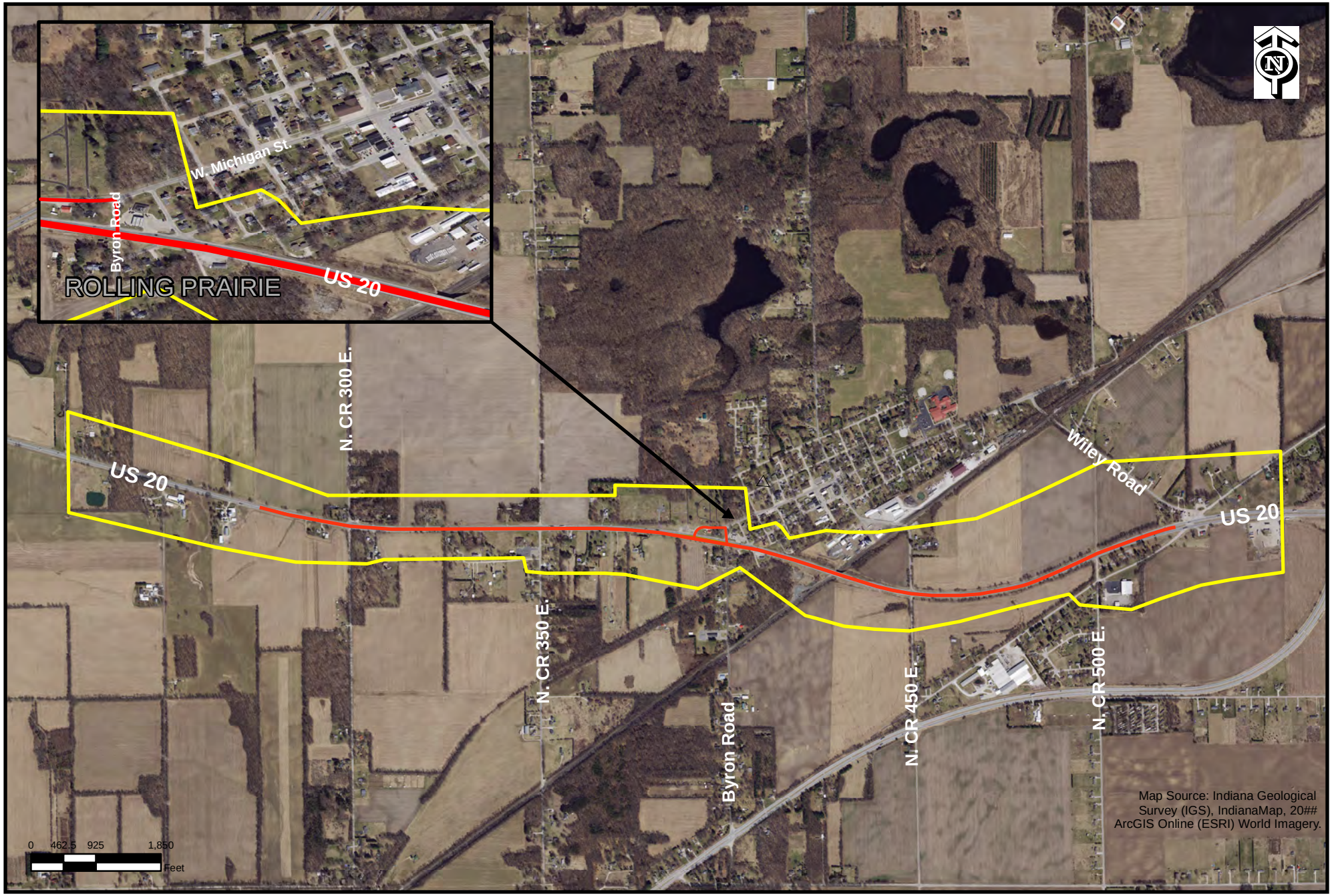
No other comments on the effects report were received from consulting parties.

A finding of "*No Adverse Effect*" is appropriate for this project because the project will not diminish the historical associations, historically significant features, or architectural integrity for IHSSI #091-606-40004 (3046 E. US 20), IHSSI #091-606-40005/J.P. Nesbitt Farm (3701 E. US 20), and IHSSI #091-450-41018 (202 W. Mechanic St.) are eligible for the National Register.

A Section 106 public notice will be published in the *La Porte County News-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 substantive comments received.

APPENDIX

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



APE

Project Area

BF&S CIVIL ENGINEERS

APE MAP

US 20 Two Way Left Turn Lanes
4.8 Miles East of SR 39 (CR 250 E.) to 7.2 Miles East of SR 39 (CR 500 E.)
LaPorte County, Indiana
Des. No. 1702992

D11



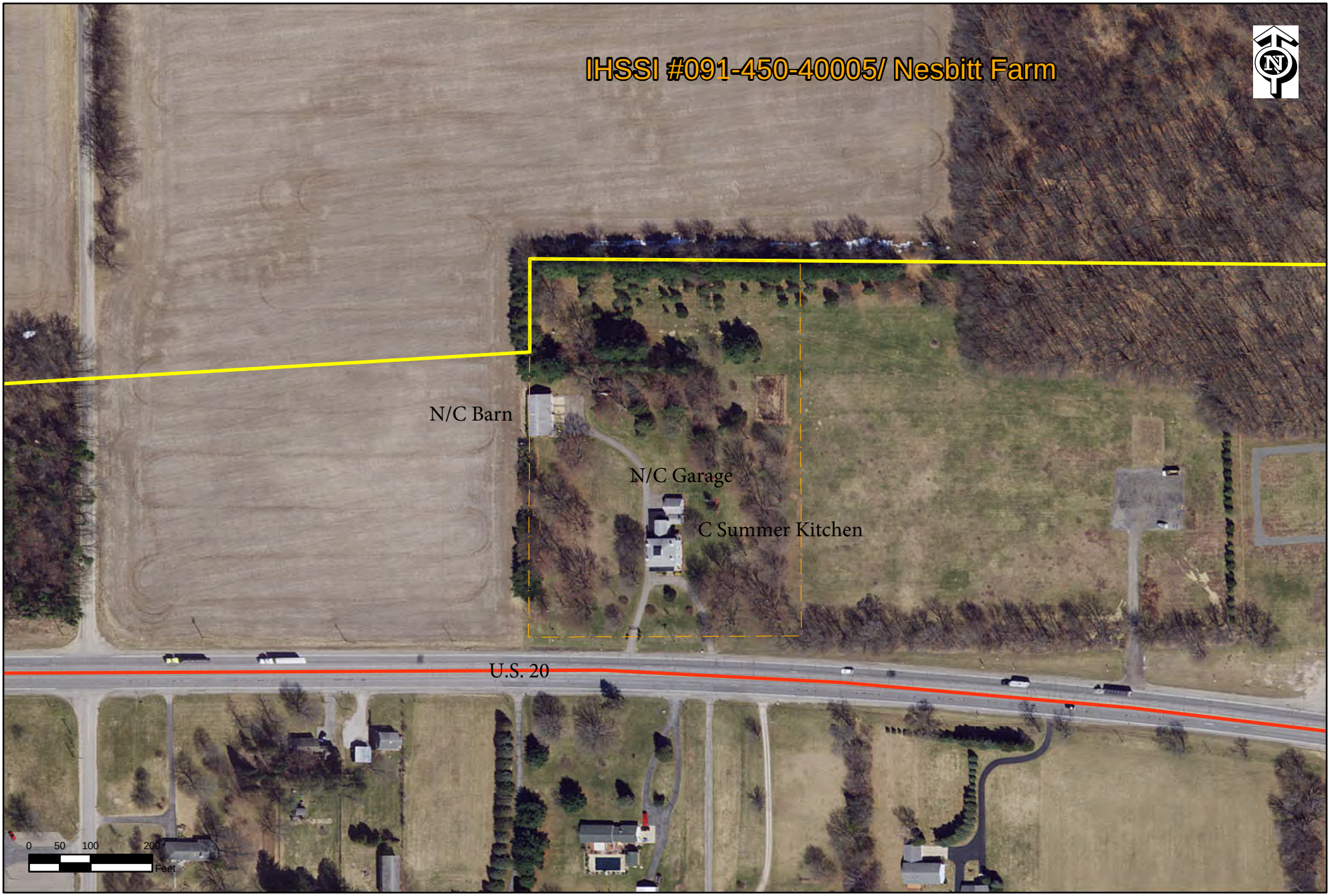
Aerial Map of Recommended NRHP Boundaries
IHSSI #091-606-40004

US 20 Two Way Left Turn Lanes
LaPorte County, Indiana
Des. No. 1702992

APE
Recommended NRHP Boundary
Project Area

D12

Map Source: Indiana Geological Survey (IGS), IndianaMap, 20##
ArcGIS Online (ESRI) World Imagery.



BF&S CIVIL ENGINEERS

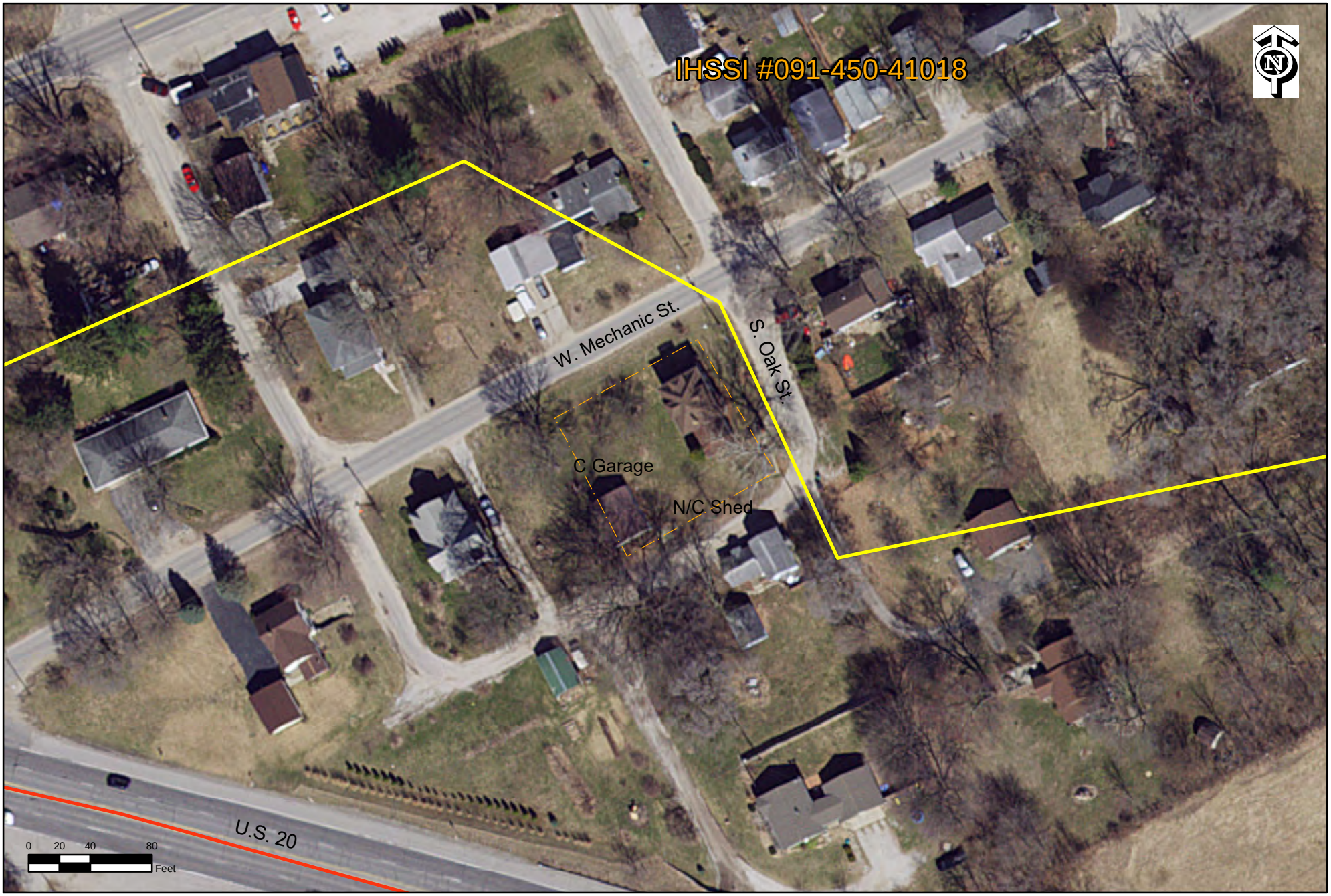
Aerial Map of Recommended NRHP Boundaries
Nesbitt Farm

US 20 Two Way Left Turn Lanes LaPorte County, Indiana
Des. No. 1702992

APE
Recommended NRHP Boundary
Project Area

D13

Map Source: Indiana Geological Survey (IGS), IndianaMap, 20##
ArcGIS Online (ESRI) World Imagery.



BF&S CIVIL ENGINEERS

Aerial Map of Recommended NRHP Boundaries
IHSSI #091-450-41018

US 20 Two Way Left Turn Lanes
LaPorte County, Indiana
Des. No. 1702992

APE
Recommended NRHP Boundary
Project Area

D14

Map Source: Indiana Geological Survey (IGS), IndianaMap, 20##
ArcGIS Online (ESRI) World Imagery.

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

October 26, 2020

This letter was sent to the listed parties.

RE: US 20 Two-Way-Left-Turn-Lane Addition from 4.8 miles east of SR 39 (CR 300 E.) to 7.2 miles east of SR 39 (CR 500 E.), Des. No. 1702992; Kankakee Township, LaPorte County, IN

Dear Consulting Party (see attached list),

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with improvements to US 20 from 4.8 miles east of SR 39 (CR 300 E.) to 7.2 miles east of SR 39 (CR 500 E.), Des. No. 1702992. 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 on US 20 from 4.8 miles east of SR 39 (CR 300 E.) to 7.2 miles east of SR 39 (CR 500 E.) in LaPorte County, Indiana. It is within Kankakee Township, USGS Carlisle and Springville Quadrangles, in Sections 10 and 11, Township 37 North, Range 2 West.

The need of this project is based on the significant increase in the average annual daily traffic (AADT) from 13,624 to 23,203 between 2010 and 2016, an increase of 70% increase. The increase in traffic has caused an increase in crashes and in crash severity. Many of the severe crashes are due to stopped left-turning vehicles in the passing lane. Due to the increased traffic volumes, there are fewer gaps in opposing traffic for left-turning vehicles. This turning movement delay forces left-turning vehicles to stop and to remain stopped for longer periods of time in a through-lane, making them vulnerable to high-speed traffic. Other severe crashes are related to lane departure, primarily crossing the centerline but also running off road to the right. The purpose of this project is to improve safety conditions for vehicle traffic on US 20.

The project proposes to add an approximately 16-foot wide two (2)-way-left-turn lane (TWLTL) to US 20. The two (2)-foot paved shoulder would be expanded to an approximately eight (8)-foot paved shoulder. The project would also install centerline rumble strips, extend edge line rumble strips, consolidate some commercial and residential entries, and replace street signs. Drainage structures would be replaced or extended. Approximately 6.0 acres of permanent right-of-way acquisition is anticipated.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological 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.

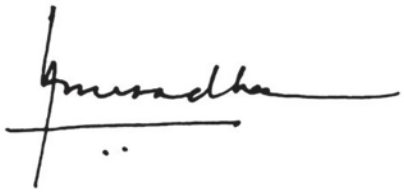
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party, or if you do not respond, you will not be included on the list of consulting parties for this project. If we do not receive your response in the time allotted, the project will proceed consistent with the proposed design and you will not receive further information about the project unless the design changes.

All future responses regarding the proposed project should be forwarded to BF&S at the following address:

Elizabet Biggio
Architectural Historian II
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, IN 46240
ebiggio@bfsengr.com

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:

Topographic map

Distribution List:

Indiana State Historic Preservation Officer
Indiana Landmarks Northern Regional Office
LaPorte County Historian
LaPorte County Historical Society
Northwestern Indiana Regional Planning Commission
LaPorte County Commissioners
LaPorte County Highway Department
Kankakee Township Trustee
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Forest County Potawatomi Community
Shawnee Tribe

Elizabet Biggio

From: Elizabet Biggio
Sent: Monday, October 26, 2020 8:43 AM
To: Slider, Chad (DNR); 'north@indianalandmarks.org'; 'netster@csinet.net'; 'info@laportecountyhistory.org'; 'nirpc@nirpc.org'; 'smatias@laportecounty.org'; 'vkora@laportecounty.org'; 'rmrozinski@laportecounty.org'; 'Dottie.Rosenbaum@gmail.com'; 'ryoung@laportecounty.org'
Subject: FHWA Project: Des. No.1702991; US 20 Two-way-left-turn lane, LaPorte County, Indiana
Attachments: US 20 Corridor_DES 1702992_Section 106 ECL_2020-10-26.pdf

Categories: Filed by Newforma

Des. No.: 1702992
Project Description: US 20 Two-Way-Left-Turn Lane Addition
Location: LaPorte County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a two-way-left-turn-lane (TWLTL) addition on US 20 from 4.8 miles east of SR 39 (CR 300 E.) to 7.2 miles east of SR 39 (CR 500 E.) in LaPorte County, Indiana.

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
LaPorte County Historical Society
Northwestern Indiana Regional Planning Commission
LaPorte County Commissioners
LaPorte County Highway Department
Kankakee Township Trustee
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Forest County Potawatomi Community
Shawnee Tribe

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

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Elizabet Biggio
Architectural Historian

Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302 |
p 317-713-4615 | f 317-713-4616
EBiggio@bfsengr.com | www.BFSEngr.com



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****

Elizabet Biggio

From: Alexander, Kelyn <KAlexander3@indot.IN.gov>
Sent: Monday, October 26, 2020 8:54 AM
To: thpo@estoo.net; Diane Hunter; Matthew.Bussler@pokagonband-nsn.gov; lpappenfort@peoriatribe.com; tonya@shawnee-tribe.com; michael.laronge@fcpotawatomi-nsn.gov
Cc: Allen, Michelle (FHWA); Miller, Shaun (INDOT); Elizabet Biggio
Subject: FHWA Project: Des. No.1702991; US 20 Two-way-left-turn lane, LaPorte County, Indiana
Attachments: US 20 Corridor_DES 1702992_Section 106 ECL_2020-10-26.pdf

Des. No.: 1702992
Project Description: US 20 Two-Way-Left-Turn Lane Addition
Location: LaPorte County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a two-way-left-turn-lane (TWLTL) addition on US 20 from 4.8 miles east of SR 39 (CR 300 E.) to 7.2 miles east of SR 39 (CR 500 E.) in LaPorte County, Indiana.

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
LaPorte County Historical Society
Northwestern Indiana Regional Planning Commission
LaPorte County Commissioners
LaPorte County Highway Department
Kankakee Township Trustee
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Forest County Potawatomi Community
Shawnee Tribe

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

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

comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Kelyn Alexander
Historian
Cultural Resources Office
Environmental Services
100 N. Senate Ave., Room N642-ES
Indianapolis, IN 46204
Email: kalexander3@indot.in.gov

**** Historic Property Report (HPR) guidelines can be found here**

Elizabet Biggio

From: Todd Zeiger <TZeiger@indianalandmarks.org>
Sent: Monday, October 26, 2020 11:44 AM
To: Elizabet Biggio
Subject: Des. No. 1702992, US 20 turn lane

Thank you for the letter of 10/26/20 concerning the above referenced project in LaPorte County. We expect there may be historic buildings in the APE and therefor are interested in consulting party status and look forward to further information as it is developed.

Consider becoming a member .

Todd Zeiger
Director, Northern Regional Office
Indiana Landmarks
801 W. Washington
South Bend, Indiana 46601
Ph. 574-232-4534 x 4
Cell: 574-286-5765
www.indianalandmarks.org

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

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DNR Indiana Department of Natural Resources

Eric Holcomb, Governor
Daniel W. Bortner, Director

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 · www.IN.gov/dnr/historic

November 9, 2020

Elizabet Biggio
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
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 US 20 two-way left turn lane addition from 4.8 miles east of SR 39 (CR 300E) to 7.2 miles east of SR 39 CR 500E), Kankakee Township, LaPorte County Indiana (Des. No. 1702992; DHPA No. 26654)

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 October 26, 2020 review request submittal form which enclosed INDOT's early coordination letter, received the same day for the aforementioned project.

In addition to those INDOT has previously invited to become a consulting party on the Section 106 consultation of this federal undertaking, we recommend adding the Indiana Lincoln Highway Association, Inc. as the original Lincoln Highway passed through Rolling Prairie. Also, 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 Rachel Sharkey, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the US 20 two-way left turn addition in Kankakee Township, LaPorte County (Des. No. 1702992), please refer to DHPA No. 26654.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Elizabet Biggio, Butler, Fairman, & Seufert, Inc.
Debra Parcell, Indiana Lincoln Highway Association, Inc.
Rachel Sharkey, INDNR-DHPA
Danielle Kauffmann, INDNR-DHPA

Elizabet Biggio

From: Jeff Blair <jeffblair87@gmail.com>
Sent: Friday, November 13, 2020 3:37 PM
To: Elizabet Biggio
Subject: Project #1702992 in La Porte County

Dear Elizabet,

We appreciate the need for safety on our Indiana highways and support the efforts to create safer turn lanes off US 20 as outlined in the proposal we received. Please use this letter as support for the project. If there are questions, do not hesitate to reach out.

Jeffrey Blair
President
Indiana Lincoln Highway Association
574-527-4227

HISTORIC PROPERTY REPORT

US 20 Two-Way-Left-Turn-Lane Addition
from 4.8 miles east of SR 39 (CR 250 E.) to
7.2 miles east of SR 39 (CR 500 E.)
Kankakee and Wills townships, LaPorte County, Indiana
Des. No.: 1702992



BF&S
CIVIL ENGINEERS

Elizabet Biggio
Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300
Indianapolis, IN 46240
(317) 713-4615
ebiggio@bfsengr.com
May 24, 2021

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 along US 20 from 4.8 miles east of State Road (SR) 39 (County Road (CR) 300 E.) to 7.2 miles east of SR 39 (CR 500 E.), Kankakee Township and Wills Township, LaPorte 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 (NRHP). The project will utilize funds from the Federal Highway Administration (FHWA), which makes it an undertaking subject to the Section 106 process.

No properties within the APE are currently listed in the NRHP. Three properties identified in the APE are recommended eligible for listing in the NRHP:

IHSSI #091-606-40004 (3046 E. US 20)

IHSSI #091-606-40005/J.P. Nesbitt Farm (3701 E. US 20)

IHSSI #091-450-41018 (202 W. Mechanic St.)

National Register of Historic Places Eligibility Evaluations and Recommendations

There are 76 properties within the APE. Of these 76 properties, 61 will meet the 50-year age criterion at time of project letting (2022), while the remaining 15 have not achieved significance within the past 50 years. A table of 35 "Contributing" properties may be found in Appendix C. The 22 "Non-contributing" properties that will reach 50 years of age by the time of project letting (2022) consist largely of late nineteenth and early twentieth century houses that have been heavily altered.

IHSSI #091-606-40004 (3046 E. US 20): This c. 1860 farm, located in the southwest quadrant of US 20 and CR 300 East is rated "Notable". The house was likely built by Jesse and Abigail Hecker, local farmers who arrived in La Porte County in 1852[19] and lived there until their deaths in 1888.[20] The Heckers' land was divided between their three children, about 80 acres with the house being owned by their daughter Sarah "Sally" Ann Hecker,[21] who died in 1914. According to census records, Sarah leased the land later in her life.[22]



Photo 1: North facade of IHSSI #091-606-40004.

Photo 2: Dairy barn associated with IHSSI #091-606-40004.



In 1880 the farm consisted of 196 acres. The Heckers owned four milch cows and produced 400 pounds of butter. The family also kept sheep, chickens, and pigs. Crops included corn, oats, wheat, potatoes, and apples.[23] According to the 1880 United States Agricultural Census, the average county-wide farm size at this time was 123 acres. LaPorte County contained a total of 8,752 milch cows and produced 600,823 pounds of butter and 2,500 pounds of cheese.[24]

The one-and-one-half story Greek Revival farmhouse has a central passage form with five bays. The house has a rectangular plan and side-gable roof with a simple cornice and short gable returns. The plain frieze is partially obscured on the north facade by a non-historic fascia. The roof has a lower pitch at the rear of the house compared to the front, but has an eave height that is slightly higher. The effect is a saltbox-like appearance. The house's front entry is at

19 Daniels. 755.
20 Geil & Harley, Joseph D Nash, Worley & Bracher, and F Bourquin, *Map of LaPorte Co., Indiana,* (Philadelphia: Geil, Leamings, & Cathcart, Phila.: Worley & Bracher engr, 1862), Map. https://www.loc.gov/item/2013593171/. Accessed 12 November 2020.
21 Joseph D. Norris,, Jr., *Atlas of LaPorte County, Indiana*, (Chicago: W. Wangersheim, Lith. and Map Printer, 1907), 17.
22 "United States Census, 1900," database with images, FamilySearch (https://www.familysearch.org/ark:/61903/1:1:MM1Y-D6S : accessed 10 February 2021), Sarah A Hecker, Kankakee Township, LaPorte, Indiana, United States; citing enumeration district (ED) 54, sheet 9B, family 233, NARA microfilm publication T623 (Washington, D.C.: National Archives and Records Administration, 1972.); FHL microfilm 1,240,384.
23 "United States Agricultural Census, 1880," Jesse Hecker, LaPorte, Indiana, United States, enumeration district ED 88, sheet 1, Indianapolis: Indiana Archives and Records Administration.
24 Ibid., Statistics of Agriculture, Table V., p. 48.



Photo 3: East elevation of IHSSI #091-606-40004.

Photo 4: Garage and two silos located east of the house IHSSI #091-606-40004.



center, with simple entablature surround featuring four sidelights. The door surround also has four narrow, fluted Doric pilasters which extend into the entablature. There is a historic paneled door under a non-historic storm door.

The four windows on the north facade are two-over-two, double hung, with simple wood casings. The windows on the east elevation are narrower, six-over six, except in the rear section which has a one-over-one window. The upper story windows are shorter than on the first story. There is one paired window on the east elevation. On the west elevation there is one basement window, perhaps a coal chute.

There is a concrete-capped brick chimney offset to the east on the ridge line of the roof. The brick foundation has a parge coat of concrete. The house has an enclosed rear shed roof porch.

There is a large early twentieth-century dairy barn to the south of the house. The barn has a gambrel roof with exposed beams and metal cladding. The frame barn has a concrete foundation. There is a hay hood on the south elevation. The barn has square four-light windows, most of which have lost their glazing or are boarded up. There is a one-car, front gable garage to the west of the house. There are also non-contributing/non-historic sheds, grain bins, metal silos, and pole barns on the property dating from the late twentieth century.

IHSSI #091-606-40004 is associated with growth and development patterns in Kankakee Township, which experienced rapid agricultural expansion following European settlement. The large dairy barn more directly connects the property to dairy farming, an important agricultural industry in northern Indiana by the early twentieth century. The farmhouse, barn, and silos are typical of the composition of local dairy farms.[25] It is possible dairy production on the property increased after 1880, however, no evidence has been located to indicate the Hecker Farm specialized in or was an especially large producer of dairy products. The majority of the outbuildings are non-historic. Therefore, this farm does not reveal any additional aspects of mid-nineteenth century life or agriculture. Since this property lacks sufficient significance, it is not recommended eligible under Criterion A.

Research conducted for this document was unable to establish a connection between this property and the lives of historically significant persons. Therefore, the property is not recommended NRHP-eligible under Criterion B. This property exhibits characteristics features of Greek Revival architecture, such as front door surround, cornice, and cornice returns. The integrity of the house is good overall, the largest changes being some window replacements and the rear porch addition. Although more developed than in the mid-1800s, the setting remains

25 Historic Landmarks Foundation, xix-xx.

distinctively rural and agricultural. There are relatively few intact Greek Revival houses in Kankakee Township. Therefore, the property is recommended NRHP-eligible under Criterion C. This property has not yielded, and is not likely to yield, information important in prehistory or history and is not recommended NRHP-eligible under Criterion D.

IHSSI #091-606-40004 is recommended eligible for the NRHP under Criterion C for significance in architecture. The recommended NRHP boundaries are US 20, N. CR 350 E, the southern property line, and the line of trees along the dividing line of the western half of the western half of the southwest quadrant of Section 10 (Appendix A, A7). This boundary includes the house and wooded areas with outbuildings.

IHSSI #091-450-41015/McCarty Farm (4404 N. Byron Street): This c. 1881-1891 Italianate style farm is rated "Notable". The house is on land owned by Ezekial Provolt, one of the early settlers of Rolling Prairie, which was often used as a geographical landmark.[26] The house was likely built by Charles Wesley McCarty. McCarty was a local farmer who at one time owned 400 acres of farmland. McCarty also served two terms as the Kankakee Township trustee.[27] He died in 1907.

The two-and-one-half story frame house has a cross plan and cross gable roof with overhanging eaves. There is biological growth on the cladding, particularly at the corners.[28] The house has a wrap-around porch with a shed roof and wood pillars on the east facade extending around part of the south elevation. There are three bays on the east facade with two-over-two windows, except for the entry in the north bay. The windows have simple frame casings. There is a boarded-up square attic window. The foundation is brick.



Photo 5: Looking southwest at IHSSI #091-450-41015/McCarty Farm from Byron Road.

There is a three-sided bay on the south elevation under the cross gable. The bay features scrolled brackets with a hipped roof and one-over one windows. The windows on the north and south elevations are a mix of two-over-two and one-over-one, except for the four-light attic windows. The side porch at the southwest corner of the house has been enclosed with a flat roof and pivot windows. There is also a low three-car gabled garage attached to the rear of the house. A small frame, hipped roof outbuilding is located west of the house. The building has a four-light square window.

Photo 6: Looking north at IHSSI #091-450-41015/McCarty Farm from Byron Road.



Alterations have been made to the property since the 1988 IHSSI survey. The wrap-around porch has been replaced with a plain porch in

26 Geil & Harley, et. al.
27 Daniels, 677-678.
28 The paint is largely gone on the south elevation and east facade. It is unclear if this is purposeful, e.g. from chemical stripping.

place of one that featured Doric pillars and brackets with pendants. The rear screened-in side porch is enclosed. The historic outbuildings that were identified in the IHSSI survey were removed in the early 2000s, according to aerial photography, including the polygonal corn crib. The remaining historic outbuilding was not marked on the site plan in the survey but appears similar to the milkhouse.



Photo 7: c. 1988 photo of IHSSI #091-450-41015/McCarty Farm with the historic porch *(source SHAARD).*

The McCarty Farm is associated with growth and development patterns of late-nineteenth century Kankakee Township, which experienced rapid expansion due to the railroad economy. However, this property does not reveal any additional aspects of late-nineteenth century agricultural life, as little about patterns of agricultural history is conveyed without the historic outbuildings which comprised the farm. Since this property lacks sufficient significance, it is not recommended eligible under Criterion A. Research conducted for this document was unable to establish a connection between this property and the lives of historically significant persons. Therefore, the property is not recommended NRHP-eligible under Criterion B. This property has few remaining characteristics of Italianate architecture, largely the bracketed bay and overall form/fenestration. The integrity of the house was heavily reduced by the replacement of the porch, which exhibited intricate Italianate details. The loss of the historic outbuildings also decreases the property's integrity as a farmstead. Therefore, the property is recommended not NRHP-eligible under Criterion C for significance in architecture. This property has not yielded, and is not likely to yield, information important in prehistory or history and is not recommended NRHP-eligible under Criterion D.

IHSSI #091-606-40005/J.P. Nesbitt Farm (3701 E. US 20): This Greek Revival/Italianate style farmhouse is rated "Contributing," however, it is recommended the property be reexamined due to the presence of outstanding stylistic details.

The IHSSI appears to refer to James Peter Nesbitt (1847-1927), but the house was likely built by his parents Charles Miner (1810-1884) and Mary Shupp Nesbitt (1820-1903). The Nesbitts arrived in Rolling Prairie from Pennsylvania in 1852. They were founding members of the Rolling Prairie Christian Church (IHSSI #091-450-41011) and had eight children.[29]



Photo 8: Looking north at the Nesbitt Farm from US 20.

The symmetrical, two-story double pile house is clad in common bond brick and has a brick foundation. The brick has been painted. The hipped roof has a center cupola with decorative brackets. There are four two-light cupola windows

29 Daniels, 434.

on the south facade and three two-light windows on the east and west elevations. The roof has wide overhanging eaves with paired decorative scalloped brackets. There is a narrow brick chimney at each corner.



Photo 9: Nesbitt Farmhouse in 1962 *(source: IUPUI, Wilbur Peat Collection).*

The south facade consists of three bays. The center entry has a surround with four sidelights and a transom. The door is flanked by narrow Doric pilasters. The south facade windows are full length, double hung, paired, four-over-six. The second story windows are four-over-four. The openings have limestone sills and lintels.

The east and west elevation each have four six-over-six windows. There are also two three-light basement windows on each of these elevations.

Photo 10: Looking northwest at the Nesbitt Farm from US 20. The summer kitchen is at right.



The house has a rear, one-and-one-half story gabled addition from the west half of the north elevation. There is a shed-roof porch along the eastern half of the elevation. A porch in the northwest corner has been partially enclosed with paired one-over-one windows. There is a brick summer kitchen behind (north of) the house, which has been attached by the one-story addition.[30] The side-gable summer kitchen has overhanging eaves, a brick chimney on the east side, and six-over-six windows with thick casings. There are also a non-historic garage and barn on the property. There is a U-shaped gravel driveway in front of the house. The property around the house has many mature trees.

The full-length front porch has been replaced. From the porch scars visible in the historic photograph, it appears the original porch was one-story (Photo 8). The photograph also shows a stone deck and brick structure. The former porch line has been disguised by the painting of the brick. The existing porch was added between 1962 and 1988 in a simplified Neoclassical style. The flat roof cuts under the historic cornice. The porch is supported by four pillars and two pilasters with a decorative indent down the center. The deck and stairs are concrete. The underside of the porch roof is covered in vinyl. The porch replacement is significant, particularly for a Greek Revival/Italianate style house. However, the house continues to exhibit other high style features, such as the cupola and roof brackets, which are good representations of the Italianate aesthetic. The symmetry, entry

30 The Nesbitt summer kitchen was used in the *La Porte County Interim Report* as a good example of the outbuilding type (p. xxi).

surround, and rectangular, elongated windows are evocative of the Greek Revival style and help establish an earlier date of construction towards the beginning of the popularity of Italianate style architecture in northern Indiana.

The Nesbitt Farm is associated with growth and development patterns of mid-to-late-nineteenth century Kankakee Township, which experienced rapid expansion, particularly following the arrival of the railroad. However, this property does not reveal any additional aspects of nineteenth century life. The summer kitchen is a strong example of its type,[31] but without other outbuildings gives a limited picture of agricultural development. Since this property lacks sufficient significance, it is not recommended eligible under Criterion A. Research conducted for this document was unable to establish a connection between this property and the lives of historically significant persons. Therefore, the property is not recommended NRHP-eligible under Criterion B. This property exhibits characteristics features of Greek Revival and Italianate style architecture, such as front door surround, elongated windows, cupola, and decorative brackets. The integrity of the house has been damaged by the replacement of the porch, however, the house continues to express a transition between its architectural styles. There are relatively few intact Greek Revival houses in Kankakee Township. Although more developed than in 1865, the setting remains distinctively rural and agricultural. Therefore, the property is recommended NRHP-eligible under Criterion C. This property has not yielded, and is not likely to yield, information important in prehistory or history and is not recommended NRHP-eligible under Criterion D.

The Nesbitt Farm is recommended eligible for the NRHP under Criterion C for significance in architecture. The recommended NRHP boundaries are the southern, western, and northern property lines and the tree line to the east of the house. This boundary includes the house, outbuildings, and yard trees (Appendix A, A5).

IHSSI #091-450-41018 (202 W. Mechanic St.): This c. 1920 American Foursquare located in Rolling Prairie is rated “Notable”. The two-and-one-half story frame house sits on a rusticated concrete block foundation. The house has a hipped roof with wide overhanging eaves and a hipped roof dormer on each elevation. The dormers have paired six-light windows flanked by small Doric pilasters on both sides of the corners. The house has a rear brick chimney.

The house has a full-length hipped roof front porch. The porch has two large pillars with decorative recessions and diamond decorations above the capital. There is a row of dentils above the plain frieze. The rail has been replaced with a short, vinyl half-wall and door surround.



Photo 11: Looking west at IHSSI #091-450-41018.

The house has two bays on the north facade. The entry is in the west bay. The windows are aluminum, one-over-one, with wood casings. There is a simple wood belt course between the stories. On the west elevation there is an arched window with a wooden keystone ornament

31 Historic Landmarks Foundation, xxi.



Photo 12: Looking southeast IHSSI #091-450-41018.

between stories. There are two single-light horizontal basement windows on the east and west elevations. The house has a shallow three-sided bay on the east elevation. The bay has a hipped roof and a sliding window[32] flanked by one-over-one windows.

The house has a one-story rear gabled addition which approximately matches the original section in cladding and details. The addition has a rear flat-roof porch. The house sits on a large corner lot. There are also a late twentieth-century shed and garage southwest of the house. The garage has a metal, gabled roof and six-over-six windows.

IHSSI #091-450-41018 was constructed during the growth of Rolling Prairie alongside the newly-forming highway system in the early twentieth century. However, this house is not individually demonstrative of patterns in early-twentieth century life in a small community. Since this property lacks sufficient significance, it is not recommended eligible under Criterion A. Research conducted for this document was unable to establish a connection between this property and the lives of historically significant persons. Therefore, the property is not recommended NRHP-eligible under Criterion B. This property is an excellent example of an American Foursquare, exhibiting characteristic features such as the roof dormers, porch posts and cornice, and side bay. The integrity of the house is good overall, the largest changes being window replacements and the rear addition. Although new houses have been added and nearby US 20 widened, the small town setting remains largely intact. Therefore, the property is recommended NRHP-eligible under Criterion C for significance in architecture. This property has not yielded, and is not likely to yield, information important in prehistory or history and is not recommended NRHP-eligible under Criterion D.

IHSSI #091-450-41018 is recommended eligible for the NRHP under Criterion C. The recommended boundaries consist of the existing property lines, J.W. Walker's First Addition, Lot 7 & E 1/2 Lot 8. This boundary includes the house, garage, and yard (Appendix A, A6).

Conclusions

The APE does not contain any properties currently listed in the NRHP. As a result of identification and evaluation efforts for this project, three properties are recommended eligible for listing in the NRHP:

IHSSI #091-606-40004 (3046 E. US 20)

IHSSI #091-606-40005/Nesbitt Farm (3701 E. US 20)

IHSSI #091-450-41018 (202 W. Mechanic St.)

32 The sliding window is a replacement since the 1988 IHSSI photographs.

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 296-0799

Eric Holcomb, Governor
Joe McGuinness, Commissioner

May 24, 2021

This letter was sent to the listed parties.

RE: US 20 Two-Way-Left-Turn-Lane Addition from 4.8 miles east of SR 39 (CR 250 E.) to 7.2 miles east of SR 39 (CR 500 E.), Des. No. 1702992; DHPA No. 26654, LaPorte County, IN

Dear Consulting Party (see attached list),

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with improvements to US 20 from 4.8 miles east of SR 39 (CR 250 E.) to 7.2 miles east of SR 39 (CR 500 E.), Des. No. 1702992.

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 and archaeological properties. 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.

A Section 106 early coordination letter was distributed on October 26, 2020. Please note the project area has been revised and extends approximately 0.60 mile further west and terminates approximately 0.10 mile further west than depicted in the early coordination letter.

The proposed undertaking is on US 20 from 4.8 miles east of SR 39 (CR 300 E.) to 7.2 miles east of SR 39 (CR 500 E.) in LaPorte County, Indiana. It is within Kankakee and Willis townships, USGS New Carlisle and Springville Quadrangles, in Sections 10 and 11, Township 37 North, Range 2 West.

The need of this project is based on the significant increase in the average annual daily traffic (AADT) from 13,624 to 23,203 between 2010 and 2016, an increase of 70%. The increase in traffic has caused an increase in crashes and in crash severity. Many of the severe crashes are due to stopped left-turning vehicles in the passing lane. Due to the increased traffic volumes, there are fewer gaps in opposing traffic for left-turning vehicles. This turning movement delay forces left-turning vehicles to stop and to remain stopped for longer periods of time in a through-lane, making them vulnerable to high-speed traffic. Other severe crashes are related to lane departure, primarily crossing the centerline but also running off road to the right. The purpose of this project is to improve safety conditions for vehicle traffic on US 20.

The project proposes to add an approximately 16-foot wide two (2)-way-left-turn lane (TWLTL) to US 20. The two (2)-foot paved shoulder would be expanded to an approximately eight (8)-foot paved shoulder. The project would also install centerline rumble strips, extend edge-line rumble strips, extend existing pipe culverts, and

replace street signs. Drainage structures would be replaced or extended. Some commercial and residential entries to US 20 would be eliminated, including at Michigan Street and at E. Lynn Street/W. Mechanic Street in Rolling Prairie. The intersection of Byron Road and W. Michigan Street would be repaved. Approximately 6.0 acres of permanent right-of-way acquisition is anticipated.

Butler, Fairman, & Seufert (BF&S) is under contract with the INDOT to advance the environmental documentation for the referenced project. NS Services has been subcontracted to complete the archaeological documentation for the 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, the following three (3) properties are recommended eligible for listing in the NRHP: (1) **IHSSI #091-606-40004** (3046 E. US 20); (2) **IHSSI #091-450-40005/J.P. Nesbitt Farm** (3701 E. US 20); and (3) **IHSSI #091-450-41018** (202 W. Mechanic Street).

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://erms.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 with your request as soon as you can.

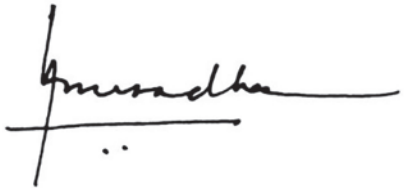
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

All future responses regarding the proposed project should be forwarded to BF&S at the following address:

Elizabet Biggio
Architectural Historian II
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, IN 46240
ebiggio@bfsengr.com

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:
Historic Property Report

Distribution List:
Indiana State Historic Preservation Officer
Indiana Landmarks Northern Regional Office
Indiana Lincoln Highway Association
Livinghouse Farms, Inc. (owners of IHSSI ##091-606-40004)
Duane and Alicia L. Clarich (owners of the Nesbitt Farm)

Elizabet Biggio

From: Elizabet Biggio
Sent: Monday, May 24, 2021 1:28 PM
To: Kauffmann, Danielle; rsharkey@dnr.in.gov; Todd Zeiger; jeffblair87@gmail.com
Cc: Alexander, Kelyn; SBranigin@indot.IN.gov; Anuradha Kumar; Hannah Deguch
Subject: FHWA Project: Des. No.1702992; US 20 Two-way-Left-Turn Lane, LaPorte County, Indiana; Historic Property Report
Attachments: US 20 Corridor_DES 1702992_Post ECL Report Distribution_2021-05-24.pdf

Categories: Filed by Newforma

Des. No.: 1702992
Project Description: Two-way-Left-Turn Lane Addition
Location: LaPorte County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a two-way-left-turn-lane addition on US 20 from 4.8 miles east of SR 39 (CR 300 E.) to 7.2 miles east of SR 39 (CR 500 E.) in LaPorte County, Indiana. The Section 106 Early Coordination Letter for this project was originally distributed on October 26, 2020.

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

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

Elizabet Biggio
Architectural Historian

Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302 |
p 317-713-4615 | f 317-713-4616
EBiggio@bfsengr.com | www.BFSEngr.com

Elizabet Biggio

From: Jeff Blair <jeffblair87@gmail.com>
Sent: Monday, May 24, 2021 2:35 PM
To: Elizabet Biggio; 'Kauffmann, Danielle'; rsharkey@dnr.in.gov; 'Todd Zeiger'
Cc: 'Alexander, Kelyn'; SBranigin@indot.IN.gov; 'Anuradha Kumar'; Hannah Deguch; Bev Gillespie
Subject: RE: FHWA Project: Des. No.1702992; US 20 Two-way-Left-Turn Lane, LaPorte County, Indiana; Historic Property Report

Dear Elizabeth,

Thank you for the inquiry. The work in this section of US 20 does not conflict with what we typically mark and drive as the original Lincoln Highway. The easternmost portion of the Lincoln Highway in this area exits off US 20 just prior to the intersection of US 20 and IN 2 along Oak Knoll Rd, so the proposed work remains north of our path. Again, thank you for the inquiry!

Jeff Blair, President
Indiana Lincoln Highway Association
574-527-4227

DNR Indiana Department of Natural Resources

Eric Holcomb, Governor
Daniel W. Bortner, Director

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 · www.IN.gov/dnr/historic

June 10, 2021

Elizabet Biggio
Butler, Fairman, & Seuftert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, Indiana 46240

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

Re: Historic property report (Biggio, 5/24/2021) for the US 20 two-way left turn lane addition from 4.8 miles east of SR 39 (CR 300E) to 7.2 miles east of SR 39 (CR 500E), LaPorte County, Indiana (Des. No. 1702992; DHPA No. 26654)

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 May 24, 2021, review request submittal form, which enclosed the aforementioned historic property report ("HPR"; Biggio, 5/24/2021), received the same day, for this project in Kankakee and Willis townships, LaPorte County, Indiana.

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

For the purposes of the Section 106 review of this federal undertaking, we agree with the conclusions of the HPR that the farm at 3046 US 20 (Indiana Historic Sites and Structures Inventory ["IHSSI"] #091-606-40004, the J.P. Nesbitt Farm at 3701 US 20 (IHSSI #091-606-40005), and the house at 202 W. Mechanic Street (IHSSI #091-450-41018) are eligible for inclusion in the National Register of Historic Places ("NRHP"). We agree that there are no other historic properties listed or eligible for inclusion in the NRHP within the project's APE.

We note in INDOT's distribution letter that the report of investigations of archaeological resources will be forthcoming. Once the indicated information is received, the Indiana SHPO will resume identification and evaluation procedures for this project. Please keep in mind that additional information may be requested in the future.

The Indiana SHPO staff's archaeological reviewer for this project is Rachel Sharkey, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the US 20 two-way left turn lane addition in LaPorte County (Des. No. 1702992), please continue to refer to DHPA No. 26654.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Elizabet Biggio, Butler, Fairman, & Seufert, Inc.
Indiana Landmarks, Northern Regional Office
Indiana Lincoln Highway Association
Danielle Kauffmann, DNR-DHPA
Rachel Sharkey, DNR-DHPA

INDIANA ARCHAEOLOGICAL SHORT REPORT

State Form 54566 (R2 / 11-20)

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	9/10/2021

Title of project
A Phase Ia Archaeological Field Reconnaissance for the Construction of a Two-way Left Turn Lane on US 20 from 4.8 miles east of SR 39 (CR 300E) to 7.2 miles east of SR 39 (CR 500E), in LaPorte County, Indiana (INDOT Des. No. 1702992).

This document is being used to report on the results of:
☐ Records check only ☒ Records check and Phase Ia 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 project includes the construction of a 16-foot wide, two-way left-turn lane through the length of the project area, the addition of centerline rumble strips, the consolidation of access points around commercial and residential entrances, the widening of existing outside shoulders from 2-foot wide paved shoulders widths to 8-foot wide paved shoulders, the perpetuation of the edge line rumble strips, and the replacement of street signs where necessary. Drainage structures within the project area will be replaced or extended to accommodate the widening. Some commercial and residential entries to US 20 will be eliminated, including at Michigan Street and at E. Lynn Street/W. Mechanic Street in Rolling Prairie. The intersection of Byron Road and W. Michigan Street will be repaved. Maintenance of Traffic will consist of reducing the road to one lane of traffic in each direction with shifted lanes to allow for phased construction.

The need for this project is based on the significant increase in the average annual daily traffic from 13,624 to 23,203 between 2010 and 2016, an increase of 70%. The increase in traffic has caused an increase in crashes and in crash severity. Many of the severe crashes are due to stopped left-turning vehicles in the passing lane. Due to the increased traffic volumes, there are fewer gaps in opposing traffic for left-turning vehicles. This turning movement delay forces left-turning vehicles to stop and to remain stopped for longer periods of time in a through-lane, making them vulnerable to high-speed traffic. Other severe crashes are related to lane departure, primarily crossing the centerline but also running off road to the right. The purpose of this project is to improve safety conditions for vehicle traffic on US 20.

Although this project will require only about 3.34 acres of new permanent and temporary right-of-way (ROW), the survey area for this study encompasses approximately 42.42 acres of property and includes both the new permanent and temporary ROW and the existing ROW.

INDOT designation number(s)	Project number	DHPA number	DHPA plan number
1702992	21322a		

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

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 South Cobblestone Drive, Zionsville, Indiana 46077

Telephone number	E-mail address
(317)773-2774	j.plunkett@nsenvservices.com

Signature of principal investigator *(Required)*	Date *(month, day, year)*
Jeffrey A. Plunkett	9/10/2021

Phase Ia archaeological reconnaissance *(Check all that apply.)*

- ☐ No Phase Ia reconnaissance was conducted.
- ☒ Phase Ia 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 Ia 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
40	

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 utilties (i.e. gas, telephone, water, and sewer); the construction of drainage provisions, and residential landscaping.

Actual area surveyed *(hectares)*	Actual area surveyed *(acres)*
17.17	42.42

Explain results of fieldwork.

Although the survey area consisted of a total of approximately 42.42 acres of property, 39.78 acres of this area were visually determined to have been previously disturbed. As a result, only about 2.64 acres were examined by pedestrian survey or shovel probes. The typical profile of the shovel probes excavated during this study consisted of either 20-25 cm of very dark brown (10YR 2/2) to dark brown (10YR 3/3) silt loam over a subsoil consisting of dark yellowish brown (10YR 4/4) clay loam or 20-25 cm of black (10YR 2/1) loam over a subsoil consisting of dark yellowish brown (10YR 4/4) sandy loam.

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 Ia archaeological reconnaissance is recommended.
- ☐ 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 Ia archaeological reconnaissance *(Check all that apply.)*

- ☒ It is recommended that the project be allowed to proceed as planned because the Phase Ia 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 Ic archaeological subsurface reconnaissance be conducted before the project is allowed to proceed. The Phase Ia 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

- ☒ Figure showing project location within Indiana
- ☒ USGS topographic map showing the project area *(1:24,000 scale)*
- ☒ Aerial photograph showing the project area, land use and survey methods
- ☒ Photographs of the project area, including, if applicable, photographs documenting disturbances
- ☐ Project plans *(if available)*

Other attachments

Table 1. Previous archaeological studies located in or within one mile of the project.

References cited *(See short report instructions for required references to be consulted.)*

Arnold, Craig R.
2016 Archaeological Records Check and Phase Ia Reconnaissance for New Interchange Construction at US 20 and SR 2 near the Town of Rolling Prairie, Wills Township, LaPorte County, Indiana, Des. No. 1383614. Weintraut & Associates, Zionsville, Indiana. Prepared for The Troyer Group, Mishawaka, Indiana.

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 296-0799

Eric Holcomb, Governor
Joe McGuinness, Commissioner

September 17, 2021

This letter was sent to the listed parties.

RE: US 20 Two-Way-Left-Turn-Lane Addition from 4.8 miles east of SR 39 (CR 250 E.) to 7.2 miles east of SR 39 (CR 500 E.), Des. No. 1702992; DHPA No. 26654, LaPorte County, IN

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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 and archaeological properties. 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.

A Section 106 early coordination letter was distributed on October 26, 2020. A historic property report (HPR) was distributed on May 24, 2021.

The proposed undertaking is on US 20 from 4.8 miles east of SR 39 (CR 300 E.) to 7.2 miles east of SR 39 (CR 500 E.) in LaPorte County, Indiana. It is within Kankakee and Wills townships, USGS New Carlisle and Springville Quadrangles, in Sections 10 and 11, Township 37 North, Range 2 West.

The need of this project is based on the significant increase in the average annual daily traffic (AADT) from 13,624 to 23,203 between 2010 and 2016, an increase of 70%. The increase in traffic has caused an increase in crashes and in crash severity. Many of the severe crashes are due to stopped left-turning vehicles in the passing lane. Due to the increased traffic volumes, there are fewer gaps in opposing traffic for left-turning vehicles. This turning movement delay forces left-turning vehicles to stop and to remain stopped for longer periods of time in a through-lane, making them vulnerable to high-speed traffic. Other severe crashes are related to lane departure, primarily crossing the centerline but also running off road to the right. The purpose of this project is to improve safety conditions for vehicle traffic on US 20.

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replace street signs. Drainage structures would be replaced or extended. Some commercial and residential entries to US 20 would be eliminated, including at Michigan Street and at E. Lynn Street/W. Mechanic Street in Rolling Prairie. The intersection of Byron Road and W. Michigan Street would be repaved. Maintenance of Traffic (MOT) would consist of reducing the road to one lane of traffic in each direction with shifted lanes to allow for phased construction. Approximately 3.34 acres of permanent and 0.34 acre of temporary right-of-way acquisition is anticipated.

Butler, Fairman, & Seufert (BF&S) is under contract with the INDOT to advance the environmental documentation for the referenced project. NS Services has been subcontracted to complete the archaeological documentation for the 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, the following three (3) properties are recommended eligible for listing in the NRHP: (1) **IHSSI #091-606-40004** (3046 E. US 20); (2) **IHSSI #091-450-40005/J.P. Nesbitt Farm** (3701 E. US 20); and (3) **IHSSI #091-450-41018** (202 W. Mechanic Street).

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards did not identify any sites within project area. As a result of these efforts, no sites were recommended eligible for listing in the NRHP and no further work was recommended.

The Archaeology Report (Tribes only) is available for review in IN SCOPE at http://erms.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 with your request as soon as you can.

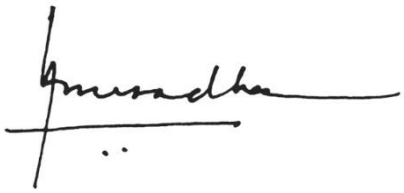
Please review the information and comment within thirty (30) calendar days of receipt. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

All future responses regarding the proposed project should be forwarded to BF&S at the following address:

Elizabet Biggio
Architectural Historian II
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, IN 46240
ebiggio@bfsengr.com

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:
Archaeology Report (Tribes only)

Distribution List:
Indiana State Historic Preservation Officer
Indiana Landmarks Northern Regional Office
Indiana Lincoln Highway Association
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Forest County Potawatomi Community
Shawnee Tribe

Elizabet Biggio

From: Elizabet Biggio
Sent: Friday, September 17, 2021 11:52 AM
To: Kauffmann, Danielle; Rachel Sharkey; 'Todd Zeiger'
Cc: 'Coon, Matthew'; Alexander, Kelyn; Miller, Shaun (INDOT); SBranigin@indot.IN.gov; Jacob Goodman
Subject: FHWA Project: Des. No.1702992; Archaeology Report; US 20 Two-way-Left-Turn Lane, LaPorte County, Indiana

Categories: Filed by Newforma

Des. No.: 1702992
Project Description: Two-way-Left-Turn Lane Addition
Location: LaPorte County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a two-way-left-turn-lane addition on US 20 from 4.8 miles east of SR 39 (CR 300 E.) to 7.2 miles east of SR 39 (CR 500 E.) in LaPorte County, Indiana. The Section 106 Early Coordination Letter for this project was originally distributed on October 26, 2020. A historic property report (HPR) was distributed on May 24, 2021.

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 (Tribes only).

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

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

Elizabet Biggio
Architectural Historian

Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302 |
p 317-713-4615 | f 317-713-4616
EBiggio@bfsengr.com | www.BFSEngr.com

Elizabet Biggio

From: Coon, Matthew <mcoon@indot.IN.gov>
Sent: Friday, September 17, 2021 12:04 PM
To: 'thpo@estoo.net'; 'michael.laronge@fcpotawatomi-nsn.gov'; Diane Hunter; kstand@peoriatribe.com; 'Matthew.Bussler@pokagonband-nsn.gov'; tonya@shawnee-tribe.com
Cc: Carmany-George, Karstin (FHWA); Miller, Shaun (INDOT); Elizabet Biggio
Subject: FW: FHWA Project: Des. No.1702992; Archaeology Report; US 20 Two-way-Left-Turn Lane, LaPorte County, Indiana

Des. No.: 1702992
Project Description: Two-way-Left-Turn Lane Addition
Location: LaPorte County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a two-way-left-turn-lane addition on US 20 from 4.8 miles east of SR 39 (CR 300 E.) to 7.2 miles east of SR 39 (CR 500 E.) in LaPorte County, Indiana. The Section 106 Early Coordination Letter for this project was originally distributed on October 26, 2020. A historic property report (HPR) was distributed on May 24, 2021.

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 (Tribes only).

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

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

Matt Coon
Archaeologist, Cultural Resources Office
Indiana Department of Transportation
100 North Senate Ave., **N758-Environmental Services**
Indianapolis, IN 46204
Phone: **317-697-9752**

DNR Indiana Department of Natural Resources

Eric Holcomb, Governor
Daniel W. Bortner, Director

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 · www.IN.gov/dnr/historic

October 12, 2021

Elizabet Biggio
Architectural Historian II
Butler, Fairman, & Seuftert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, Indiana 46240

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

Re: Archaeological short report (Plunkett, 9/10/2021) for the US 20 two-way left turn lane addition from 4.8 miles east of SR 39 (CR 300E) to 7.2 miles east of SR 39 (CR 500E), LaPorte County, Indiana (Des. No. 1702992; DHPA No. 26654)

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 September 17, 2021, review request submittal form, which enclosed the aforementioned archaeological report, received the same day for this project in Kankakee and Willis townships, LaPorte County, Indiana.

As previously indicated, for the purposes of the Section 106 review of this federal undertaking, we agree that the farm at 3046 US 20 (Indiana Historic Sites and Structures Inventory ["IHSSI"] #091-606-40004, the J.P. Nesbitt Farm at 3701 US 20 (IHSSI #091-606-40005), and the house at 202 W. Mechanic Street (IHSSI #091-450-41018) are eligible for inclusion in the National Register of Historic Places ("NRHP"). We agree that there are no other historic properties listed or eligible for inclusion in the NRHP within the project's APE.

In terms of archaeology, no currently known archaeological resources eligible for inclusion in the National Register of Historic Places have been recorded within the proposed project area. A review of our records and the recently submitted archaeological short report (Plunkett, 9/10/2021) indicates there is one archaeological site (12-Le-0257) adjacent to the proposed project. The site was first documented during a Phase Ia reconnaissance (Wappenstein and Plunkett, 1998) for Des. No. 9407140 and partially destroyed by those project activities. A review of the most recent archaeological short report indicates that no additional archaeological resources were identified within the proposed project area. Therefore, we concur with the recommendation that no further archaeological reconnaissance is necessary for the proposed project.

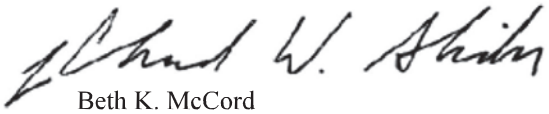
If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. 800.

Additionally, we note that portions of the proposed project area lie within 100 feet of the Rolling Prairie Cemetery (CR-46-43). Please note that if any portion of the proposed project area is within 100 feet of a cemetery, then a cemetery development plan may be necessary under IC 14-21-1-26.5. The aforementioned cemetery must be avoided by all project 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 Rachel Sharkey, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the US 20 two-way left turn lane addition in LaPorte County (Des. No. 1702992), please continue to refer to DHPA No. 26654.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:RAS:ras

emc: Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Elizabet Biggio, Butler, Fairman, & Seufert, Inc.
Indiana Landmarks, Northern Regional Office
Indiana Lincoln Highway Association
Danielle Kauffmann, DNR-DHPA
Rachel Sharkey, DNR-DHPA

Pokégnek Bodéwadmik
POKAGON BAND OF POTAWATOMI
HISTORY & CULTURE CENTER

10/15/2021

Shaun Miller
INDOT
smiller@indot.in.gov

FHWA Project Des. No. 1702992

Dear Responsible Party:

Migwetth 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 a known historic site or feature that is considered sensitive or recorded in the Pokagon Band Historic Inventory Database. I have made the determination that this undertaking 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

EASTERN SHAWNEE
CULTURAL PRESERVATION DEPARTMENT
70500 East 128 Road, Wyandotte, OK 74370

November 1, 2021
INDOT - Indiana Department of Transportation
100 N. Senate Ave. IGCN642
Indianapolis, IN 46201

RE: ***Des No 1702992, LaPorte County, Indiana***

Dear Mr. Coon,

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

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

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

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

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

Section 106 Effects Report

US 20 Two-Way-Left-Turn-Lane Addition
from 4.8 miles east of SR 39 (CR 250 E.) to 7.2 miles east of SR 39 (CR 500 E.)
Kankakee and Wills townships, LaPorte County, IN
Des. No. 1702992

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

December 17, 2021

Introduction

The Indiana Department of Transportation (INDOT)-LaPorte District is planning improvements to US 20 in LaPorte County between 4.8 miles east of SR 39 (CR 300 E.) and 7.2 miles east of SR 39 (CR 500 E.); Des 1702992. Butler, Fairman, and Seufert (BF&S) is under contract with INDOT to advance the environmental documentation for the referenced project. NS Services was subcontracted to complete the archaeological documentation for the project.

The proposed undertaking is on US 20 from 4.8 miles east of SR 39 (CR 300 E.) to 7.2 miles east of SR 39 (CR 500 E.) in LaPorte County, Indiana. It is within Kankakee and Wills townships on the USGS New Carlisle and Springville Quadrangles, in Sections 10 and 11, Township 37 North, Range 2 West. US 20 is a four-lane, east-west principal arterial with a speed limit of 55 miles per hour. The road currently carries two 12-foot lanes of traffic in each direction and has a 2.5-foot wide paved median and 2-foot wide paved shoulders.

The proposed project consists of the construction of a 16-foot wide two-way left-turn lane (TWLTL) through the length of the project area, the addition of centerline rumble strips, the consolidation of access points around commercial and residential entrances, the widening of existing outside paved shoulders to 8 feet, the perpetuation of the edge line rumble strips, and the replacement of street signs where necessary. Drainage structures within the project area will be extended or replaced where needed. Some commercial and residential entries to US 20 will be eliminated, as will the intersection of US 20 and E. Lynn Street/W. Mechanic Street in Rolling Prairie. The intersection of Byron Road and W. Michigan Street will be repaved. Maintenance of Traffic (MOT) will consist of reducing the road to one lane of traffic in each direction with shifted lanes to allow for phased construction.

A Cemetery Development Plan for the Rolling Prairie Cemetery was previously anticipated. However, it has been determined that the intersection of W. Michigan Street and US 20 will remain open, and therefore a cul-de-sac at the west end of W. Michigan Street will not be necessary. Without the construction of the cul-de-sac, there will not be any new ground disturbance within 100 feet of the cemetery. W. Michigan Street will be repaved at its existing width and no other work will take place within 100 feet of the cemetery. Therefore, it is anticipated the project will be exempt from the requirement for a Cemetery Development plan per IC 14-21-1-26.5(c)(2).

The project is approximately 2.4 miles long. Approximately 2.7 acres of permanent and 0.34 acre of temporary right-of-way (ROW) acquisition will be required. Permanent lighting will not be added or altered. Temporary lighting may be required for nighttime work. Project construction is anticipated to start in the Spring of 2023.

The need for this project is based on the significant increase in the average annual daily traffic (AADT) on US 20 from 13,624 vehicles per day (VPD) to 23,203 VPD between 2010 and 2016, an increase of 70%. The increase in traffic has caused an increase in crashes and in crash severity. Many of the severe crashes are due to stopped vehicles waiting to turn left in the passing lane. With the increased traffic volumes, there are fewer gaps in opposing traffic for left-turning vehicles. This turning movement delay forces left-turning vehicles to stop and to remain stopped for longer periods of time in a through-lane, making them vulnerable to high-speed traffic. Other severe crashes are related to lane departure, primarily crossing the centerline but also running off the road to the right. The purpose of this project is to improve safety conditions for vehicular traffic on US 20.

Historic Properties

The May 24, 2021 Historic Property Report (HPR) completed by BF&S recommended three properties eligible for the National Register of Historic Places (National Register):

IHSSI #091-606-40004 (3046 E. US 20)
IHSSI #091-606-40005/J.P. Nesbitt Farm (3701 E. US 20)
IHSSI #091-450-41018 (202 W. Mechanic St.)

The Indiana State Historic Preservation Officer (SHPO) concurred with the recommendations on June 10, 2021. Indiana Landmarks and the Indiana Lincoln Highway Association also responded to consulting party invitation but did not provide comments on historic properties.

IHSSI #091-606-40004 (3046 E. US 20) is a c. 1860 farm located in the southeast quadrant of US 20 and CR 300 East. The one-and-one-half story Greek Revival farmhouse has a central passage form with five bays. There is a large early twentieth-century dairy barn to the south of the house. The property includes a front gable garage to the west of the house, as well as non-contributing/non-historic sheds, grain bins, metal silos, and pole barns. The property boundaries are US 20, N. CR 300 E., the southern property line, and the line of trees along the dividing line of the western half of the western half of the southwest quadrant of Section 10. IHSSI #091-606-40004 is eligible for the National Register under Criterion C for significance in architecture.

IHSSI #091-606-40005/J.P. Nesbitt Farm (3701 E. US 20) consists of a c. 1865 Greek Revival/Italianate style farmhouse. The symmetrical, two-story double pile house is clad in common bond brick and has a hipped roof with a center cupola. There is a brick summer kitchen behind (north of) the house, which has been attached to the house through a one-story addition. The house is approximately 135 feet north of US 20 and has a maintained lawn. There are also a non-historic garage and barn on the property. The house has a semicircular driveway with a gate on either end. The property boundaries are the southern, western, and northern property lines and the tree line to the east of the house. The southern property line is between 20 and 35 feet north of the existing pavement. This boundary includes the house, outbuildings, and yard trees. The J.P. Nesbitt Farm is eligible for the National Register under Criterion C for significance in architecture.

IHSSI #091-450-41018 (202 W. Mechanic St.) is a c. 1920 American Foursquare located in Rolling Prairie. The two-and-one-half story frame house has a hipped roof with wide overhanging eaves and a hipped roof dormer on each elevation. The house has a one-story rear gabled addition. There are also a late twentieth-century shed and garage southwest of the house. The property boundaries consist of the existing property lines, J.W. Walker's First Addition, Lot 7 & E 1/2 Lot 8. IHSSI #091-450-41018 is eligible for the National Register under Criterion C for significance in architecture.

In regard to archaeology, a Phase Ia archaeological reconnaissance conducted by NS Services on August 5-6, 2021 located no archaeological resources and no further work was recommended in the resulting archaeological report (August 11, 2021). The SHPO concurred with the recommendations of the archaeological report on October 12, 2021.

Effects to Historic Properties

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."

Application of the criteria of adverse effect defined in 36 CFR § 800.5(a)(1), finds the proposed project's potential effects are not likely to be described in 36 CFR § 800.5(a)(2)(i), (ii), (iii), (vi), or (vii). The application of adverse effect, focusing on 36 CFR § 800.5(a)(2)(iv), and (v) follows:

IHSSI #091-606-40004 (3046 E. US 20): No ROW will be acquired from IHSSI #091-606-40004. The property's use will not change and no physical impacts to the property will occur. The project will widen US 20 in front of the farmhouse. The house is currently located approximately 90 feet south of the existing pavement, and the road will remain at the same distance after project completion. The viewshed from the front of the house towards US 20 will change as a result of the pavement widening. Some trees may be removed from surrounding properties. These changes in the property's setting will not significantly reduce the rural feeling and will not interfere with the farm's ability to convey its significance in architecture under Criterion C.

IHSSI #091-606-40005/J.P. Nesbitt Farm (3701 E. US 20): Approximately 0.07 acre (2,931 square feet) of permanent and 0.20 acre (8,960 square feet) of temporary ROW will be acquired from the Nesbitt Farm. This will result in the reduction of the front lawn by approximately 10-12 feet. The edge of pavement will move approximately 18-19 feet closer to the house (compared to the existing distance of 135 feet). The property line will move a maximum of approximately 30 feet north at the western property line, decreasing until it meets the existing property line near the eastern driveway. The existing roadside ditch will be moved approximately 18 feet to the north, closer to the house, to accommodate the widened road. The new ditch will be slightly deeper than the existing ditch. The existing utility pole in the ROW in front of the house will be removed and the overhead utilities relocated to the south side of US 20. No trees will be removed from the property. Some bushes and shrubs near the driveway will be removed and replaced. The driveway gates will not be impacted. The temporary ROW will be used for grading and to reconstruct the two driveway entrances in front of the house. The remainder of the property will be restored to its previous condition following construction. The viewshed from the front of the house towards US 20 will also change as a result of the pavement widening. Some trees may be removed from surrounding properties. The property's use will not change. Overall, this project will not significantly impact the rural setting and feeling and will not interfere with the ability of the Nesbitt Farm to convey its significance in architecture under Criterion C.

IHSSI #091-450-41018 (202 W. Mechanic St.): No ROW will be acquired from IHSSI #091-450-41018. The property's use will not change and no physical impacts to the property will occur. This property is approximately two blocks away from the project area in Rolling Prairie. The closest access to US 20, at the west end of Mechanic Street, will be closed as part of the project. Access will remain available from Byron Road, the next block to the west. The viewshed towards US 20 will change slightly as a result of the pavement widening. The changes in the property's setting will not interfere with its ability to convey its significance in architecture under Criterion C.

Section 4(f) Minimization Measures

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. Approximately 0.07 acre of permanent ROW will be acquired from the Nesbitt Farm. Pursuant to 23 CFR 774.17, a Section 4(f) property *de minimis* impact is one that, after taking into account any measures to minimize harm (such as avoidance, minimization, mitigation, or enhancement measures), results in either:

1) A Section 106 finding of no adverse effect or no historic properties affected on a historic property; or
2) A determination that the project will not adversely affect the activities, features, or attributes qualifying a park, recreation area, or wildlife refuge for protection under Section 4(f).

This project will meet condition 1. The proposed alignment of US 20 took into account the minimization of physical impacts to the adjacent historic properties. The rolling terrain and curving alignment of US 20 create unique challenges to meeting the project's purpose and need. This is particularly evident in the vicinity of the Nesbitt Farm, which sits on the western edge of the area where US 20 curves to the south through the community of Rolling Prairie. The following conditions were considered when developing the proposed design:

- The proposed alignment includes a 3,547-foot radius that begins west of the Nesbitt Farm and ends in Rolling Prairie. Changes in the alignment at any point along that radius will affect the alignment along the entire distance;
- Major utilities are located on the south side of US 20 and would require relocations if US 20 was widened further to the south;
- There are fewer parcels on the north side of US 20- 14 parcels on the north side of US 20 and 27 parcels on the south side of US 20- in this section of the corridor;
- INDOT direction to avoid impacting Family Express (gas station) property in the northeast quadrant of US 20 and Byron Road and the residential property in the southwest quadrant of US 20 and Byron Road.

As a result of these circumstances, no complete avoidance alternative has been identified. A number of design strategies were utilized to minimize impacts to the Nesbitt Farm while meeting the project's purpose and need. Minimization and mitigation measures employed in regard to the Nesbitt Farm include:

- Relocating the existing utility poles on the north side of US 20, including the utility pole directly in front of the Nesbitt Farmhouse, to the south side of US 20. This will avoid the need for additional permanent ROW acquisition from the property for utility relocation and will reduce the impact of modern utilities on the property's setting;

- Shortening reconstruction work on the two driveway entrances by moving the grade break approximately 11 feet closer to the edge of shoulder. The final drive length for both the west and east drives will be reduced by approximately 34 feet. The decrease will also reduce the amount of cut at the west gate from approximately 2.3 feet to 9 inches and by approximately 2 feet to 5 inches at the east gate so the existing (non-historic) gates will remain in place;
- Moving the proposed permanent ROW line approximately 12-19 feet south of the standard location at the top of bank of the drainage ditch (construction limits). This distance varies since the ditch flowline is not parallel to US 20. The permanent ROW line will be located approximately 5 feet north of the flow line of the ditch, which will reduce the required permanent ROW acquisition by approximately 9,500 square feet (0.22 acre).
- Avoidance of mature trees on the property. Any shrubs impacted by grading will be replaced in kind.

This project will not cause a significant change in the appearance of the J.P. Nesbitt Farm (see enclosure renderings). This project will not alter any of the historical associations, historically significant features, or architectural integrity for which the J.P. Nesbitt Farm is eligible for the National Register for significance in architecture. It is therefore anticipated this project will have "No Adverse Effect" on the J.P. Nesbitt Farm. Consequently, a Section 4(f) *de minimis* finding according to § 774.5b(1) is intended.

Conclusion

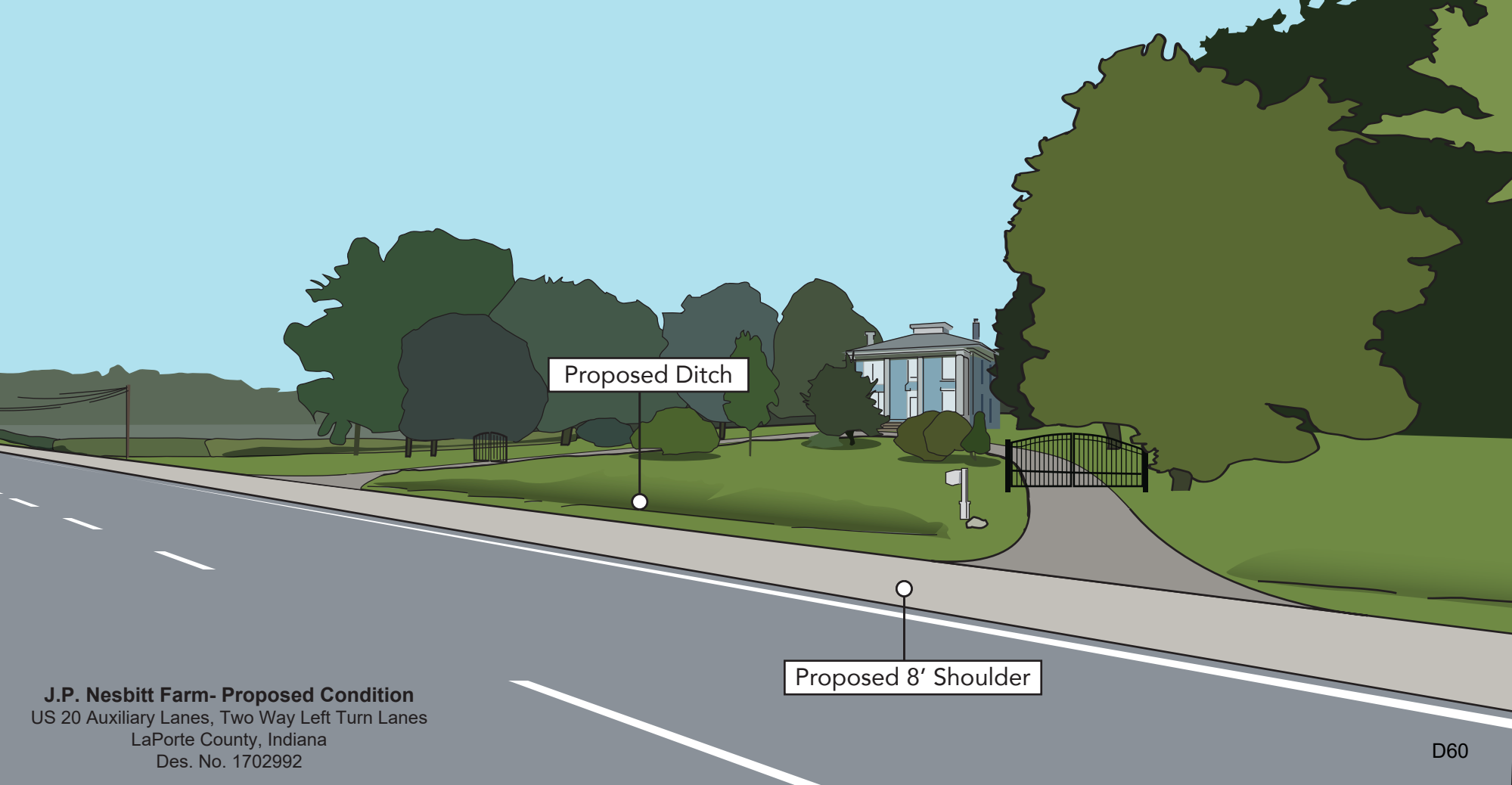
This project will not alter to the characteristics of IHSSI #091-606-40004 (3046 E. US 20), IHSSI #091-606-40005/J.P. Nesbitt Farm (3701 E. US 20), or IHSSI #091-450-41018 (202 W. Mechanic St.) which qualify them as eligible for the National Register. Therefore, this project with have "No Adverse Effect" on IHSSI #091-606-40004 (3046 E. US 20), IHSSI #091-606-40005/J.P. Nesbitt Farm (3701 E. US 20), and IHSSI #091-450-41018 (202 W. Mechanic St.). Approximately 0.07 acre of permanent ROW acquisition from the J.P. Nesbitt Farm is expected. Therefore, a Section 4(f) *de minimis* finding according to §774.5b(1) is intended for the J.P. Nesbitt Farm.

Attachments

Historic Properties Map
Nesbitt Farm Renderings
Pages from Preliminary Project Plans



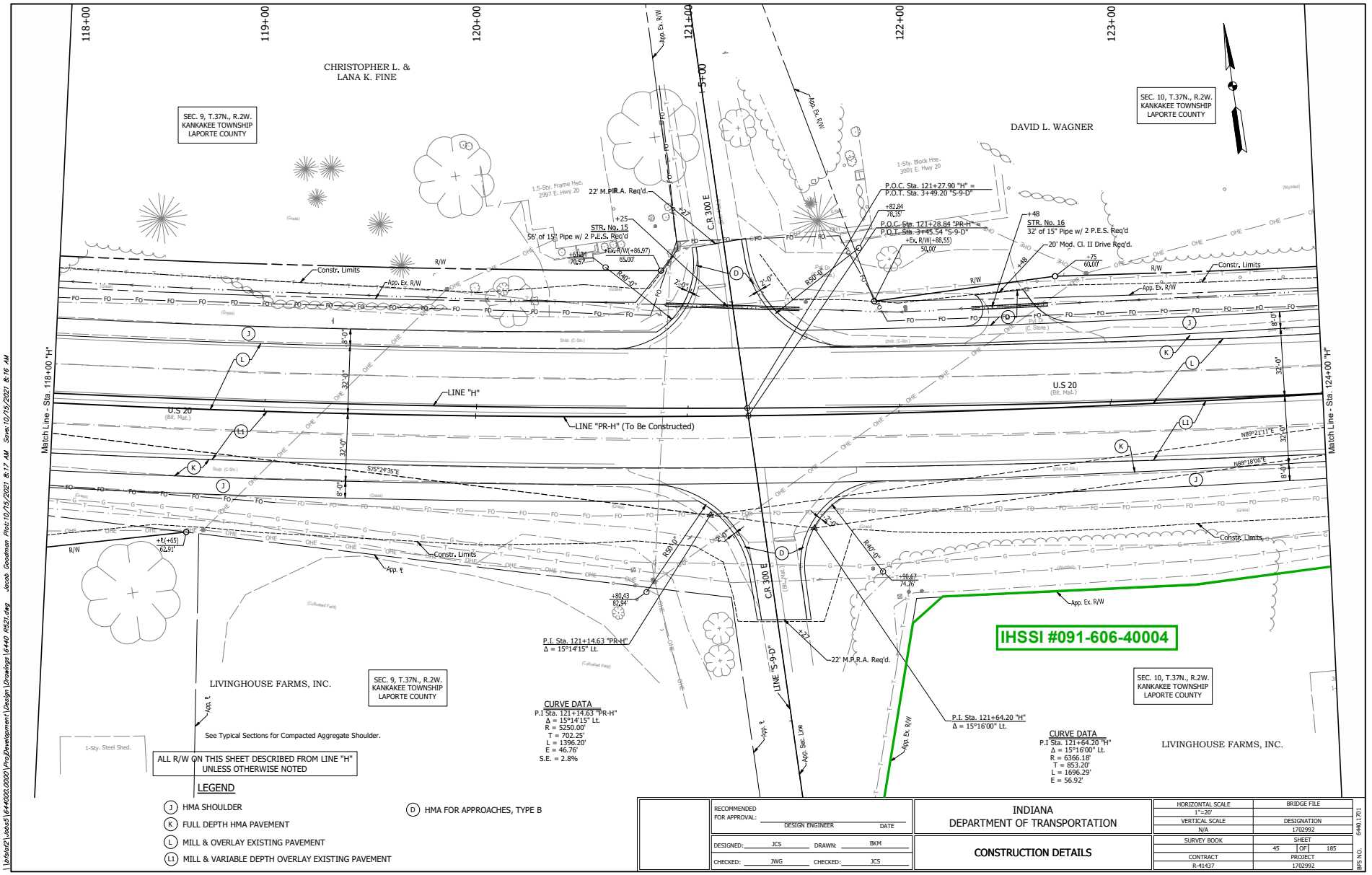
J.P. Nesbitt Farm- Current Condition
US 20 Auxiliary Lanes, Two Way Left Turn Lanes
LaPorte County, Indiana
Des. No. 1702992



J.P. Nesbitt Farm- Proposed Condition
US 20 Auxiliary Lanes, Two Way Left Turn Lanes
LaPorte County, Indiana
Des. No. 1702992

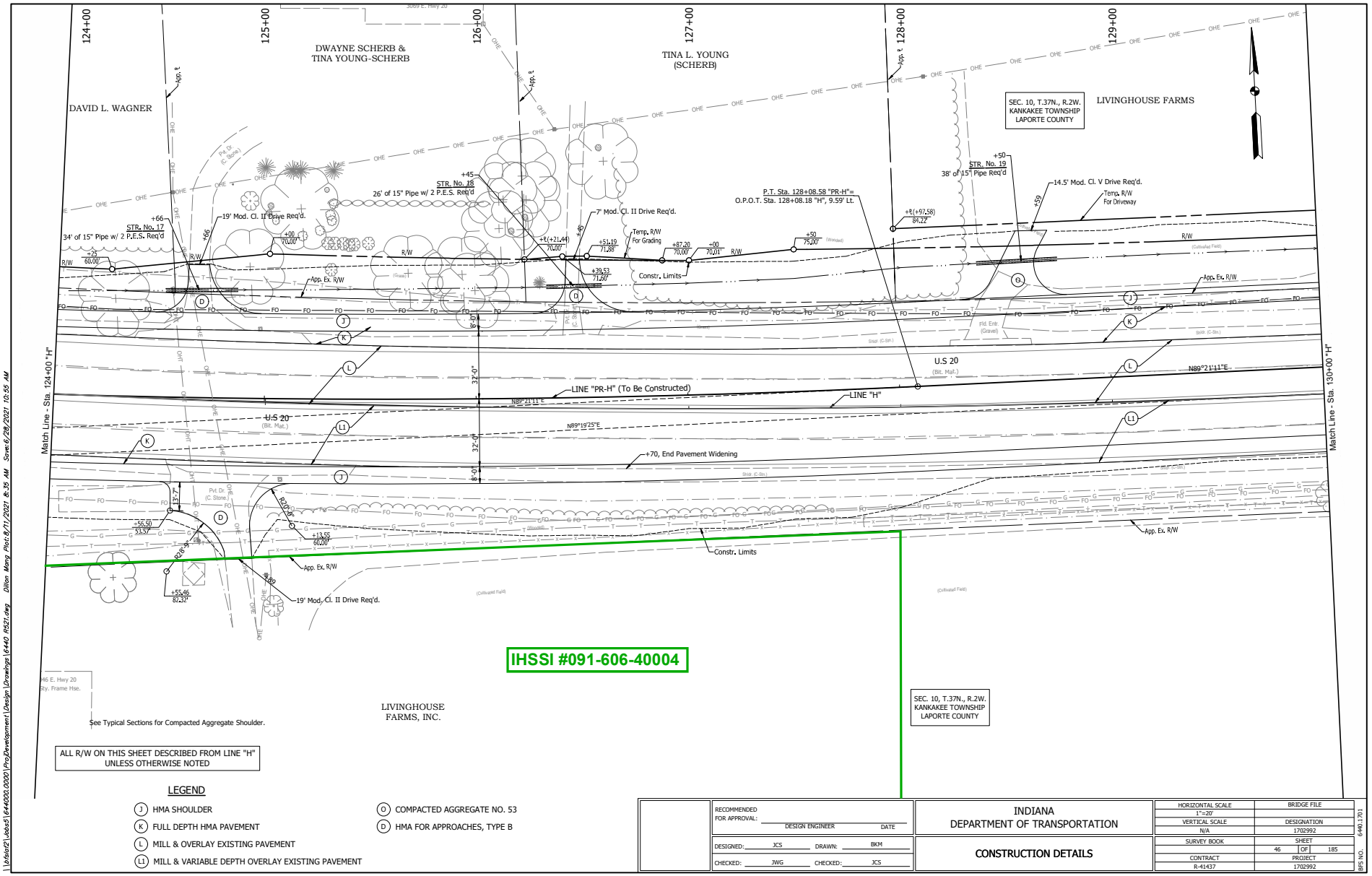
D60

Preliminary Plans



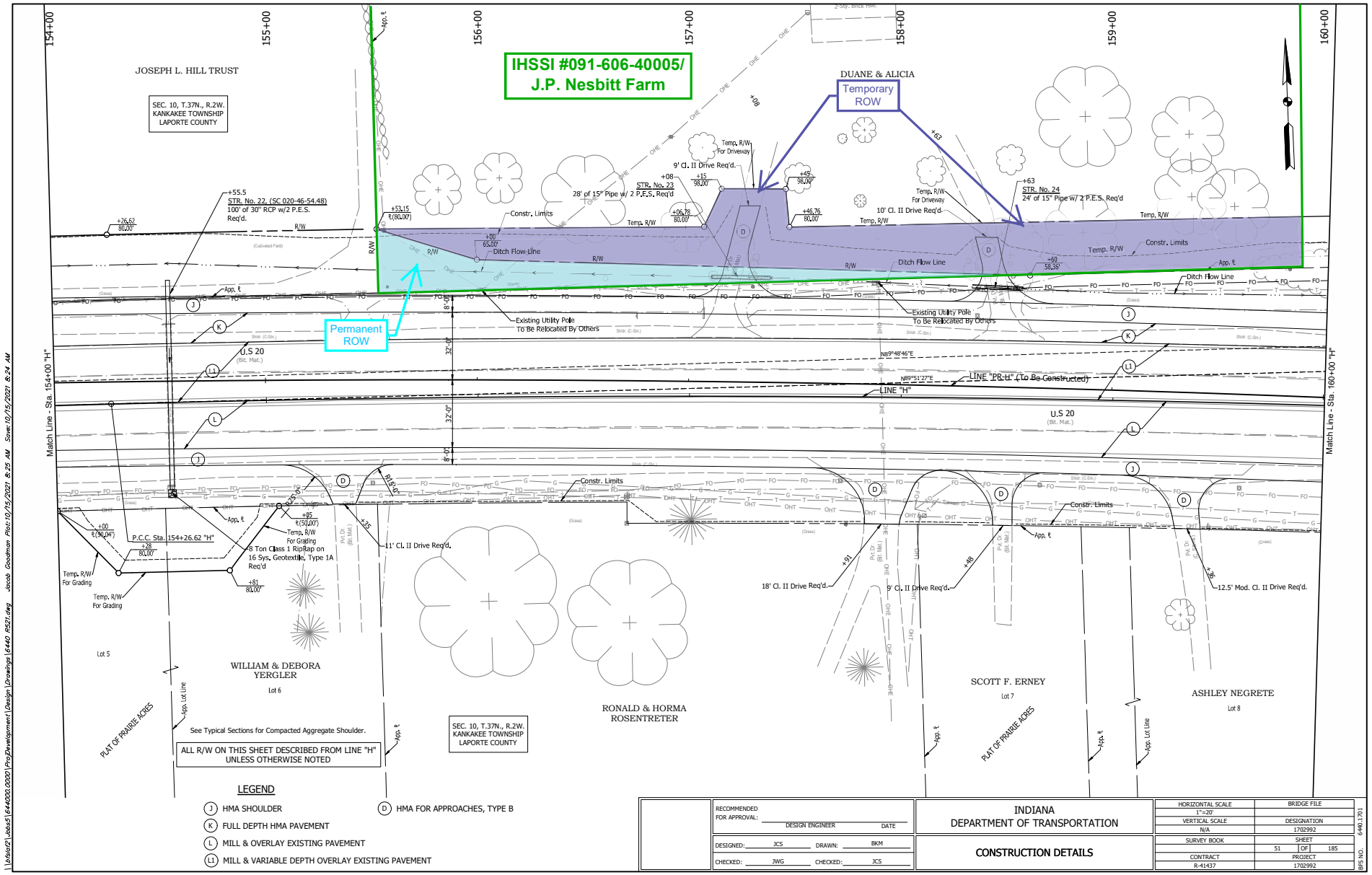
\\Drfs\r2\Lists\6440\0000\ProjDevelopment\Design\Drawings\6440 R521.dwg Jacob Goodman Plot: 10/15/2021 8:17 AM Save: 10/15/2021 8:16 AM

Preliminary Plans



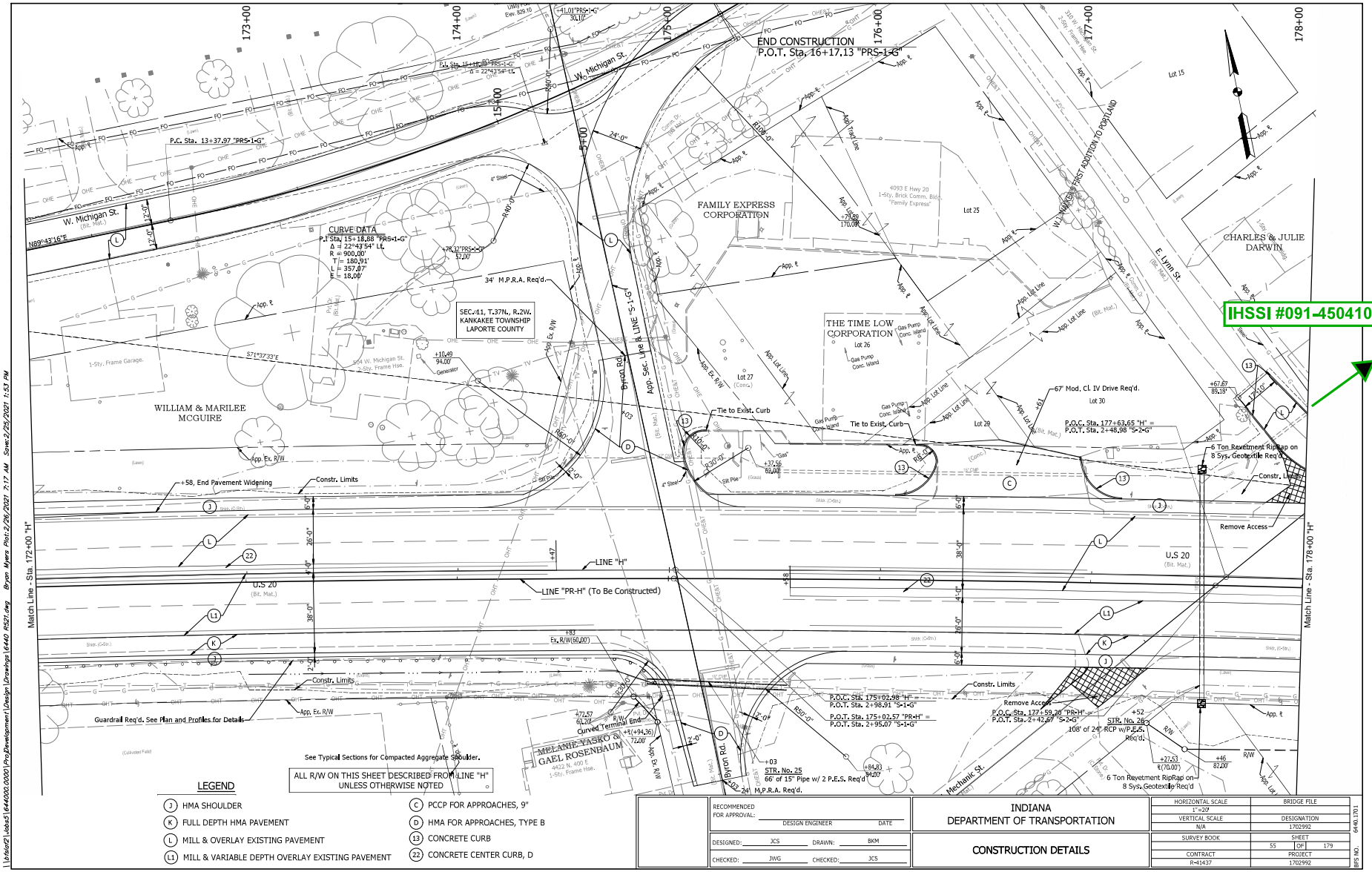
D62

Preliminary Plans



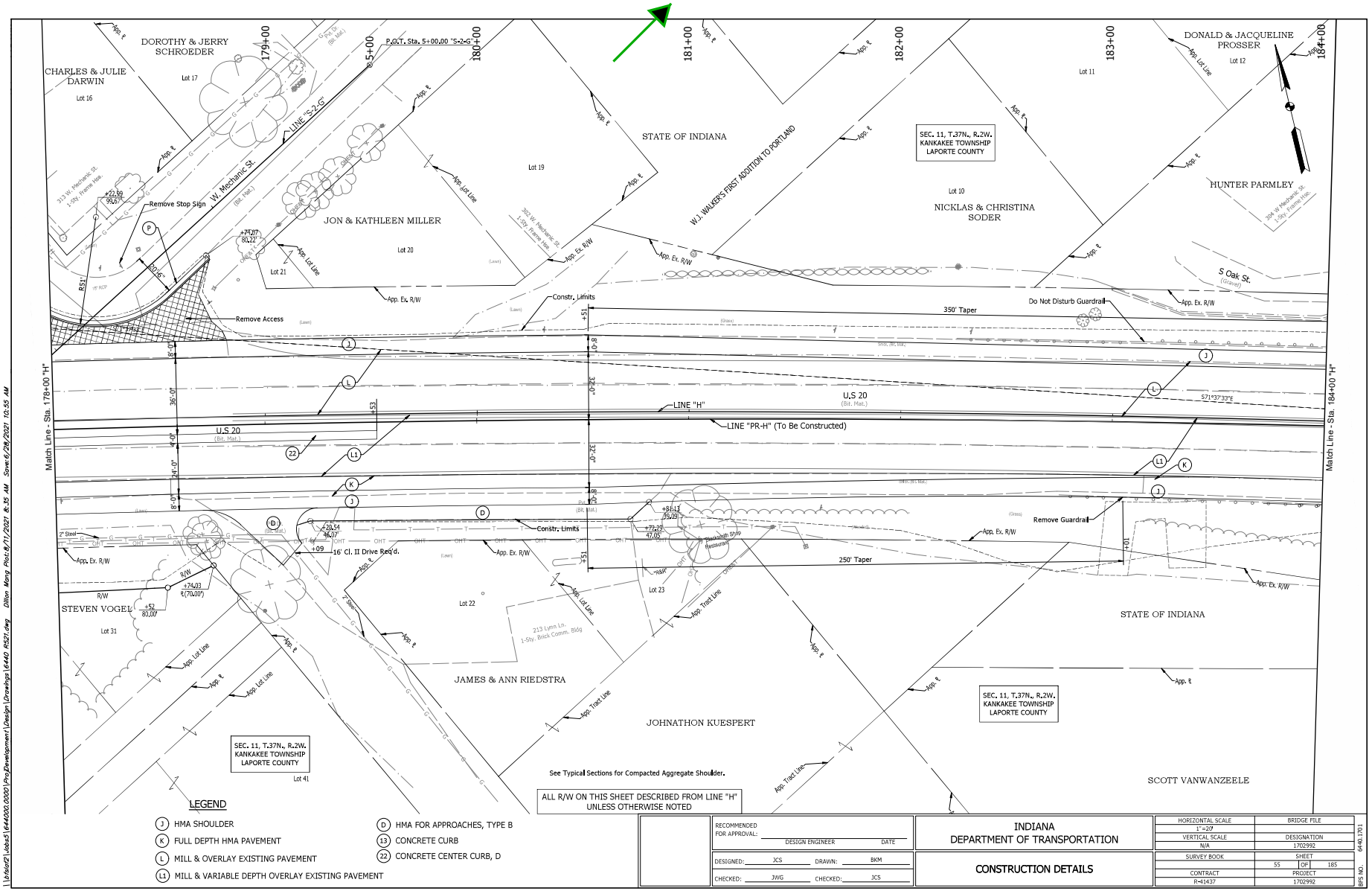
D63

Preliminary Plans



Preliminary Plans

IHSSI #091-45041018



Elizabet Biggio

From: Elizabet Biggio
Sent: Friday, December 17, 2021 12:12 PM
To: Kauffmann, Danielle; rsharkey@dnr.in.gov; 'Todd Zeiger'; 'Jeff Blair'
Cc: Alexander, Kelyn; SBranigin@indot.IN.gov; Coon, Matthew; Miller, Shaun (INDOT); Jacob Goodman
Subject: FHWA Project: Des. No.1702992; Effects Report, US 20 Two-way-Left-Turn Lane, LaPorte County, Indiana

Categories: Filed by Newforma

Des. No.: 1702992
Project Description: Two-way-Left-Turn Lane Addition
Location: LaPorte County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a two-way-left-turn-lane addition on US 20 from 4.8 miles east of SR 39 (CR 300 E.) to 7.2 miles east of SR 39 (CR 500 E.) in LaPorte County, Indiana. The Section 106 Early Coordination Letter for this project was originally distributed on October 26, 2020. A historic property report (HPR) was distributed on May 24, 2021 and an archaeology report (Tribes only) was distributed on September 17, 2021.

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://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. 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 as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

Elizabet Biggio
Architectural Historian

Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302 |
p 317-713-4615 | f 317-713-4616
EBiggio@bfsengr.com | www.BFSEngr.com

Elizabet Biggio

From: Alexander, Kelyn <KAlexander3@indot.IN.gov>
Sent: Friday, December 17, 2021 2:51 PM
To: Matthew.Bussler@pokagonband-nsn.gov; thpo@estoo.net
Cc: Miller, Shaun (INDOT); Coon, Matthew; Carmany-George, Karstin (FHWA); Elizabet Biggio
Subject: FHWA Project: Des. No.1702992; Effects Report, US 20 Two-way-Left-Turn Lane, LaPorte County, Indiana

Des. No.: 1702992
Project Description: Two-way-Left-Turn Lane Addition
Location: LaPorte County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a two-way-left-turn-lane addition on US 20 from 4.8 miles east of SR 39 (CR 300 E.) to 7.2 miles east of SR 39 (CR 500 E.) in LaPorte County, Indiana. The Section 106 Early Coordination Letter for this project was originally distributed on October 26, 2020. A historic property report (HPR) was distributed on May 24, 2021 and an archaeology report (Tribes only) was distributed on September 17, 2021.

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Thank you in advance for your input,

Kelyn Alexander
Historian
Cultural Resources Office
Environmental Services
100 N. Senate Ave., Room N758-ES
Indianapolis, IN 46204
Office: (317) 519-7759
Remote: 8am-4pm
Email: kalexander3@indot.in.gov

****Please note, mailing address and phone number have been updated**
****Link to the CRO-Public Web Map App can be found here**

DNR Indiana Department of Natural Resources

Eric Holcomb, Governor
Daniel W. Bortner, Director

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 ·

January 6, 2022

Elizabet Biggio
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, Indiana 46240

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

Re: Effects letter for the US 20 two-way left turn lane addition from 4.8 miles east of SR 39 (CR 300E) to 7.2 miles east of SR 39 (CR 500) (Des. No. 1702992; DHPA No. 26654)

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 December 17, 2021, review request submittal form, which enclosed the effects report, received by our office December 20, 2021, for this project in Kankakee & Willis township, LaPorte County, Indiana.

As previously indicated, for the purposes of the Section 106 review of this federal undertaking, we agree that the farm at 3046 US 20 (Indiana Historic Sites and Structures Inventory ["IHSSI"] #091-606-40004), the J.P. Nesbitt Farm at 3701 US 20 (IHSSI #091-606-40005), and the house at 202 W. Mechanic Street (IHSSI #091-450-41018) are the only historic properties eligible for inclusion in the National Register of Historic Places ("NRHP") located within the project's area of potential effects.

Regarding the effects to these historic properties, we agree that the project as proposed will not adversely affect the farm at 3046 US 20 and the house at 202 W. Mechanic Street. Regarding the J.P. Nesbitt Farm at 3701 US 20, we note that the permanent right-of-way needed for the project will reduce the front lawn by approximately 10-12 feet and the edge of pavement will move approximately 18-19 feet north closer to the house. However, the current deep set-back of the house still leaves ample room for the front lawn. We appreciate the commitments to not disturb any mature trees on the property and to retain the front gates on both driveways, along with moving the utility pole directly in front of the house to the south side of the street. While there will be visual changes due to the enlarged roadway and reduction of the front lawn, the mature trees that are present and the removal of the utility pole will counter and lessen those changes. Overall, we agree with the conclusions of the effects report that the proposed work will not adversely affect the J.P. Nesbitt Farm.

As previously indicated, no currently known archaeological resources eligible for inclusion in the NRHP have been recorded within the proposed project area. A review of our records and the recently submitted archaeological short report (Plunkett, 9/10/2021) indicates there is one archaeological site (12-Le-0257) adjacent to the proposed project. The site was

first documented during a Phase Ia reconnaissance (Wappenstein and Plunkett, 1998) for Des. No. 9407140 and partially destroyed by those project activities. A review of the most recent archaeological short repot indicated that no additional archaeological resources were identified within the proposed project area. Therefore, we concur with the recommendation that no further archaeological reconnaissance is necessary for the proposed project.

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 -29) requires that the discovery be reported to the Indiana SHPO within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, 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 Rachel Sharkey, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the US 20 two-way left turn lane addition project in Kankakee and Willis townships, LaPorte County (Des. No. 1702992), please refer to DHPA No. 26654.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Elizabet Biggio, Butler, Fairman, & Seufert, Inc.
Indiana Landmarks Northern Regional Office
Indiana Lincoln Highway Association
Danielle Kauffmann, DNR-DHPA
Rachel Sharkey, DNR-DHPA

INDIANA LANDMARKS

Northern Regional Office
801 West Washington Street, South Bend, IN 46601
574 232 4534 / 800 450 4534 / www.indianalandmarks.org

January 6, 2022

Elizabet Biggio
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, Indiana 46240

RE: Effects letter for the US 20 two-way left turn lane addition from 4.8 miles east of SR 39 (CR 300E) to 7.2 miles east of SR 39 (CR 500) (Des. No. 1702992; DHPA No. 26654)

Dear Ms. Biggio,

Regarding the DHPA Review No. 26654, Indiana Landmarks concurs with DHPA's determination of "No Adverse Effects" to the properties in the Area of Potential Effects eligible for inclusion in the National Register of Historic Places, specifically the farm at 3046 US 20, the J.P. Nesbitt Farm at 3701 US 20, and the house at 202 W. Mechanic Street, in Rolling Prairie, LaPorte County, Indiana.

As a board member and officer of the Indiana Lincoln Highway Association, I would also like to thank you for extending the invitation to comment on this project to the INLHA. Although an early alignment of the Lincoln Highway passed through Rolling Prairie, a portion of that road has been closed and the Highway is routed differently so that this project does not affect the historic road.

While both Indiana Landmarks and the Indiana Lincoln Highway Association have no concerns about the project currently, we wish to track the project's progress and follow any discussion for future modifications.

Sincerely,

Deb

Debra Parcell
Community Preservation Specialist

EASTERN SHAWNEE
CULTURAL PRESERVATION DEPARTMENT
70500 East 128 Road, Wyandotte, OK 74370

January 10, 2022
INDOT - Indiana Department of Transportation
100 N. Senate Ave. IGCN642
Indianapolis, IN 46201

RE: ***Des No. 1702992, LaPorte County, Indiana***

Dear Mr. Miller,

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

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

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

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

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

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

February 22, 2022

This letter was sent to the listed parties.

RE: US 20 Two-Way-Left-Turn-Lane Addition from 4.8 miles east of SR 39 (CR 250 E.) to 7.2 miles east of SR 39 (CR 500 E.), Des. Nos. 1702992, DHPA No. 26654; Section 106 Finding; LaPorte County, Indiana

Dear Consulting Party,

The Indiana Department of Transportation (INDOT)-LaPorte District, with funding from the Federal Highway Administration (FHWA), proposes to proceed with improvements to US 20 in LaPorte County between 4.8 miles east of SR 39 (CR 300 E.) and 7.2 miles east of SR 39 (CR 500 E.), Des. No. 1702992.

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 and archaeological properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Numbers 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 October 26, 2020. A historic property report (HPR) was distributed on May 24, 2021 and an archaeological report was distributed on September 17, 2021. An effects report was distributed on December 17, 2021.

Proposed Undertaking

The proposed undertaking is on US 20 from 4.8 miles east of SR 39 (CR 300 E.) to 7.2 miles east of SR 39 (CR 500 E.) in LaPorte County, Indiana. It is within Kankakee and Wills townships on the USGS New Carlisle and Springville Quadrangles, in Sections 9, 10, 11, and 12, Township 37 North, Range 2 West. US 20 is a four-lane, east-west principal arterial with a speed limit of 55 miles per hour. The road currently carries two 12-foot lanes of traffic in each direction and has a 2.5-foot wide paved median and 2-foot wide paved shoulders

The need for this project is based on the significant increase in the average annual daily traffic (AADT) on US 20 from 13,624 vehicles per day (VPD) to 23,203 VPD between 2010 and 2016, an increase of 70%. The increase in traffic has caused an increase in crashes and in crash severity. Many of the severe crashes are due to stopped vehicles waiting to turn left in the passing lane. With the increased traffic volumes, there are fewer gaps in opposing traffic for left-turning vehicles. This turning movement delay forces left-turning vehicles to stop and to remain stopped for longer periods of time in a through-lane, making them vulnerable to high-speed traffic. Other severe crashes are related to lane departure, primarily crossing the centerline but also running off the road to the right. The purpose of this project is to improve safety conditions for vehicular traffic on US 20.

The proposed project consists of the construction of a 16-foot wide two-way left-turn lane (TWLTL) through the length of the project area, the addition of centerline rumble strips, the consolidation of access points around commercial and residential entrances, the widening of existing outside paved shoulders to 8 feet, the perpetuation of the edge line rumble strips, the replacement and installation of guardrails, and the replacement of street signs where necessary. Drainage

structures within the project area will be replaced and riprap installed where needed. The intersection of US 20 and E. Lynn Street/W. Mechanic Street in Rolling Prairie will be closed. Maintenance of Traffic (MOT) will consist of reducing the road to one lane of traffic in each direction with shifted lanes to allow for phased construction.

The project is approximately 2.4 miles long. Approximately 2.56 acres of permanent and 0.34 acre of temporary right-of-way (ROW) acquisition will be required. Temporary lighting may be required for nighttime work. Project construction is anticipated to start in the Spring of 2023.

Butler, Fairman, & Seufert (BF&S) is under contract with INDOT to advance the environmental documentation for the referenced project. NS Services was subcontracted to complete the archaeological documentation for the 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.

Area of Potential Effects and Historic Properties

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).

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards did not identify any sites within project area. No further work was recommended.

The APE includes three properties eligible for the NRHP:

- IHSSI #091-606-40004 (3046 E. US 20): a c. 1860 Greek Revival farmhouse and early twentieth century dairy barn;
- IHSSI #091-606-40005/J.P. Nesbitt Farm (3701 E. US 20): a c. 1865 Greek Revival/Italianate style farmhouse and attached summer kitchen;
- IHSSI #091-450-41018 (202 W. Mechanic St.): a c. 1920 American Foursquare located in Rolling Prairie.

Effects to Historic Properties

INDOT has signed a determination of "No Adverse Effect". In accordance with 36 CFR 800.4(d), you and the other consulting parties that responded to the early coordination letter are being provided the documentation for this finding.

The "No Adverse Effect" finding, documented in the enclosed 800.11(e) finding, is appropriate because the project will not reduce the integrity of any of the historic properties within the APE.

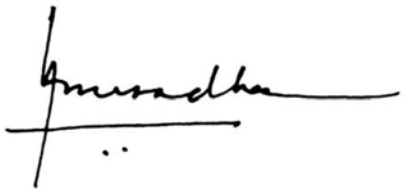
The Section 106 Finding is also available for review in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result 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 with your request as soon as you are able.

Please review the information and comment within thirty (30) calendar days of receipt. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. All future responses regarding the proposed project should be forwarded to BF&S at the following address:

Elizabet Biggio
Architectural Historian II
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, IN 46240
317-713-4615
ebiggio@bfsengr.com

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

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures (INSCOPE):
800.11e Finding

Distribution List:
Indiana State Historic Preservation Officer
Indiana Landmarks Northern Regional Office
Indiana Lincoln Highway Association
Eastern Shawnee Tribe of Oklahoma
Pokagon Band of Potawatomi Indians

Elizabet Biggio

From: Elizabet Biggio
Sent: Tuesday, February 22, 2022 12:30 PM
To: Kauffmann, Danielle M; Ryan Scott; 'Todd Zeiger'; 'Jeff Blair'
Cc: Alexander, Kelyn; Coon, Matthew; Jacob Goodman; Thomas, Amber; MGrylewicz@indot.IN.gov
Subject: FHWA Project: Des. No.1702992; NAE Finding, US 20 Two-way-Left-Turn Lane, LaPorte County, Indiana

Categories: Filed by Newforma

Des. No.: 1702992
Project Description: Two-way-Left-Turn Lane Addition
Location: LaPorte County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with a two-way-left-turn-lane addition on US 20 from 4.8 miles east of SR 39 (CR 300 E.) to 7.2 miles east of SR 39 (CR 500 E.) in LaPorte County, Indiana.

INDOT, on behalf of FHWA, has signed a determination of "No Adverse Effect" for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other consulting parties that responded to the early coordination letter are being provided the documentation for this finding. You can view the determination of "No Adverse Effect" electronically by accessing INDOT's Section 106 document posting website IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE). If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Please review this documentation located in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. 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 as soon as you can.

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Thank you in advance for your input,

Elizabet Biggio
Architectural Historian

Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302 |
p 317-713-4615 | f 317-713-4616
EBiggio@bfsengr.com | www.BFSEngr.com



****

Elizabet Biggio

From: Alexander, Kelyn <KAlexander3@indot.IN.gov>
Sent: Tuesday, February 22, 2022 1:27 PM
To: thpo@estoo.net; Matthew Bussler
Cc: Carmany-George, Karstin (FHWA); Korzeniewski, Patricia J; Coon, Matthew; Elizabet Biggio
Subject: FHWA Project: Des. No.1702992; NAE Finding, US 20 Two-way-Left-Turn Lane, LaPorte County, Indiana

Des. No.: 1702992
Project Description: Two-way-Left-Turn Lane Addition
Location: LaPorte County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with a two-way-left-turn-lane addition on US 20 from 4.8 miles east of SR 39 (CR 300 E.) to 7.2 miles east of SR 39 (CR 500 E.) in LaPorte County, Indiana.

INDOT, on behalf of FHWA, has signed a determination of "No Adverse Effect" for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other consulting parties that responded to the early coordination letter are being provided the documentation for this finding. You can view the determination of "No Adverse Effect" electronically by accessing INDOT's Section 106 document posting website IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE). If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Please review this documentation located in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. 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 as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Patricia Jo Korzeniewski at pkorzeniewski@indot.in.gov or 317-416-4377 or Kari Carmany-George at FHWA at k.carmanygeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

Kelyn Alexander
Historian
Cultural Resources Office
Environmental Services
100 N. Senate Ave., Room N758-ES
Indianapolis, IN 46204
Office: (317) 519-7759
Remote: 8am-4pm
Email: kalexander3@indot.in.gov

****Please note, mailing address and phone number have been updated**
****Link to the CRO-Public Web Map App can be found here**

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 ·

HISTORIC PRESERVATION AND ARCHAEOLOGY

March 2, 2022

Elizabet Biggio
Architectural Historian II
Butler, Fairman, & Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, Indiana 46240

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 US 20 two-way left turn lane addition from 4.8 miles east of SR 39 (CR 300E) to 7.2 miles east of SR 39 (CR 500) (Des. No. 1702992; DHPA No. 26654)

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 February 22, 2022, submission, which enclosed INDOT's finding and supporting documentation, received by our office the same day for this project in Kankakee and Willis townships, LaPorte County, Indiana.

As previously indicated, for the purposes of the Section 106 review of this federal undertaking, we agree that the farm at 3046 US 20 (Indiana Historic Sites and Structures Inventory ["IHSSI"] #091-606-4004), the J.P. Nesbitt Farm at 3701 US 20 (IHSSI #091-606-40005) and the house at 202 W. Mechanic Street (IHSSI #091-450-41018) are the only historic properties eligible for inclusion in the National Register of Historic Places ("NRHP") located within the project's area of potential effects.

Also as previously indicated, no currently known archaeological resources eligible for inclusion in the NRHP have been recorded within the proposed project area. A review of our records and the recently submitted archaeological short report (Plunkett, 9/10/2021) indicates there is one archaeological site (12-Le-0257) adjacent to the proposed project. The site was first documented during a Phase Ia reconnaissance (Wappenstein and Plunkett, 1998) for Des. No. 9407140 and partially destroyed by those project activities. A review of the most recent archaeological short repot indicated that no additional archaeological resources were identified within the proposed project area. Therefore, we concur with the recommendation that no further archaeological reconnaissance is necessary for the proposed project.

Accordingly, we concur with INDOT's February 22, 2022, Section 106 finding of "No Adverse Effect" on behalf of FHWA for this federal undertaking.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Indiana SHPO within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The Indiana SHPO staff's archaeological reviewer for this project is Rachel Sharkey, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the US 20 two-way left turn lane addition project in Kankakee and Willis townships, LaPorte County (Des. No. 1702992), please refer to DHPA No. 26654.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Matt Coon, INDOT
Susan Branigin, INDOT
Elizabet Biggio, Butler, Fairman, & Seufert, Inc.
Indiana Landmarks Northern Regional Office
Indiana Lincoln Highway Association
Eastern Shawnee Tribe of Oklahoma
Pokagon Band of Potawatomi Indians
Danielle Kauffmann, DNR-DHPA
Rachel Sharkey, DNR-DHPA

EASTERN SHAWNEE
CULTURAL PRESERVATION DEPARTMENT
70500 East 128 Road, Wyandotte, OK 74370

March 3, 2022

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

RE: ***Des No. 1702992, LaPorte County, Indiana***

Dear Ms. Korzeniewski,

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

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

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

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

Sincerely,

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

AFFP

Public Notice Des. No. 1702992

Affidavit of Publication

STATE OF IN }
COUNTY OF LA PORTE } SS

Isis Cains, being duly sworn, says:

That she is Advertising Director 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

February 26, 2022

Publication Fees: $ 47.56

That said newspaper was regularly issued and circulated on those dates.
SIGNED:

Subscribed to and sworn to me this 26th day of February 2022.

Hope R Stevens

Hope R Stevens, Notary Public 06/07/2024

SEAL
Notary Public, State of Indiana
Henry County
Commission Number 645150
My Commission Expires
June 7, 2024

00005965 70303236

Butler, Fairman and Seufert Inc
8450 Westfield Boulevard
Suite 300
Indianapolis, IN 46240

Public Notice
Des. No. 1702992

The Indiana Department of Transportation (INDOT)-LaPorte District is planning improvements to US 20 in LaPorte County between 4.8 miles east of SR 39 (CR 300 E.) and 7.2 miles east of SR 39 (CR 500 E.) funded in part by the Federal Highway Administration. The project is located in Kankakee and Wills townships.

The preferred alternative consists of the construction of a 16-foot-wide two-way left-turn lane (TWLTL) through the length of the project area. The project will include the consolidation of access points around commercial and residential entrances and widening existing outside paved shoulders up to 8 feet. Drainage structures within the project area will be replaced where needed. The intersection of US 20 and E. Lynn Street/W. Mechanic Street in Rolling Prairie will be eliminated. The intersection of Byron Road and W. Michigan Street will be repaved. Maintenance of Traffic will consist of reducing US 20 to one lane of traffic in each direction with shifted lanes to allow for phased construction. The project is approximately 2.4 miles long. Approximately 2.56 acres of permanent right-of-way acquisition is anticipated. Project construction is anticipated to start in the Spring of 2023.

Properties listed in or eligible for the National Register of Historic Places (NRHP) located within the Area of Potential Effects (APE) include 3046 E. US 20, the J.P. Nesbitt Farm (3701 E. US 20), and 202 W. Mechanic St. The proposed action impacts properties listed in or eligible for the NRHP. The Indiana Department of Transportation (INDOT), on behalf of the FHWA, has issued a "No Adverse Effect" finding for the project 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://erms.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 Elizabet Biggio, Butler, Fairman, & Seufert, Inc., 8450 Westfield Blvd. Suite 300, Indianapolis, IN 46240, 317-713-4615, ebiggio@bfsengr.com no later than March 28, 2022.

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 Amber Thomas, INDOT Project Manager, at 219-325-7494 or athomas2@indot.in.gov.

hspaxlp

Appendix E

Red Flag Investigation

INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

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

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Date: April 29, 2020

To: Site Assessment & Management
Environmental Policy Office - Environmental Services Division
Indiana Department of Transportation
100 N Senate Avenue, Room N642
Indianapolis, IN 46204

From: Hannah Bays
Butler, Fairman and Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, IN 46240
hbays@bfsengr.com

Re: RED FLAG INVESTIGATION
DES#1702992, State Project
Road Improvement Project with Added Turn Lanes
US 20 from 4.8 miles East of SR 39 (CR 300 E) to 7.2 miles East of SR 39 (CR 500 E)
Kankakee Township, LaPorte County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: The Indiana Department of Transportation (INDOT) LaPorte District is planning to make improvements to US 20 from 4.8 miles East of SR 39 (CR 300 E) to 7.2 miles East of SR 39 (CR 500 E), including the construction of a 16-foot wide two-way left-turn lane through the length of the project area, the addition of centerline rumble strips, the consolidation of access points around select commercial and residential entrances, the widening of existing outside shoulders from 2-foot paved shoulder widths to 8-foot paved should widths, and the perpetuation of the edge line rumble strips, and replacement of sheet signs, if necessary. Drainage structures within the project area will be replaced or extended to accommodate the widened roadway. The project is in Sections 10 and 11, Township 37 North, Range 2 West on the USGS Carlisle and Springville, Indiana, 7.5-minute Quadrangles, Kankakee Township, LaPorte County.

Bridge and/or Culvert Project: Yes ☐ No ☒ Structure # N/A
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).

Proposed right of way: Temporary ☐ # Acres _____ Permanent ☒ # Acres _6.0____, Not Applicable ☐

Type of excavation: The maximum depth of excavation at any point along the existing road will be 24 inches. The maximum depth of excavation for necessary road widening and roadside drainage ditch construction may be up to 3 feet.

Maintenance of traffic: The method of traffic maintenance will be done in three stages and will include single lane closures and shifting traffic to existing lanes.

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

State Project: ☒ LPA: ☐

Any other factors influencing recommendations: The project description is subject to additional changes as preliminary design progresses.

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	**2***	Recreational Facilities	**2**
Airports[1]	**N/A**	Pipelines	**3**
Cemeteries	**1**	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 airports within 3.8 miles (20,000 feet) is required.

Explanation:

Religious Facilities*: Two (2) unmapped religious facilities are located within the 0.5 mile search radius. One (1) religious facility, Rolling Prairie United Methodist Church, is located adjacent to the project area. Traffic will be maintained throughout construction using lane closures, allowing for continued access. Coordination with the Rolling Prairie United Methodist Church will occur.

Recreational Facilities: Two (2) recreational facilities are located within the 0.5 mile search radius. One (1) recreational facility, Sauk Trail Rest Area, is located adjacent to the project area. Traffic will be maintained throughout construction using lane closures, allowing for continued access. No impact is expected; however, coordination with INDOT will occur.

Pipelines: Three (3) pipeline segments are located within the 0.5 mile search radius. One (1) pipeline segment, owned by Northern Indiana Public Service Co., is mapped through the project area. Coordination with INDOT Utilities and Railroads will occur.

Cemeteries: One (1) cemetery is located within the 0.5 mile search radius. The Rolling Prairie Cemetery is located adjacent to 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.

Railroads: Two (2) railroad segments are located within the 0.5 mile search radius. One (1) segment, owned by Norfolk Southern, is mapped through the project area. Coordination with INDOT Utilities and Railroads will occur.

Trails: One (1) trail segment is located within the 0.5 mile search radius. The LaPorte east to County Line potential trail segment, part of the LaPorte/South Bend Corridor potential trail, is located in the project area. Coordination with the Northwestern Indiana Regional Planning Commission will occur.

Schools: One (1) school is located within the 0.5 mile search radius. The nearest school is located 0.49 mile north 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:			
NWI - Points	**2**	Canal Routes - Historic	**N/A**
Karst Springs	**N/A**	NWI - Wetlands	**4**
Canal Structures – Historic	**N/A**	Lakes	**3**
NPS NRI Listed	**N/A**	Floodplain - DFIRM	**N/A**
NWI-Lines	**2**	Cave Entrance Density	**N/A**
IDEM 303d Listed Streams and Lakes (Impaired)	**3**	Sinkhole Areas	**N/A**
Rivers and Streams	**3**	Sinking-Stream Basins	**N/A**

Explanation:

NWI-Points: Two (2) NWI-Points are located within the 0.5 mile search radius. The closest mapped NWI-Point is located approximately 0.26 mile south of the project area. No impact is expected.

NWI - Wetlands: Four (4) NWI Wetland polygons are located within the 0.5 mile search radius. One (1) NWI-Wetland polygon is located adjacent to the project area. A Waters of the U.S. Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

Lakes: Three (3) Lake polygons are located within the 0.5 mile search radius. The closest lake is located approximately 0.25 mile south of the project area. No impact is expected.

NWI - Lines: Two (2) NWI Line segments are located within the 0.5 mile search radius. Both NWI line segments are mapped in the same place and are located adjacent to the project area. A Waters of the U.S. Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

IDEM 303d Listed Streams and Lakes (Impaired): Three (3) 303d Listed Streams and Lake segments are located within the 0.5 mile search radius. The closest 303d listed stream is located 0.36 mile west of the project area. No impact is expected.

Rivers and Streams: Three (3) stream segments are located within the 0.5 mile search radius. The closest stream segment is mapped approximately 0.36 mile southwest of the project area. No impact is expected.

URBANIZED AREA BOUNDARY SUMMARY – The project area is not mapped within a UAB.

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	**N/A**	Mineral Resources	**N/A**
Mines – Surface	**N/A**	Mines – Underground	**N/A**

Explanation: There are no Mining / Mineral Exploration features located within the 0.5 mile search radius.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	**N/A**	Manufactured Gas Plant Sites	**N/A**
RCRA Generator/ TSD	**N/A**	Open Dump Waste Sites	**N/A**
RCRA Corrective Action Sites	**N/A**	Restricted Waste Sites	**N/A**
State Cleanup Sites	**N/A**	Waste Transfer Stations	**N/A**
Septage Waste Sites	**N/A**	Tire Waste Sites	**N/A**
Underground Storage Tank (UST) Sites	**2**	Confined Feeding Operations (CFO)	**N/A**
Voluntary Remediation Program	**N/A**	Brownfields	**N/A**
Construction Demolition Waste	**N/A**	Institutional Controls	**N/A**
Solid Waste Landfill	**N/A**	NPDES Facilities	**N/A**
Infectious/Medical Waste Sites	**N/A**	NPDES Pipe Locations	**N/A**
Leaking Underground Storage (LUST) Sites	**3**	Notice of Contamination Sites	**N/A**

Explanation:

Underground Storage Tank (UST) Sites: Two (2) UST sites are located within the 0.5 mile search radius. One (1) UST, (Ervin Schroeder, 202 Mechanic St, Agency Interest (AI) #33858), is incorrectly mapped as being 0.06 mile north of the project area. The site is located 0.20 mile north of the project area. Two (2) 1,000 gallon and one (1) 500 gallon USTs were removed on July 6, 1995 according to the Indiana Department of Environmental Management (IDEM) Virtual File Cabinet (VFC). Confirmation soil samples collected from the sidewalls and bottom of the excavation were analyzed for Total Petroleum Hydrocarbons (TPH). All analytical results were less than the 20 ppm laboratory detection limit. No impact is expected.

Leaking Underground Storage Tank (LUST) Sites: Three (3) LUST sites are located within the 0.5 mile search radius. Two (2) LUST sites are located adjacent to the project area.

- R & R Mini Mart, 4102 E US 20, Rolling Prairie, IN 46371, FID #16522, is adjacent to the project area to the south. According to the IDEM VFC, the site information regarding the LUST incident has been redacted and no other file records regarding a LUST incident could be found. IDEM conducted a UST site inspection on June 25, 2019 and the facility was found to be out of compliance with equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 329 IAC 9. According to a document dated March 30, 2020, the facility plans to close its USTs through removal and IDEM has approved the removal. Removal is scheduled to begin April 28, 2020. If excavation occurs in this area, petroleum contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary.

- Family Express #20, 4593 US-20, Rolling Prairie, IN 46371, AI#35273, is adjacent to the project area to the north. According to the IDEM VFC, IDEM agreed in a letter dated April 10, 2006 that a suspected LUST incident did not occur at the site and proceeded with deactivation of the LUST number. IDEM conducted a UST site inspection on June 25, 2019, and the facility was found to be in compliance with equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 329 IAC 9. 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 attached with ETR species highlighted. A preliminary review of the Indiana Natural Heritage Database by INDOT Environmental Services did indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

A review of the USFWS database indicated the presence of endangered bat species in or within 0.5 mile of the project area. Additional coordination with INDOT ES will be necessary, and the range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFW'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:

Religious Facilities: One (1) religious facility, Rolling Prairie United Methodist Church, is located adjacent to the project area. Traffic will be maintained throughout construction using lane closures, allowing for continued access. Coordination with the Rolling Prairie United Methodist Church will occur.

Recreational Facilities: One (1) recreational facility, Sauk Trail Rest Area, is located adjacent to the project area. Traffic will be maintained throughout construction using lane closures, allowing for continued access. No impact is expected; however, coordination with INDOT will occur.

Pipelines: One (1) pipeline, owned by Northern Indiana Public Service Co., is mapped through the project area. Coordination with INDOT Utilities and Railroads will occur.

Cemeteries: The Rolling Prairie Cemetery is located adjacent to 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.

Railroads: One (1) segment, owned by Norfolk Southern, is mapped through the project area. Coordination with INDOT Utilities and Railroads will occur.

Trails: The LaPorte east to County Line potential trail segment, part of the LaPorte/South Bend Corridor potential trail, is located in the project area. Coordination with the Northwestern Indiana Regional Planning Commission will occur.

WATER RESOURCES:

The presence of the following water resources will require the preparation of a Waters of the U.S. Report and coordination with INDOT ES Ecology and Waterway Permitting:

NWI - Wetlands: One (1) NWI-Wetland polygon is located adjacent to the project area.

NWI - Lines: Two (2) NWI Line segments are located adjacent to the project area.

URBANIZED AREA BOUNDARY: N/A

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: R & R Mini Mart, 4102 E US 20, Rolling Prairie, IN 46371, FID #16522. According to the IDEM VFC, the site information regarding the LUST incident has been redacted and no other file records regarding a LUST incident could be found. IDEM conducted a UST site inspection on June 25, 2019 and the facility was found to be out of compliance with equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 329 IAC 9. According to a document dated March 30, 2020, the facility plans to close its USTs through removal and IDEM has approved the removal. Removal is scheduled to begin April 28, 2020. If excavation occurs in this area, petroleum contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary.

ECOLOGICAL INFORMATION:

Coordination with USFWS and IDNR will occur. Additional coordination with INDOT ES will be necessary, and the range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFW's IPaC System for Listed Bat Consultation for INDOT Projects".

INDOT Environmental Services concurrence: Aaron Aldred Digitally signed by Aaron Aldred Date: 2020.04.30 09:24:33 -04'00' (Signature)

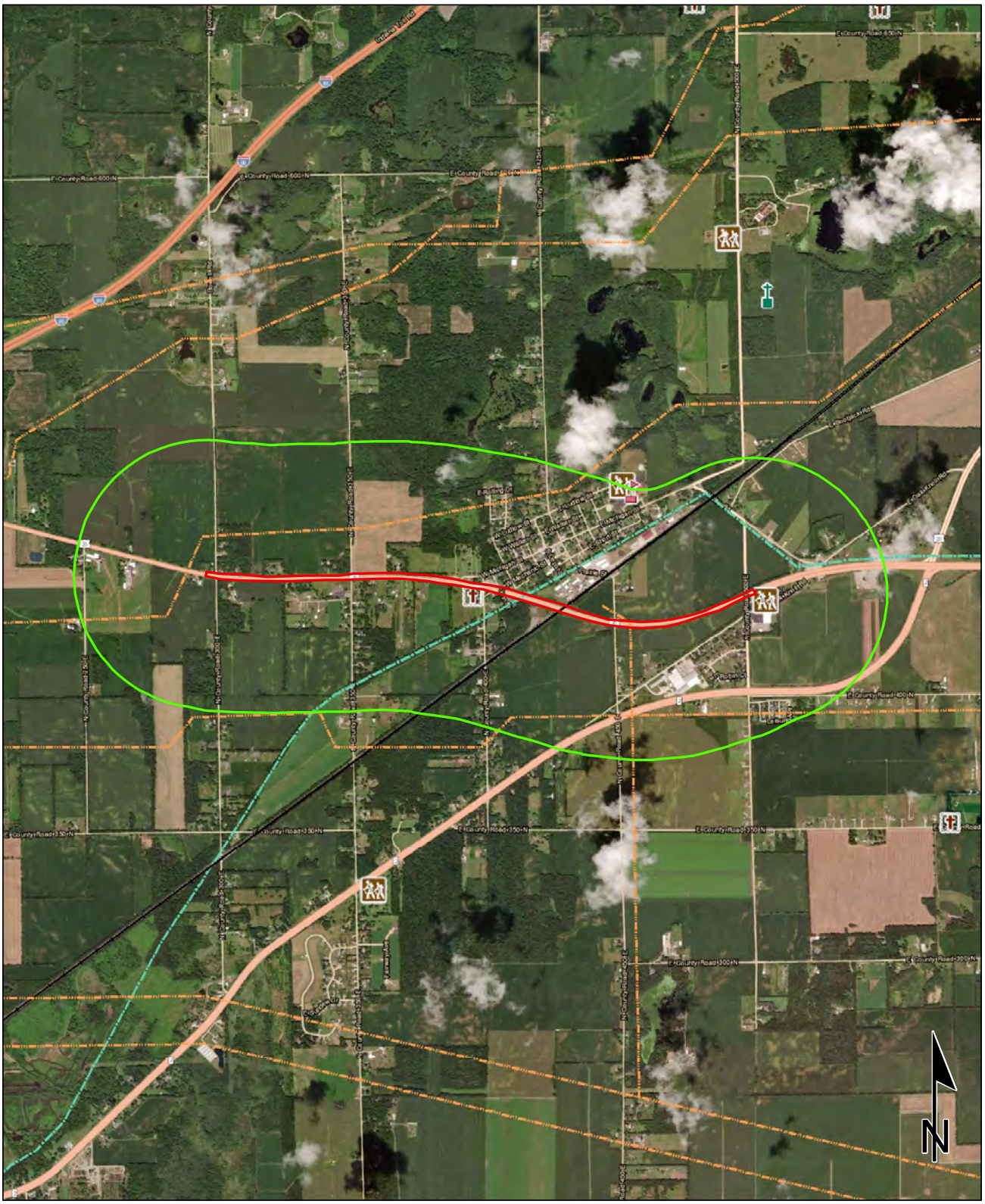
Prepared by:
Hannah Bays
Environmental Scientist
Butler, Fairman and Seufert, Inc.

Graphics:

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

SITE LOCATION: YES
INFRASTRUCTURE: YES
WATER RESOURCES: YES
URBANIZED AREA BOUNDARY: N/A
MINING/MINERAL EXPLORATION: N/A
HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Infrastructure
US 20 4.8 miles East of SR 39 to 7.2 miles East of SR 39
Des No. 1702992, Roadway Improvement Project
LaPorte County, Indiana



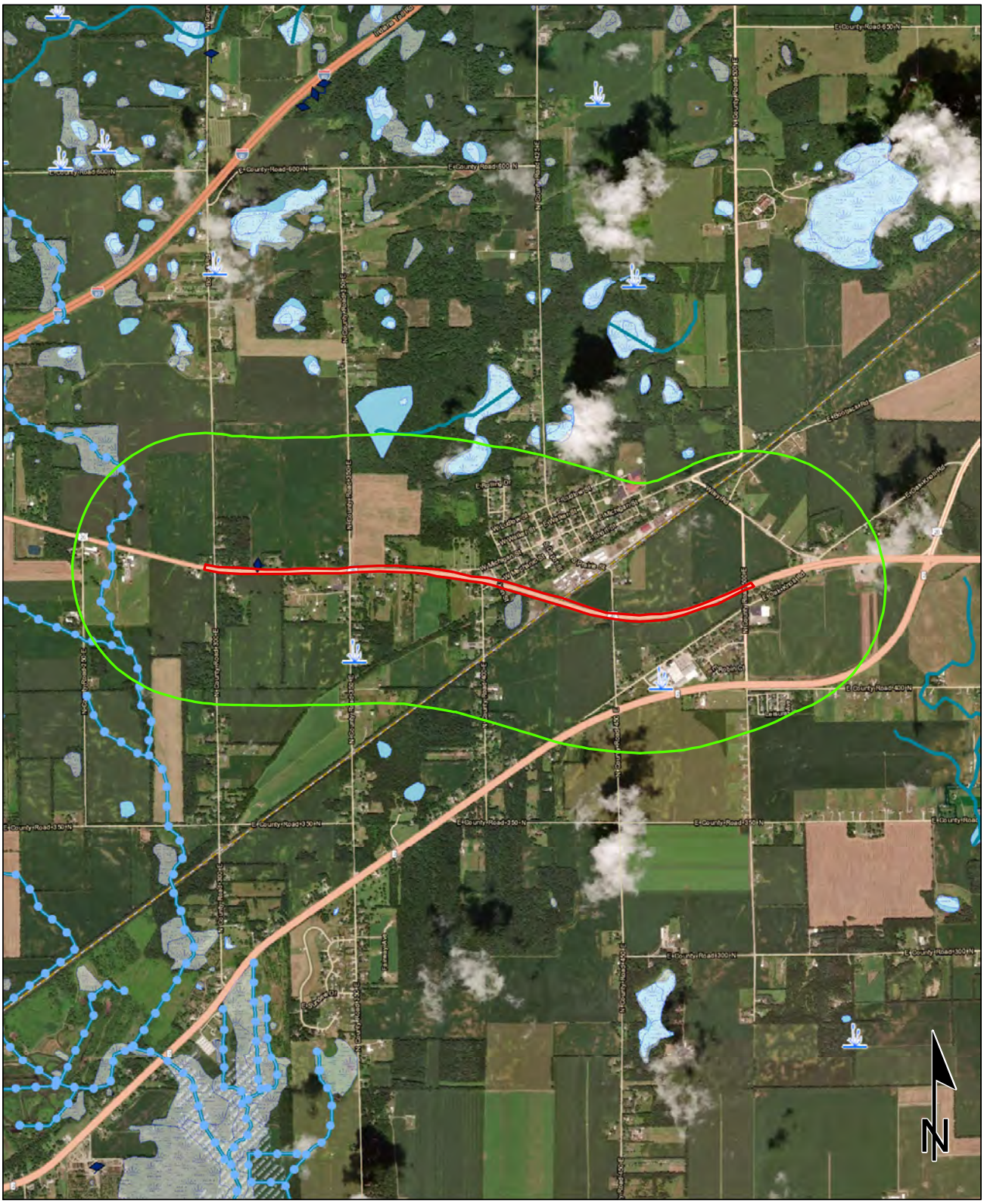
0.45 0.225 0 0.45 Miles

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.

- 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 20 4.8 miles East of SR 39 to 7.2 miles East of SR 39
Des No. 1702992, Roadway Improvement Project
LaPorte County, Indiana



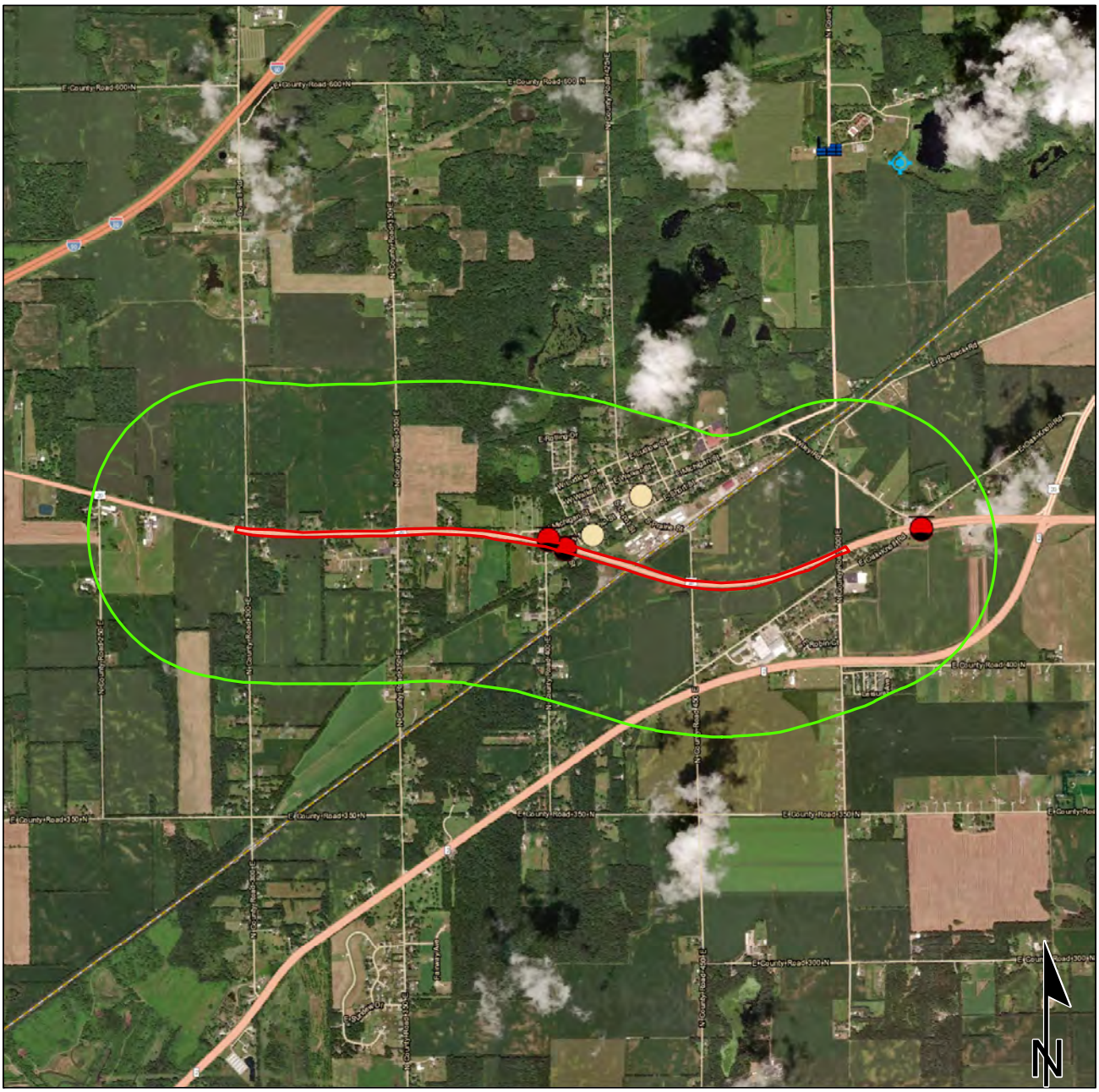
0.45 0.225 0 0.45 Miles

Sources:
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Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

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- 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 - Hazardous Material Concerns
US 20 4.8 miles East of SR 39 to 7.2 miles East of SR 39
Des No. 1702992, Roadway 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

0.45 0.225 0 0.45 Miles

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Sources:
Non Orthophotography
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Indiana County Endangered, Threatened and Rare Species List

County: La Porte

Species Name	Common Name	FED	STATE	GRANK	SRANK
Mollusk: Gastropoda					
Lymnaea stagnalis	Swamp Lymnaea		SSC	G5	S2
Insect: Diptera					
Mydas tibialis	Golden Legged Mydas Fly		ST	GNR	S1S2
Insect: Homoptera					
Bruchomorpha extensa	The Long-nosed Elephant Hopper		SR	GNR	S2S3
Chlorotettix dentatus			SR	GNR	SNR
Cicadula straminea			ST	GNR	S2
Cosmotettix bilineatus	Two-lined cosmotettix		ST	GNR	S1S2
Flexamia reflexus	Indiangrass Flexamia		ST	GNR	S2S3
Laevicephalus acus	a leafhopper		SR	GNR	S2S3
Mesamia nigridorsum	A Leafhopper		SR	GNR	S2S3
Mesamia stramineus	Helianthus Leafhopper		SE	GNR	S1
Paraphlepsius maculosus	Peppered Paraphlepsius Leafhopper		ST	GNR	S1
Polyamia caperata	Little Bluestem Polyamia		SR	GNR	SNR
Polyamia herbida	The Prairie Panic Grass Leafhopper		ST	GNR	S1S3
Polyamia obtecta	Sand Panic Grass Leafhopper		SR	GNR	S2S3
Prairiana kansana	The Kansas Prairie Leafhopper		SE	GNR	S1S2
Scaphoideus ochraceus	a leafhopper		SR	GNR	SNR
Insect: Lepidoptera (Butterflies & Moths)					
Acronicta dactylina	Fingered Dagger Moth		SR	G5	SNR
Acronicta funeralis	Funerary Dagger Moth		SR	G5	SNR
Aethes patricia			SE	G3G4	S1
Agrotis stigmosa	Spotted Dart Moth		ST	G4	S1S2
Anaplectoides prasina	Green arches		SR	G5	S1S3
Apamea burgessi	A Noctuid Moth		ST	G4	S1
Apamea indocilis	The Spastic Apamea			G5	S1S3
Apamea lignicolora	The Wood-colored Apamea		ST	G5	S1S2
Apamea lutosa	Opalescent Apamea		SE	GNR	S1
Apamea nigrior	Black-dashed Apamea		SR	G5	S2S3
Apantesis virguncula	Little Virgin Tiger Moth		SR	G5	S1S2
Atrytonopsis hianna	Dusted Skipper		SR	G4G5	S2S3
Boloria selene myrina	Silver-bordered Fritillary		SR	G5T5	S2S3
Boloria selene nebraskensis	The Nebraska Silver Bordered Fritillary		SE	G5T3T4	S2S3
Capis curvata	Curved Halter Moth		ST	G5	S2S3
Catocala abbreviatella	The Abbreviated Leadplant Underwing Moth		SE	G4	S1
Catocala amestris	The Leadplant Underwing Moth		SE	G4	S1

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Catocala gracilis	Graceful Underwing		SR	G5	S2S3
Catocala praeclara	Praeclara Underwing		SR	G5	S2S3
Catocala relicta	White Underwing		SR	G5	SNR
Crambus bidens	Forked Grass-veneer		SR	GNR	SNR
Crambus girardellus	Orange-striped Sedge Moth		SR	GNR	S2S3
Dargida rubripennis	The Pink Streak		ST	G3G4	S1
Erynnis martialis	Mottled Duskywing		WL	G3	S3
Eubaphe meridiana	Little Beggar Moth		SR	G4	S2
Eucosma bilineana			SR	GNR	S1S2
Eucosma bipunctella	A Moth		SR	GNR	S1S2
Eucosma giganteana	Giant Eucosma		SR	GNR	S1S2
Euphydryas phaeton	Baltimore			G5	S3S4
Fagitana littera	The Marsh Fern Moth		ST	G4	S1S2
Gabara subnivosella	A Noctuid Moth		SR	G4	S1S2
Grammia phyllira	The Sand Barrens Grammia		SR	G4	S2S3
Hesperia leonardus	Leonard's Skipper		SR	G5	S2S3
Homophoberia cristata	Waterlily Moth		SR	G4	S1S3
Hypenodes caducus	Large Hypenodes		SR	GNR	SNR
Lethe eurydice fumosus	Smoky-eyed Brown		SE	G5T3T4	S1
Leucania amygdalina	Salt Marsh Wainscot		SR	GNR	S2
Leucania inermis	Unarmed Wainscot		SR	G5	S2S3
Leucania multilinea	Many-lined Wainscot		SR	G5	S1S2
Lycaena helloides	Purplish Copper		SR	G5	S2S3
Macrochilo absorptalis	Slant-lined Owlet		SR	G4G5	S2S3
Macrochilo hypocritalis	Twin-dotted Macrochilo		SR	G4	S2
Macrochilo louisiana	Louisiana Macrochilo		ST	G4	S1S2
Melanomma auricinctaria	Huckleberry Eye-spot Moth		SR	G4	S2S3
Meropleon ambifusca	Newman's Brocade		ST	G3G4	S1S2
Meropleon diversicolor	Multicolored Sedgeminer		SR	G5	S2S3
Metanema determinata	Dark Metanema		SR	GNR	SNR
Neonympha mitchellii mitchellii	Mitchell's Satyr	LE	SE	G2T2	S1
Nola cilicoides	Blurry-patched Nola Moth		SR	G5	SNR
Notodonta scitipennis	Finned-willow Prominent			G5	S1S2
Odontosia elegans	Elegant Prominent		SR	G5	S1S2
Oligia obtusa	A Noctuid Moth		SE	G4	S1
Papaipema beeriana	Beer's Blazing Star Borer Moth		ST	G2G3	S1S3
Papaipema cerina	Golden Borer Moth		ST	G2G4	S1
Papaipema harrisii	Heracleum Stem Borer Moth		SR	G4?	S3
Papaipema limpida	The Ironweed Borer Moth		SR	G2G4	S1S2
Papaipema lysimachiae	The St. John'Swort Borer Moth		SR	G4G5	S1S3

Indiana County Endangered, Threatened and Rare Species List

County: La Porte

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Papaipema maritima	The Giant Sunflower Borer Moth		ST	G3	S2
Papaipema rigida	Rigid Sunflower Borer Moth		SR	G4G5	S2S3
Papaipema rutila	Mayapple Borer Moth		SR	G4	S1S3
Papaipema sciata	The Culver's Root Borer		ST	G3	S1S2
Papaipema silphii	Silphium Borer Moth		ST	G3G4	S2
Papaipema speciosissima	The Royal Fern Borer Moth		ST	G4	S2S3
Parasa indetermina	Stinging Rose Caterpillar Moth		SR	G4	S1S2
Peoria gemmatella	Gemmed Cordgrass Borer		SR	GNR	S1
Photedes enervata	The Many-lined Cordgrass Moth		ST	G4	S1
Photedes includens	The Included Cordgrass Borer		ST	G4	S1
Photedes inops	Spartina Borer Moth		SR	G3G4	S2S3
Plagodis kuetzingi	Purple Plagodis		SR	G5	SNR
Poanes massasoit	Mulberry Wing Skipper			G4	S3S4
Poanes viator viator	Big Broad-winged Skipper		ST	G5T4	S2
Polites mystic	Long Dash Skipper			G5	S3S4
Polygonia progne	Gray Comma		SR	G5	S2S3
Problema byssus	Bunchgrass Skipper		ST	G3G4	S1S2
Pyreferra citrombra	Citrine Sallow		SR	GNR	SNR
Pyreferra hesperidago	Mustard Sallow		SR	G5	SNR
Pyreferra pettiti	A Noctuid Moth		SR	G5	SNR
Resapamea stipata	The Four-lined Cordgrass Borer		SE	G4	S1
Sciota dammersi	Leadplant Leafwebber Moth		SE	GNR	S1
Sitochroa dasconalis	Pearly Indigo Borer		ST	GNR	S1S2
Spilosoma latipennis	The Red-legged Tussock Moth		SR	G4	S2S3
Tricholita notata	Marked Noctuid		ST	G5	S1S2
Virbia opella	Tawny Virbia		SR	G5	S2S3
Insect: Odonata (Dragonflies & Damselflies)					
Cordulegaster bilineata	Brown Spiketail		SE	G5	S3
Leucorrhinia frigida	Frosted Whiteface		ST	G5	S2S3
Nannothemis bella	Elfin Skimmer		SE	G4G5	S1S2
Rhionaeschna mutata	Spatterdock Darner		ST	G4	S2S3
Sympetrum semicinctum	Band-winged Meadowhawk		SR	G5	S2S3
Insect: Orthoptera					
Chloealtis conspersa	Sprinkled Locust		SR	G5	S2S3
Melanoplus gracilis	Graceful Spur-throated Grasshopper		SR	G5	S1S2
Neoconocephalus exiliscanorus	Slightly Musical Conehead		SR	GNR	SNR
Neoconocephalus nebrascensis	Nebraska Conehead		SR	GNR	S1S2
Fish					
Acipenser fulvescens	Lake Sturgeon		SE	G3G4	S1

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Indiana County Endangered, Threatened and Rare Species List

County: La Porte

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Ichthyomyzon fossor	Northern Brook Lamprey		SE	G4	S1
Moxostoma valenciennesi	Greater Redhorse		SE	G4	S2
Rhinichthys cataractae	Longnose Dace		SSC	G5	S2
Amphibian					
Acris blanchardi	Blanchard's Cricket Frog		SSC	G5	S4
Hemidactylium scutatum	Four-toed Salamander		SSC	G5	S2
Necturus maculosus	Common mudpuppy		SSC	G5	S2
Reptile					
Clemmys guttata	Spotted Turtle	C	SE	G5	S2
Clonophis kirtlandii	Kirtland's Snake		SE	G2	S2
Emydoidea blandingii	Blanding's Turtle	C	SE	G4	S2
Opheodrys vernalis	Smooth Green Snake		SE	G5	S2
Sistrurus catenatus	Eastern Massasauga	LT	SE	G3	S2
Terrapene carolina carolina	Eastern Box Turtle		SSC	G5T5	S3
Terrapene ornata ornata	Ornate Box Turtle		SE	G5T5	S1
Thamnophis proximus proximus	Western Ribbon Snake		SSC	G5T5	S3
Bird					
Ammodramus henslowii	Henslow's Sparrow		SE	G4	S3B
Ardea alba	Great Egret		SSC	G5	S1B
Bartramia longicauda	Upland Sandpiper		SE	G5	S3B
Botaurus lentiginosus	American Bittern		SE	G5	S2B
Buteo platypterus	Broad-winged Hawk		SSC	G5	S3B
Certhia americana	Brown Creeper			G5	S2B
Chlidonias niger	Black Tern		SE	G4G5	S1B
Circus hudsonius	Northern Harrier		SE	G5	S2
Cistothorus palustris	Marsh Wren		SE	G5	S3B
Cistothorus platensis	Sedge Wren		SE	G5	S3B
Empidonax alnorum	Alder Flycatcher			G5	S2B
Euphagus cyanocephalus	Brewer's Blackbird			G5	SHB,S1N
Falco peregrinus	Peregrine Falcon		SSC	G4	S2B
Gallinula galeata	Common gallinule		SE	G5	S3B
Grus canadensis	Sandhill Crane		SSC	G5	S2B,S1N
Haliaeetus leucocephalus	Bald Eagle		SSC	G5	S2
Ixobrychus exilis	Least Bittern		SE	G5	S3B
Lanius ludovicianus	Loggerhead Shrike		SE	G4	S3B
Mniotilta varia	Black-and-white Warbler		SSC	G5	S1S2B
Nycticorax nycticorax	Black-crowned Night-heron		SE	G5	S1B
Pandion haliaetus	Osprey		SSC	G5	S1B
Rallus elegans	King Rail		SE	G4	S1B
Rallus limicola	Virginia Rail		SE	G5	S3B

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Setophaga cerulea	Cerulean Warbler		SE	G4	S3B
Setophaga citrina	Hooded Warbler		SSC	G5	S3B
Sturnella neglecta	Western Meadowlark		SSC	G5	S2B
Wilsonia canadensis	Canada Warbler			G5	S2B
Xanthocephalus xanthocephalus	Yellow-headed Blackbird		SE	G5	S1B
Mammal					
Condylura cristata	Star-nosed Mole		SSC	G5	S2?
Lasiurus borealis	Eastern Red Bat		SSC	G3G4	S4
Mustela nivalis	Least Weasel		SSC	G5	S2?
Myotis lucifugus	Little Brown Bat	C	SE	G3	S2
Myotis septentrionalis	Northern Long Eared Bat	LT	SE	G1G2	S2S3
Myotis sodalis	Indiana Bat	LE	SE	G2	S1
Spermophilus franklinii	Franklin's Ground Squirrel		SE	G5	S2
Taxidea taxus	American Badger		SSC	G5	S2
Vascular Plant					
Actaea rubra	Red Baneberry		ST	G5	S2
Andromeda glaucophylla	Bog Rosemary		ST	G5T5	S2
Anticlea elegans var. glaucus	White Camas		SR	G5T4T5	S3
Aralia hispida	Bristly Sarsaparilla		SE	G5	S1
Arctostaphylos uva-ursi	Bearberry		SR	G5	S3
Aristida intermedia	Slim-spike Three-awn Grass		WL	GNR	S3
Aristida tuberculosa	Seabeach Needlegrass		SR	G5	S3
Betula papyrifera	Paper Birch		SR	G5	S3
Betula populifolia	Gray Birch		WL	G5	S1
Bidens beckii	Beck Water-marigold		SE	G5	S1
Botrychium matricariifolium	Chamomile Grape-fern		SR	G5	S3
Brachyelytrum aristosum	Northern shorthusk		SE	G5	S1
Calla palustris	Wild Calla		SE	G5	S1
Carex arctata	Black Sedge		ST	G5	S2
Carex atherodes	Awned Sedge		SE	G5	S1
Carex atlantica ssp. capillacea	Howe Sedge		SE	G5T5?	S1
Carex aurea	Golden-fruited Sedge		SR	G5	S3
Carex brunnescens	Brownish Sedge		ST	G5	S2
Carex cephaloidea	Thinleaf Sedge		ST	G5	S2
Carex chordorrhiza	Creeping Sedge		SE	G5	S1
Carex debilis var. rudgei	White-edge Sedge		WL	G5T5	S3
Carex echinata	Little Prickly Sedge		SE	G5	S1
Carex flava	Yellow Sedge		ST	G5	S2
Carex folliculata	Long Sedge		SR	G5	S3
Carex leptonervia	Finely-nerved Sedge		SE	G5	S1

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Indiana County Endangered, Threatened and Rare Species List

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Carex limosa	Mud Sedge		SE	G5	S1
Carex pedunculata	Longstalk Sedge		WL	G5	S3
Carex scabrata	Rough Sedge		SE	G5	S1
Carex seorsa	Weak Stellate Sedge		SR	G5	S3
Carex trisperma	Three-seed Sedge		WL	G5	S3
Chimaphila maculata	Spotted Wintergreen		WL	G5	S3
Chimaphila umbellata ssp. cisatlantica	Pipsissewa		SE	G5T5	S1
Chrysosplenium americanum	American Golden-saxifrage		ST	G5	S2
Circaea alpina	Small Enchanter's Nightshade		SX	G5	SX
Cirsium pitcheri	Dune Thistle	LT	SE	G2G3	S1
Clinopodium arkansanum	Calamint		ST	G5	S2
Clinopodium vulgare	American Wild Basil		WL	G5	S3
Conioselinum chinense	Hemlock Parsley		SE	G5	S1
Cornus rugosa	Roundleaf Dogwood		SR	G5	S3
Corydalis sempervirens	Pale Corydalis		SE	G5	S1
Cyperus dentatus	Toothed Sedge		SE	G4	S1
Cypripedium candidum	Small White Lady's-slipper		SR	G4	S3
Cypripedium parviflorum var. makasin	Small Yellow Lady's-slipper		SR	G5T4T5	S3
Dendrolycopodium hickeyi	Hickey's Clubmoss		SR	G5	S3
Dendrolycopodium obscurum	Tree Clubmoss		SR	G5	S3
Deschampsia cespitosa	Tufted Hairgrass		SR	G5	S3
Dichanthelium boreale	Northern Witchgrass		SR	G5	S3
Dichanthelium leibergii	Leiberg's Witchgrass		ST	G4	S2
Diervilla lonicera	Northern Bush-honeysuckle		WL	G5	S3
Diphasiastrum tristachyum	Deep-root Clubmoss		ST	G5	S2
Drosera intermedia	Spoon-leaved Sundew		SR	G5	S3
Drosera rotundifolia	Roundleaf Sundew		WL	G5	S3
Dryopteris celsa	Log Fern		SE	G4	S1
Dryopteris clintoniana	Clinton Woodfern		SE	G5	S1
Eleocharis melanocarpa	Black-fruited Spike-rush		ST	G4	S2
Epigaea repens	Trailing Arbutus		SR	G5	S3
Equisetum sylvaticum	Woodland Horsetail		SE	G5	S1
Equisetum variegatum var. variegatum	Variegated Horsetail		SE	G5T5	S1
Eriocaulon aquaticum	Pipewort		SE	G5	S1
Eriophorum angustifolium	Narrow-leaved Cotton-grass		SR	G5	S2
Eriophorum gracile	Slender Cotton-grass		ST	G5	S2
Eriophorum spissum	Dense Cotton-grass		SX	G5T5	SX
Eriophorum viridicarinatum	Green-keeled Cotton-grass		SR	G5	S2
Fallopia cilinodis	Fringed Black Bindweed		SE	G5	S1
Fragaria vesca var. americana	Woodland Strawberry		SE	G5T5	S1

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Gentiana puberulenta	Downy Gentian		SE	G4G5	S1
Geranium robertianum	Herb-robert		SR	G5	S3
Huperzia lucidula	Shining Clubmoss		WL	G5	S3
Hydrastis canadensis	Golden Seal		WL	G3G4	S3
Hypericum pyramidatum	Great St. John's-wort		ST	G4	S2
Ilex mucronata	Mountain Holly		SR	G5	S3
Juglans cinerea	Butternut		ST	G4	S2
Juncus articulatus	Jointed Rush		SE	G5	S1
Juncus balticus var. littoralis	Baltic Rush		WL	G5T5	S3
Juncus pelocarpus	Brown-fruited Rush		SE	G5	S1
Juncus scirpoides	Scirpus-like Rush		ST	G5	S2
Juniperus communis var. depressa	Ground Juniper		SR	G5T5	S3
Larix laricina	Tamarack		ST	G5	S2
Lathyrus japonicus	Beach Peavine		SE	G5T4T5	S1
Lathyrus venosus	Smooth Veiny Pea		SE	G5	S1
Linum striatum	Ridged Yellow Flax		WL	G5	S3
Lonicera canadensis	American Fly-honeysuckle		SE	G5	S1
Luzula acuminata	Hairy Woodrush		SE	G5	S1
Lycopodiella inundata	Northern Bog Clubmoss		ST	G5	S2
Lycopodium clavatum	Running Pine		WL	G5	S3
Malaxis unifolia	Green Adder's-mouth Orchid		SE	G5	S1
Matteuccia struthiopteris	Ostrich Fern		SR	G5	S3
Melampyrum lineare	American Cow-wheat		SE	G5	S1
Milium effusum	Tall Millet-grass		ST	G5	S1
Minuartia michauxii var. michauxii	Michaux's Stitchwort		ST	G5T5	S2
Myosotis laxa	Smaller Forget-me-not		ST	G5	S2
Myriophyllum pinnatum	Cutleaf Water-milfoil		SE	G5	S1
Najas gracillima	Thread-like Naiad		SR	G5?	S3
Oenothera perennis	Small Sundrops		SR	G5	S3
Orthilia secunda	One-sided Wintergreen		SX	G5	SX
Oryzopsis asperifolia	White-grained Mountain-ricegrass		SE	G5	S1
Panax trifolius	Dwarf Ginseng		WL	G5	S3
Panicum verrucosum	Warty Panic-grass		ST	G4	S2
Persicaria careyi	Carey's Smartweed		ST	G4	S2
Pinus banksiana	Jack Pine		SR	G5	S3
Pinus strobus	Eastern White Pine		SR	G5	S3
Piptatherum pungens	Slender Mountain-ricegrass		SX	G5	SX
Piptochaetium avenaceum	Blackseed Needlegrass		SR	G5	S3
Platanthera aquilonis	Leafy Northern Green Orchis		ST	G5	S2
Platanthera ciliaris	Yellow-fringe Orchis		SE	G5	S1

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Indiana County Endangered, Threatened and Rare Species List

County: La Porte

Species Name	Common Name	FED	STATE	GRANK	SRANK
Platanthera leucophaea	Prairie White-fringed Orchid	LT	SE	G2G3	S1
Platanthera psycodes	Small Purple-fringe Orchis		SR	G5	S2
Poa alsodes	Grove Meadow Grass		SR	G4G5	S3
Poa paludigena	Bog Bluegrass		SR	G3	S3
Polygonella articulata	Eastern Jointweed		SR	G5	S3
Polytaenia nuttallii	Prairie Parsley		SE	G5	S1
Potamogeton epihydrus	Nuttall Pondweed		SE	G5	S1
Potamogeton friesii	Fries' Pondweed		SE	G5	S1
Potamogeton praelongus	White-stem Pondweed		ST	G5	S1
Potamogeton pulcher	Spotted Pondweed		ST	G5	S2
Potamogeton pusillus	Slender Pondweed		WL	G5	S2
Potamogeton robbinsii	Flatleaf Pondweed		SR	G5	S3
Potamogeton strictifolius	Straight-leaf Pondweed		ST	G5	S2
Potamogeton vaseyi	Vasey's Pondweed		SE	G4	S1
Potentilla anserina	Silverweed		ST	G5	S2
Prenanthes aspera	Rough Rattlesnake-root		SR	G4?	S3
Prunus pensylvanica	Fire Cherry		SR	G5	S3
Pyrola americana	American Wintergreen		ST	G5	S2
Pyrola elliptica	Elliptical-leaf Wintergreen		WL	G5	S3
Rhynchospora recognita	Globe Beaked-rush		SE	G5?	S1
Rhynchospora scirpoides	Long-beaked Baldrush		SR	G4	S3
Scheuchzeria palustris ssp. americana	American Scheuchzeria		SE	G5T5	S1
Silene regia	Royal Catchfly		SE	G3	S1
Sisyrinchium montanum	Strict Blue-eyed-grass		SE	G5	S1
Solidago simplex var. gillmanii	Sticky Goldenrod		ST	G5T3?	S2
Sorbus decora	Northern Mountain-ash		SX	G5	SX
Sparganium androcladum	Branching Bur-reed		ST	G4G5	S2
Spiranthes lucida	Shining Ladies'-tresses		SR	G4	S3
Styrax americanus	American Snowbell		SR	G5	S3
Symphyotrichum boreale	Rushlike Aster		ST	G5	S2
Symphyotrichum sericeum	Western Silvery Aster		ST	G5	S2
Thuja occidentalis	Northern White Cedar		SE	G5	S1
Triantha glutinosa	False Asphodel		ST	G5	S2
Triglochin palustris	Marsh Arrow-grass		ST	G5	S2
Turritis glabra	Tower-mustard		WL	G5	S3
Utricularia geminiscapa	Hidden-fruited Bladderwort		SE	G4G5	S1
Utricularia minor	Lesser Bladderwort		ST	G5	S1
Utricularia purpurea	Purple Bladderwort		SR	G5	S3
Utricularia subulata	Zigzag Bladderwort		ST	G5	S2
Vaccinium oxycoccos	Small Cranberry		ST	G5	S2

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Indiana County Endangered, Threatened and Rare Species List

County: La Porte

Species Name	Common Name	FED	STATE	GRANK	SRANK
Valeriana edulis var. ciliata	Hairy Valerian		SE	G5T3	S1
Valeriana uliginosa	Marsh Valerian		SE	G4	S1
Valerianella chenopodiifolia	Goose-foot Corn-salad		WL	G4	S3
Viburnum opulus var. americanum	Highbush-cranberry		SE	G5T5	S1
Viola primulifolia	Primrose-leaf Violet		SR	G5	S3
Wolffiella gladiata	Sword Bogmat		SE	G5	S1
Xyris difformis	Carolina Yellow-eyed Grass		ST	G5	S2
High Quality Natural Community					
Forest - flatwoods boreal	Boreal Flatwoods		SG	G2?	S2
Forest - floodplain wet-mesic	Wet-mesic Floodplain Forest		SG	G3?	S3
Forest - upland dry Northwestern Morainal	Northwestern Morainal Dry Upland Forest		SG	GNR	S1
Forest - upland dry-mesic Grand Prairie	Grand Prairie Dry-mesic Upland Forest		SG	GNR	S1
Forest - upland dry-mesic Northwestern Morainal	Northwestern Morainal Dry-mesic Upland Forest		SG	GNR	S1
Forest - upland mesic Grand Prairie	Grand Prairie Mesic Upland Forest		SG	GNR	S1
Forest - upland mesic Northwestern Morainal	Northwestern Morainal Mesic Upland Forest		SG	GNR	S1
Lake - lake	Lake		SG	GNR	S2
Prairie - dry-mesic	Dry-mesic Prairie		SG	G3	S2
Prairie - mesic	Mesic Prairie		SG	G2	S2
Prairie - sand dry	Dry Sand Prairie		SG	G3	S2
Prairie - sand dry-mesic	Dry-mesic Sand Prairie		SG	G3	S3
Prairie - sand wet-mesic	Wet-mesic Sand Prairie		SG	G1?	S2
Prairie - wet	Wet Prairie		SG	G3	S1
Wetland - bog acid	Acid Bog		SG	G3	S2
Wetland - bog circumneutral	Circumneutral Bog		SG	G3	S3
Wetland - fen	Fen		SG	G3	S3
Wetland - fen forested	Forested Fen		SG	G3	S1
Wetland - marsh	Marsh		SG	GU	S4
Wetland - meadow sedge	Sedge Meadow		SG	G3?	S1
Wetland - seep circumneutral	Circumneutral Seep		SG	GU	S1
Wetland - swamp shrub	Shrub Swamp		SG	GU	S2

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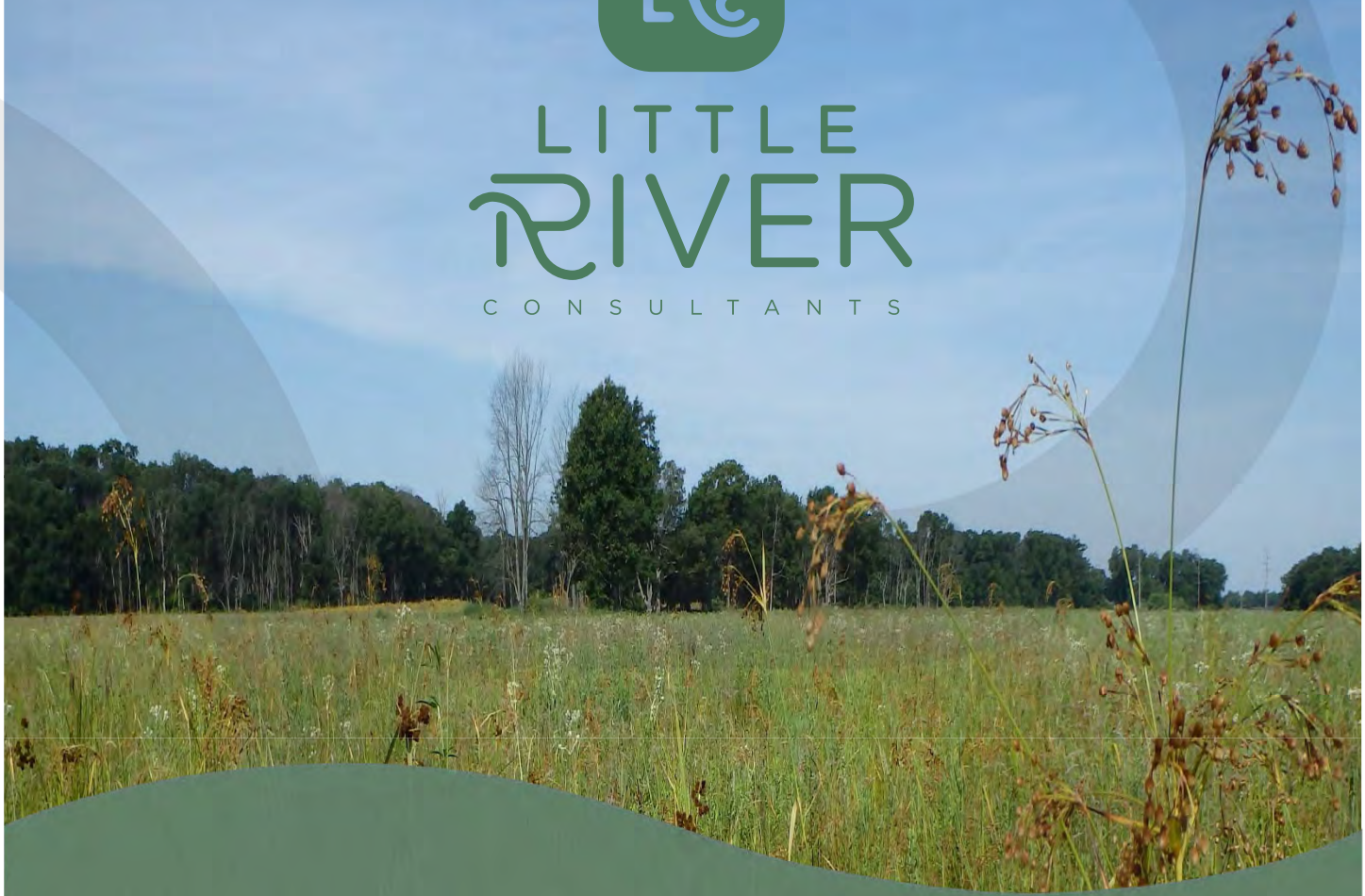
Appendix F

Ecological and Water Resources

EXPERIENCED | RELIABLE | CREATIVE

- LITTLE RIVER CONSULTANTS -
PROJECT 21-024B | R. Baker
9675 SOUTH CR 100 EAST, CLAYTON, IN

LITTLE RIVER CONSULTANTS



WATERS OF THE US DETERMINATION REPORT
NO WOTUS IDENTIFIED

US 20 Roadway Improvements
4.8 miles east of SR 39 (CR 300 E) to 7.2 miles east of SR 39 (CR 500 E)
LaPorte County, Indiana

INDOT Des. No. 1702992

Field Work Completed: June 16-17, 2021
Report Date: December 9, 2021

PREPARED FOR PRIME CONSULTANT:
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Office Phone: 317-702-7291
Little River Consultants, LLC
9675 South CR 100E
Clayton, Indiana 46118

1.0 INTRODUCTION

1.1 Project Information

Dates of Field Reconnaissance: June 16-17, 2021
Location: Sections 9-12; Township 37N; Range: 2W
Springville & New Carlisle Quadrangles (1980)
LaPorte County, IN
US 20 from 4.8 miles east of SR 39 on US 20
41.673022, -86.644575

1.2 Project Description

The proposed project is located in northern LaPorte County, Indiana. The project is approximately 2.4 miles long on US 20, beginning approximately 4.8 miles east of the SR 39 junction near CR 300 E and ending 7.2 miles east of SR 39 junction near CR 500 E. The project involves roadway improvements to US 20 in response to increased traffic resulting in an increase in the number and severity of accidents. Many of the accidents are due to left-turning vehicles waiting in the passing lane. Currently, US 20 has 4 lanes with a 2.5-foot wide median and 2-foot wide paved shoulders. The improvements would involve road widening to add a 16-foot wide two-way-left-turn lane (TWLTL) and expand the paved shoulders to 8-foot wide on both sides of US 20. Some commercial and residential entries to US 20 would be eliminated, including at Michigan Street and at E. Lynn Street/W. Mechanic Street in Rolling Prairie. Additionally, the intersection of Byron Road and W. Michigan Street would be repaved.

Along with the roadway improvements, five small structures will be improved as well. CLV-53345, which is currently 76-foot long 36-inch reinforced concrete pipe, will be replaced with a 105-foot long 36-inch reinforced concrete pipe. SC 020-46.54.04, which is currently a 78-foot long 12-inch clay pipe, will be replaced with a 102-foot long 15-inch clay pipe. SC 020-46-54.48, which is currently 78-foot long 24-inch reinforced concrete pipe, will be replaced by a 99-foot long 24-inch reinforced concrete pipe. SC 020-46-54.91, which is currently an 89-foot long 15-inch reinforced concrete pipe, will be replaced by a 103-foot long 24-inch reinforced concrete pipe. CLV-53348, which is currently 95-foot long 24-inch reinforced concrete pipe, will be replaced by a 101-foot long 24-inch reinforced concrete pipe. Two other small structures, SC 020-046-55.91 and SC 020-046-56.00, are within the project area but will not be replaced or modified. Table 1 below summarizes the planned structure improvements.

Table 1: Small Structures and Culvert Improvements Summary Table

Structure ID	Lat/Long	Existing Type	Existing Length	Proposed Type	Proposed Length	Associated Channel
CLV-53345	41.672908 -86.644100	36-inch reinforced concrete pipe	76’	36-inch reinforced concrete pipe	105’	No defined channel
SC 020-046-54.04	41.672419 -86.637517	12-inch clay pipe	78’	15-inch clay pipe	102’	No defined channel
SC 020-46-54.48	41.672472 -86.629236	24-inch reinforced concrete pipe	78’	24-inch reinforced concrete pipe	99’	No defined channel
SC 020-46-54.91	41.671781 -86.620878	15-inch reinforced concrete pipe	89’	24-inch reinforced concrete pipe	103’	No defined channel
CLV-53348	41.670139 -86.607594	24-inch reinforced concrete pipe	95’	24-inch reinforced concrete pipe	101’	No defined channel
SC 020-046-55.91	41.671589 -86.602389	24-inch reinforced concrete pipe	176’	N/A	N/A	No defined channel
SC 020-046-56.00	41.671947 -86.601028	24-inch reinforced concrete pipe	113’	N/A	N/A	No defined channel

In preparation for the roadway improvement project, a desktop review of the entire length of the project area was conducted by Butler, Fairman & Seufert (BFS) staff to identify areas with the potential for water

resources. That desktop review included online investigation of feature crossings, previously mapped wetlands and NHD features, and hydric soils. BFS then identified five separate Investigation Areas that would need further investigation. This approach and the proposed onsite investigation areas were approved by INDOT. A wetland and waterways determination was then conducted by Little River Consultants at the five separate Investigation Areas identified along the roadway improvement project. The general project vicinity is shown on Exhibit 1a, the Investigation Areas within this segment of the roadway project are shown on Exhibit 1b, and the location and study limits are shown on Exhibits 2-7.

Land use within the project boundary is primarily roadway, agricultural fields, residential lawns and commercial lots. Beyond the project limits, land use is a mix of agricultural lands, low to medium density residential, and woodlands. Aerial photographs showing land use in the immediate vicinity of the Investigation Areas can be found on Exhibit 6.

2.0 DESKTOP RECONNAISSANCE

Prior to conducting field work, Little River staff reviewed the U.S. Geological Survey (USGS) topographic mapping (Exhibits 2 & 3), U.S. Fish & Wildlife Service (USFWS) National Wetlands Inventory (NWI) Map (Exhibit 4), Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) (Exhibit 4), USGS National Hydrography Dataset (NHD) (Exhibit 4), U.S. Department of Agriculture (USDA) Web Soil Survey (Exhibit 5), and current aerial photography (Exhibits 6). These resources were used to identify potential wetlands and waterways within the project limits and establish historic conditions.

2.1 Soils

According to the Natural Resources Conservation Service (NRCS) Soil Survey Geographic (SSURGO) Database for LaPorte County, Indiana, six soil types are present within the project area. Table 2 summarizes soil types, which Investigation Areas each soil type was found, the drainage class, flooding and ponding frequency, the depth to water table, and hydric rating of each soil type. Exhibit 5 shows the orientation of the soils mapped at each Investigation Area.

Table 2: Soil Survey Data Regarding Hydrology and Hydric Soil

Soil Name	Soil Symbol	Investigation Area(s)	Drainage Class	Flooding Frequency	Ponding Frequency	Depth to Water Table (in)	Hydric Rating
Coupee silt loam, 0-2% slopes	CoA	3	Well Drained	None	None	>78.75 in	0
Coupee silt loam, 2-6% slopes	CoB	3	Well Drained	None	None	>78.75 in	0
Elston loam, 2-6% slopes	EsB	3, 5	Well Drained	None	None	>78.75 in	0
Tracy sandy loam, 0-2% slopes	TcA	5	Well Drained	None	None	>78.75 in	0
Tracy sandy loam, 2-6% slopes	TcB	1, 2, 3, 4, 5	Well Drained	None	None	>78.75 in	0
Troxel silt loam	Tr	1, 2, 4, 5	Well Drained	None	None	>78.75 in	0

2.2 National Wetland Inventory (NWI) Information

The NWI Map shows no wetlands in or adjacent to the project limits. There are two mapped wetlands within the vicinity of the project. A small emergent wetland (PEM1C) is located approximately 300 feet northwest of the northwest end of Investigation Area 3. A small palustrine forested/shrub wetland (PFO1C) is located approximately 320 feet southwest of the southwest end of Investigation Area 4.

2.3 HUC

12 Digit Hydrologic Unit Codes: 071200010207 & 071200010208
12-Digit Hydrologic Unit Names: Clear Lake Basin & Lower Fish Lake—Little Kankakee River

2.4 Additional Information

A review of the USGS topo map (Exhibits 2 & 3) shows no streams in the project area. The NHD map (Exhibit 4) shows multiple ditches, connectors and flowlines throughout the project area. At Investigation Area 1, 1 connector and 1 flowline are mapped. At Investigation Area 3, 1 connector and 1 flowline are mapped. At Investigation Area 5, 2 roadside ditches, 1 connector and 3 flowlines are mapped. The FEMA map (Exhibit 4) shows no floodplains mapped within any of the Investigation Areas. The connector mapped by the NHD at Investigation Area 1 appears to be a culvert or small structure according to aerial photography (Exhibit 6). The connector and flowline mapped by the NHD at Investigation Area 3 appears to be a culvert or small structure and a roadside ditch according the aerial photography (Exhibit 6).

2.5 Attached Documents

Maps reviewed as part of the desktop reconnaissance are attached to this report as follows:

Exhibit 1 – Project Vicinity
Exhibit 2 – USGS Quadrangle Map
Exhibit 3 – USGS Quadrangle Map Zoomed In
Exhibit 4 – Wetland, Floodplain and Flowline Map
Exhibit 5 – Soil Survey
Exhibit 6 – Aerial Photograph
Exhibit 7 – Feature Locations

Photographs of the project can be found in Appendix A. Wetland Data Sheets are included in Appendix B. The locations of all photo points, data points, and mapped features are shown on Exhibit 7.

3.0 FIELD RECONNAISSANCE

Onsite data collection was conducted on June 16 and 17, 2021, by Shannon Bonifacio and Courtney Haverbusch. Local precipitation data was reviewed to provide context for observations of hydrology. Precipitation data on the Community Collaborative Rain, Hail, and Snow Network website (Cocorahs.org) showed the area received approximately 1.7 inches of precipitation in the 2 weeks preceding the site visit. Two significant rain events occurred on June 8 & 10, 2021, resulting in 0.97 and 0.70 inches of precipitation, respectively. Field data collection was based on the technical criteria presented in the 1987 U.S. Army Corps of Engineers Wetlands Delineation Manual (1987 Corps Manual) and 2012 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region Version 2.0 (Regional Supplement). Field methods did not deviate from standard methods found in the 1987 Corps Manual or the Regional Supplement. The locations of identified streams, wetlands, and data points were mapped using sub-meter accurate GPS.

Typically, stream conditions such as morphology, substrate, and riparian habitat would be recorded recorded, along with measurements of width and depth at the ordinary high water mark (OHWM). However, no streams were present within the Investigated Areas. Jurisdictional wetland and stream determinations were based on the Navigable Waters Protection Rule that went into effect on June 22, 2020.

3.1 Waterways

Runoff from the project area eventually drains into the Kankakee River, via a series of unclassified flowlines and either County Line Ditch or the Little Kankakee River. The Kankakee River is approximately 11 miles southeast of the project area. The Kankakee River is a traditional navigable water (TNW). The connector identified by the NHD map at Investigation Area 1 was determined to correspond to CLV-53345 under US 20. The connector identified by the NHD map at Investigation Area 3 was determined to correspond to SC

020-046-54.48 under US 20, and the flowline identified was determined to be a roadside ditch (RD4). The ditches identified by the NHD map at Investigation Area 5 were confirmed as roadside ditches (RD8 & RD10). Other roadside ditches not identified by the NHD were found at each of the Investigation Areas. No streams were found in any of the investigation areas. All waterways are shown on Exhibit 7, and photos are included in Appendix A.

3.1.1 Roadside Ditches

Ten roadside ditches were identified during the site visit, distributed across all five investigation areas.

One roadside ditch was identified at Investigation Area 1. Roadside Ditch 1 (RD1) runs along the north side of US 20 for approximately half the length of the area from the west end. RD1 was a shallow, grassy ditch with no defined bed and banks. Vegetation was dominated by tall fescue (*Schedonorus arundinaceus* – FACU).

Two roadside ditches were identified at Investigation Area 2. RD2 runs along the north side of US 20 for approximately a third of the length of the area from the west end. RD3 runs the south side of US 20 for the whole length of the area. RD2 and RD3 were shallow, grassy ditches with no defined beds and banks. Vegetation in both RD2 and RD3 was dominated by tall fescue (FACU) and smooth brome (*Bromus inermis* – UPL).

Two roadside ditches were identified at Investigation Area 3. RD4 runs along the north side of US 20 for approximately half of the length of the area from the west end. RD5 runs along the north side of US 20 for approximately half of the length of the area from the east end. RD4 and RD5 were shallow, grassy ditches with no defined beds and banks. Vegetation in both RD4 and RD5 was primarily mowed tall fescue (FACU).

One roadside ditch was identified at Investigation Area 4. RD6 runs along the north side of US 20 for approximately two-thirds the length of the area from the west end. RD6 was a shallow, grassy ditch with no defined bed and banks. Vegetation in RD6 was dominated by facultative upland species including tall fescue (FACU), Kentucky blue grass (*Poa pratensis* – FACU), common plantain (*Plantago major* – FACU), and white clover (*Trifolium repens* – FACU).

Four roadside ditches were identified at Investigation Area 5. RD7 runs along the north side of US 20 from the west end of the area to the junction of US 20 with N 500 E. RD8 runs along the north side of US 20 from the junction of US 20 with N 500 E to the east end of the area. RD9 is within the median between the eastbound and westbound lanes of US 20 at the east end of the area. RD10 runs along the south side of US 20 from the west end of the area to the junction of US 20 with N 500 E. All roadside ditches at Investigation Area 5 were shallow, grassy ditches with no defined beds and banks. Vegetation in RD7 and RD8 was dominated by tall fescue (FACU), common wheatgrass (*Agropyron cristatum* – NI), and orchard grass (*Dactylis glomerata* – FACU). Vegetation in RD9 was primarily mowed tall fescue (FACU). Vegetation in RD10 was primarily mowed tall fescue (FACU), but plants within the bordering tree and fence line included orchard grass (FACU), wild parsnip (*Pastinaca sativa* - NI), Virginia creeper (*Parthenocissus quinquefolia* – FACU), common evening primrose (*Oenothera biennis* – FACU), hairy aster (*Symphyotrichum pilosum* – FACU), wild onion (*Allium cernuum* – FACU), lesser burdock (*Arctium minus* – FACU), hedge false bindweed (*Calystegia sepium* – FAC), and staghorn sumac (*Rhus typhina* – NI).

None of the roadside ditches identified across the five investigation areas appear to be jurisdictional. They do not replace natural channels, were not excavated through wetlands, have no defined beds and banks, and they only carry ephemeral, not relatively permanent or seasonal, flow. All of the roadside ditches appear to have been excavated in and wholly drain uplands. As such, none of the roadside ditches meet the definition of Waters of the U.S.

All roadside ditches are shown on Exhibit 7, and photos are included in Appendix A.

3.1.2 Waterways Summary

There are no jurisdictional waterways within the investigation area.

3.2 Wetlands

Two potential wetland areas were investigated during the site visit at Investigation Areas 1 and 4. Data points (DP) were collected in the potential wetland areas where wetland conditions were most likely.

DP1 was collected at Investigation Area 1 south of US 20 near the outlet of SC 020-046-53.70. Only one secondary hydrology indicator was found, FAC-Neutral test (D5), so the wetland hydrology criterion was not met. No soil pit was dug as the vegetation was growing out of rip-rap and gravel, so the wetland hydric soil indicator was also not met. Vegetation identified at DP1 included staghorn sumac (NI), poison hemlock (*Conium maculatum* – FACW), orchard grass (FACU), and Virginia creeper (FACU). Staghorn sumac and poison hemlock were the dominant species, so the vegetation failed the rapid test for hydrophytic vegetation and the dominance test. However, the prevalence index indicator was met, but since no wetland hydrology and hydric soil were not found, the prevalence index is not enough for DP1 to meet the hydrophytic vegetation criterion. DP1 is not located within a wetland.

DP2 was collected at Investigation Area 4 south of US 20 near where the outlet of SC 020-046-54.91 was expected to be. No indicators of hydrology were found, so the wetland hydrology criterion was not met. The soil was found to be non-hydric, so the wetland hydric soil criterion was not me. Vegetation identified at DP2 included field pennycress (*Thlaspi arvense* – UPL), poison hemlock (FACW), lungwort (*Pulmonaria saccharata* – NI), common wheatgrass (NI), Kentucky blue grass (FACU), and common milkweed (*Asclepias syriaca* – UPL). With field pennycress and poison hemlock identified as the dominants at DP2, the vegetation failed to pass the rapid test for hydrophytic vegetation, dominance test and prevalence index, so the wetland hydrophytic vegetation criterion was not met. DP2 is not located within a wetland.

Table 3 is a summary of the data points collected within the investigated areas.

Table 3: Data Point Summary

Data Point	Latitude Longitude	Hydrophytic Vegetation	Hydric Soils	Wetland Hydrology	Wetland
DP1	41.672769 -86.644156	No	No	No	No
DP2	41.671553 -86.620847	No	No	No	No

3.3 Open Water

There are no open water features located in the study area.

4.0 CONCLUSION

A meander survey of the site found no wetlands, no streams or channels, and 10 roadside ditches. Roadside Ditches within the investigation areas do not appear to fall under federal jurisdiction. They do not replace natural channels, were not excavated through wetlands, have no defined bed and banks, and carry ephemeral flow. Further, the size, location, watershed, and flow regime of the roadside ditches result in an insubstantial effect on the chemical, physical, or biological integrity of the Kankakee River. Ditches that are excavated or occur wholly in and drain uplands and do not carry relatively permanent flow are non-jurisdictional. All identified roadside ditches appear to be ephemeral in nature, and are not relatively permanent and do not carry continuous flow at least seasonally. As such, none of the roadside ditches meet the definition of Waters of the U.S. as outlined by the Pre-2015 Waters of the U.S. regulatory guidance as outlined on the Clean Water Act following the *Rapanos v. United States* Supreme Court Decision (1986).

5.0 ACKNOWLEDGEMENT

This waters determination has been prepared based on the best available information, interpreted in the light of the investigator's training, experience and professional judgement in conformance with the 1987 *Corps of Engineers Wetlands Delineation manual,* the appropriate regional supplement, the USACE *Jurisdictional Determination Form Instructional Guidebook,* and other appropriate agency guidelines.

Printed Name: Courtney Haverbusch

Signature, Title: C. Haverbusch Project Scientist
Little River Consultants

6.0 REFERENCES

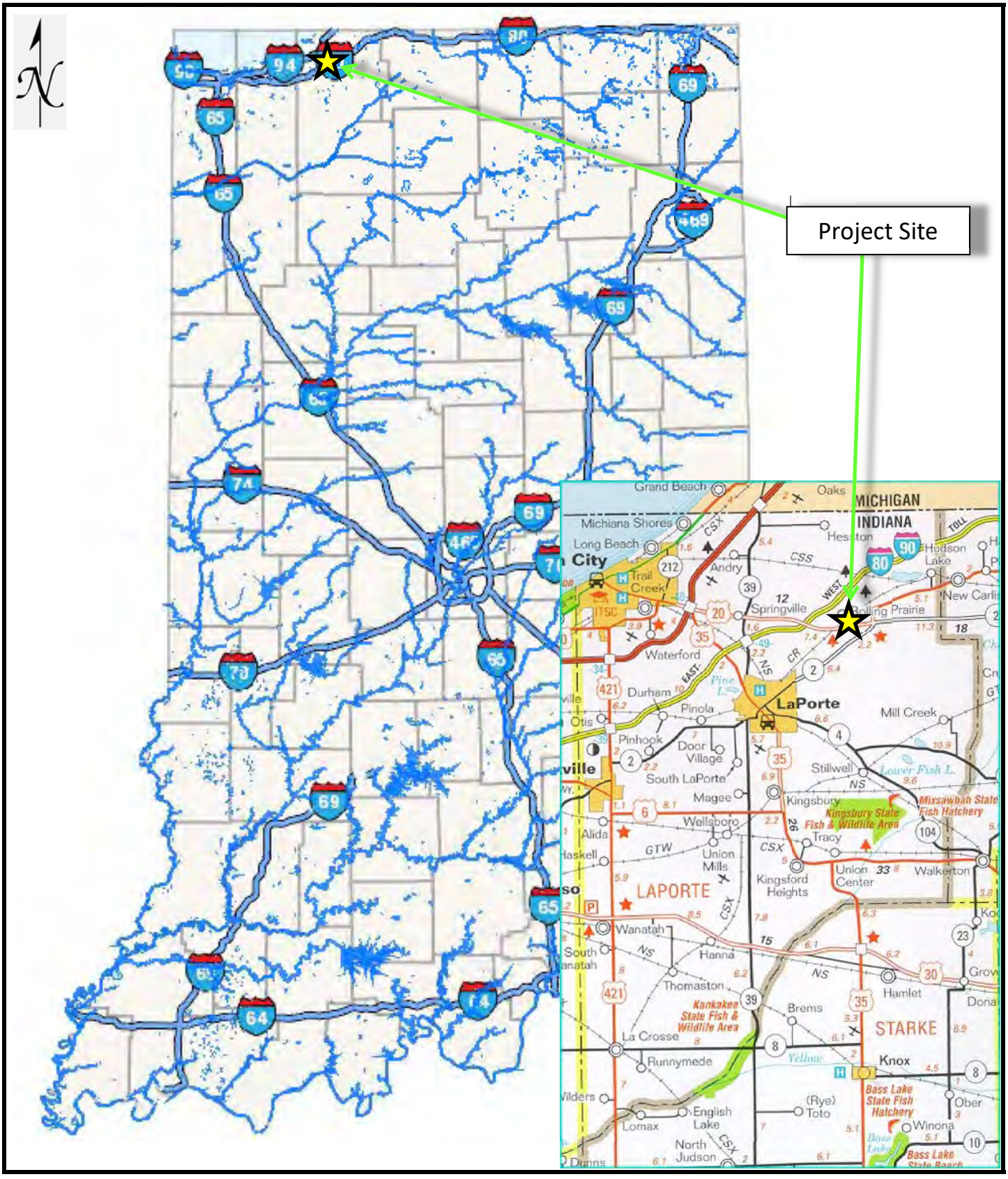
Navigable Waters Protection Rule, 85 CFR Part 328 (2020).

U.S. Army Corps of Engineers (USACE), Environmental Laboratory. 1987. Corps of Engineers Wetlands Delineation Manual, Technical Report Y-87-1, U.S. Army Engineer Waterway Experiment Station, Vicksburg, Mississippi.

U.S. Army Corps of Engineers (USACE), Environmental Laboratory. 2012. Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region Version 2.0. U.S. Army Engineer Research and Development Center, Vicksburg, Mississippi.

United States Department of Agriculture, Natural Resources Conservation Service (USDA). Web Soil Survey.

Exhibits

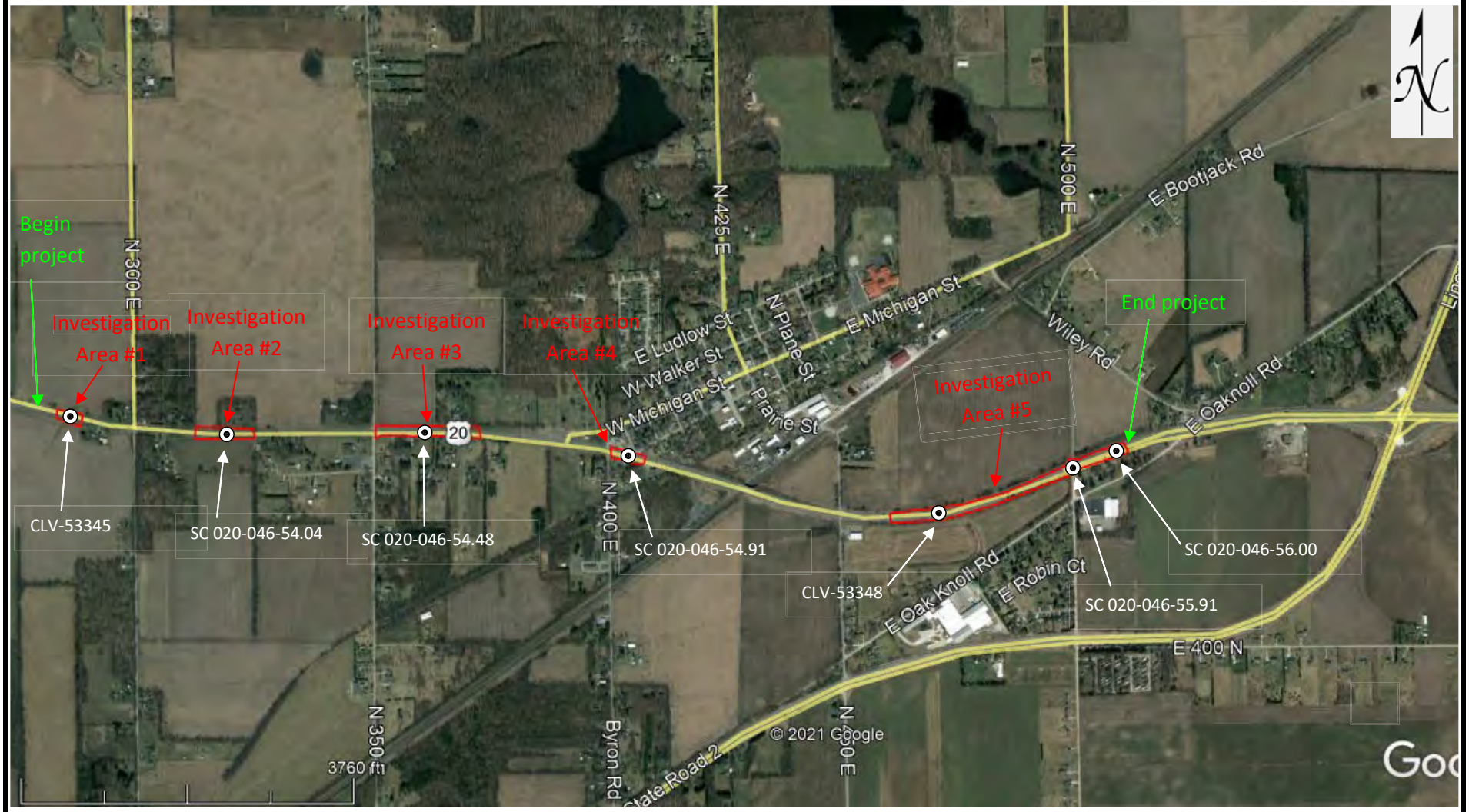


Project Vicinity

Created: June 14, 2021
Source: Indiana Transportation Map
Scale: No Scale

Project Name: US 20 Roadway Improvements
Des No: 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana
Project No: 21-024B

EX1a

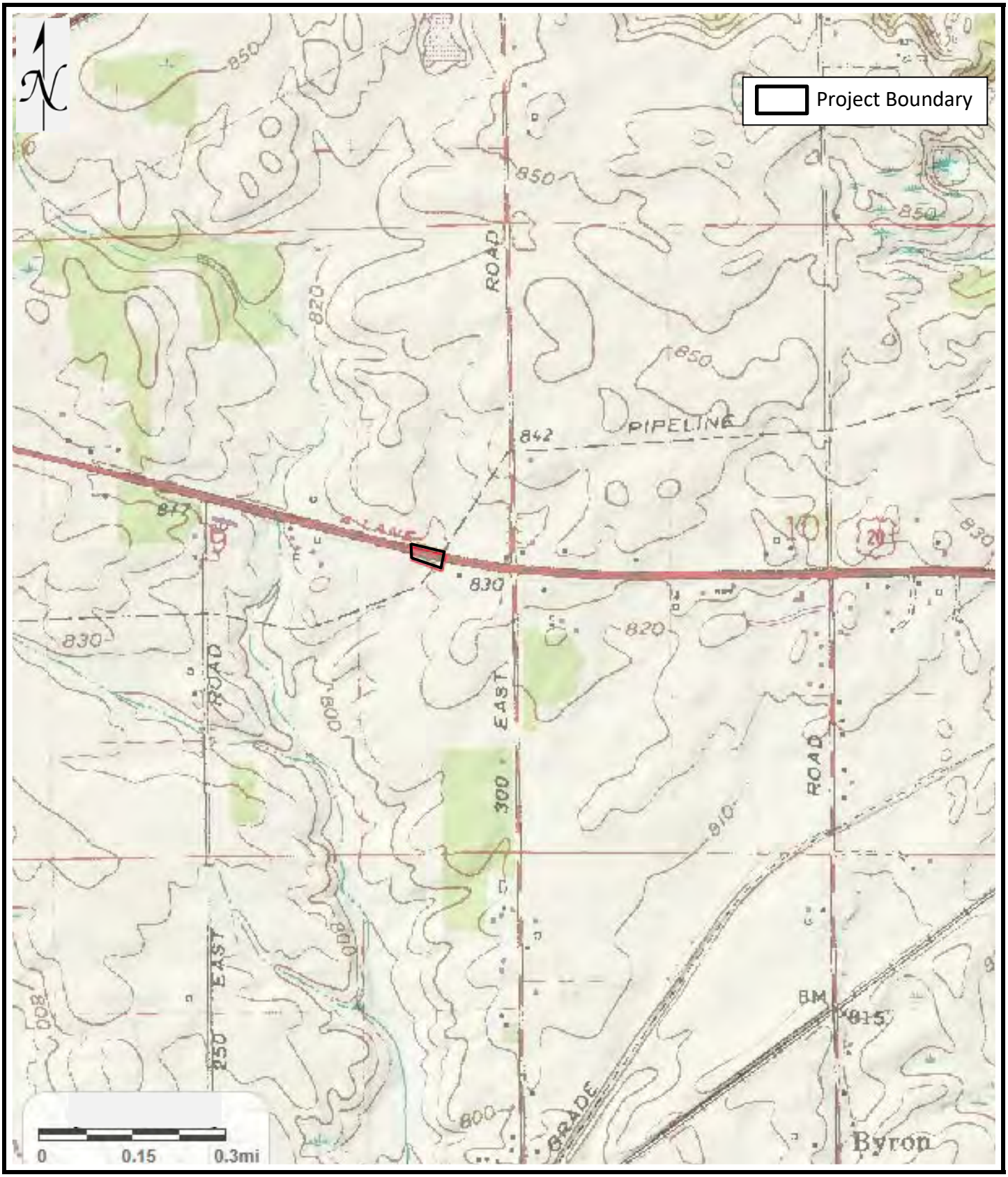


Project Vicinity – Investigation Areas

Created: July 8, 2021
Source: Google Earth, March 2021
Scale: As Shown

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana
Project No: 21-024B

EX1b



USGS Quadrangle Map – Investigation Area 1

Created: June 22, 2021
Source: IndianaMap USGS Springville Quad
Scale: As Shown

Project Name: US 20 Roadway Improvements Des No: 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39 LaPorte County, Indiana
Project No: 21-024B

EX2a

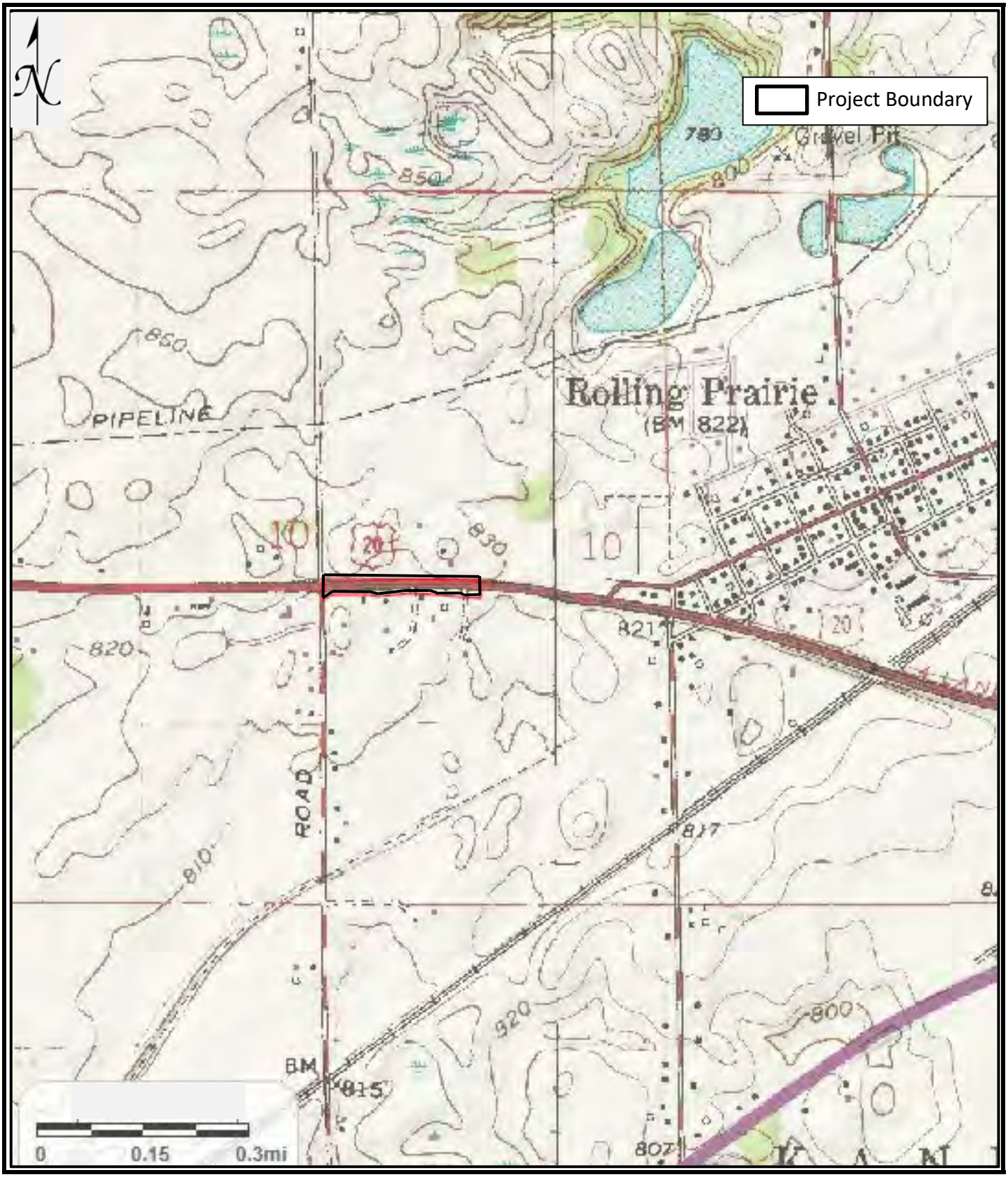


USGS Quadrangle Map – Investigation Area 2

Created: June 22, 2021
Source: IndianaMap USGS Springville Quad
Scale: As Shown

Project Name: US 20 Roadway Improvements Des No: 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39 LaPorte County, Indiana
Project No: 21-024B

EX2b

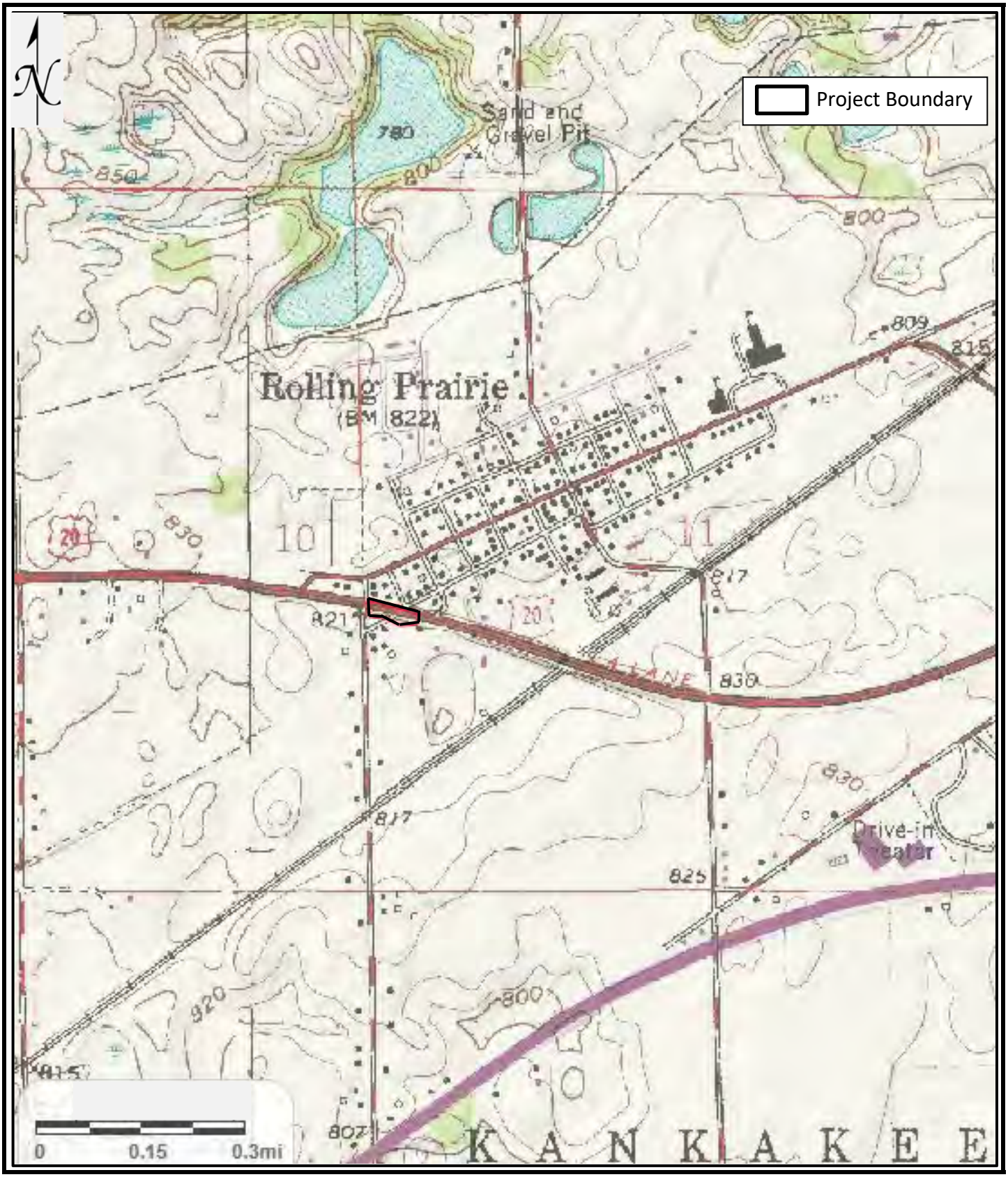


USGS Quadrangle Map – Investigation Area 3

Created: June 22, 2021
Source: IndianaMap USGS Springville Quad
Scale: As Shown

Project Name: US 20 Roadway Improvements Des No: 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39 LaPorte County, Indiana
Project No: 21-024B

EX2c



USGS Quadrangle Map – Investigation Area 4

Created: June 22, 2021
Source: IndianaMap USGS New Carlisle Quad
Scale: As Shown

Project Name: US 20 Roadway Improvements Des No: 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39 LaPorte County, Indiana
Project No: 21-024B

EX2d



USGS Quadrangle Map – Investigation Area 5

Created: June 22, 2021
Source: IndianaMap USGS New Carlisle Quad
Scale: As Shown

Project Name: US 20 Roadway Improvements Des No: 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39 LaPorte County, Indiana
Project No: 21-024B

EX2e



USGS Quadrangle Map Zoomed In – Investigation Area 1

Created: June 22, 2021
Source: IndianaMap USGS Springville Quad
Scale: As Shown

Project Name: US 20 Roadway Improvements Des No: 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39 LaPorte County, Indiana
Project No: 21-024B

EX3a

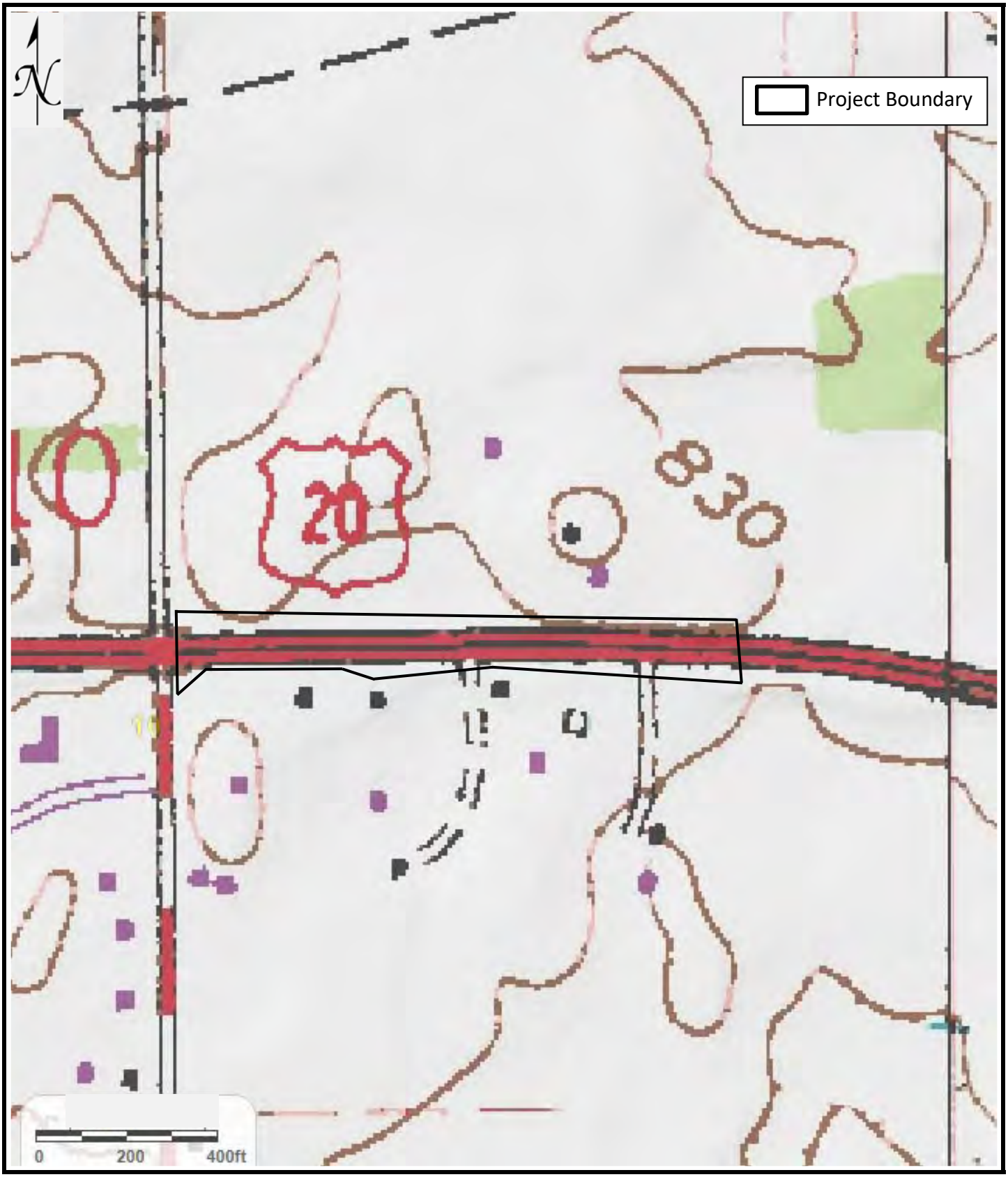


USGS Quadrangle Map Zoomed In – Investigation Area 2

Created: June 22, 2021
Source: IndianaMap USGS Springville Quad
Scale: As Shown

Project Name: US 20 Roadway Improvements Des No: 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39 LaPorte County, Indiana
Project No: 21-024B

EX3b



USGS Quadrangle Map Zoomed In – Investigation Area 3

Created: June 22, 2021
Source: IndianaMap USGS Springville Quad
Scale: As Shown

Project Name: US 20 Roadway Improvements Des No: 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39 LaPorte County, Indiana
Project No: 21-024B

EX3c



USGS Quadrangle Map Zoomed In – Investigation Area 4

Created: June 22, 2021
Source: IndianaMap USGS New Carlisle Quad
Scale: As Shown

Project Name: US 20 Roadway Improvements Des No: 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39 LaPorte County, Indiana
Project No: 21-024B

EX3d

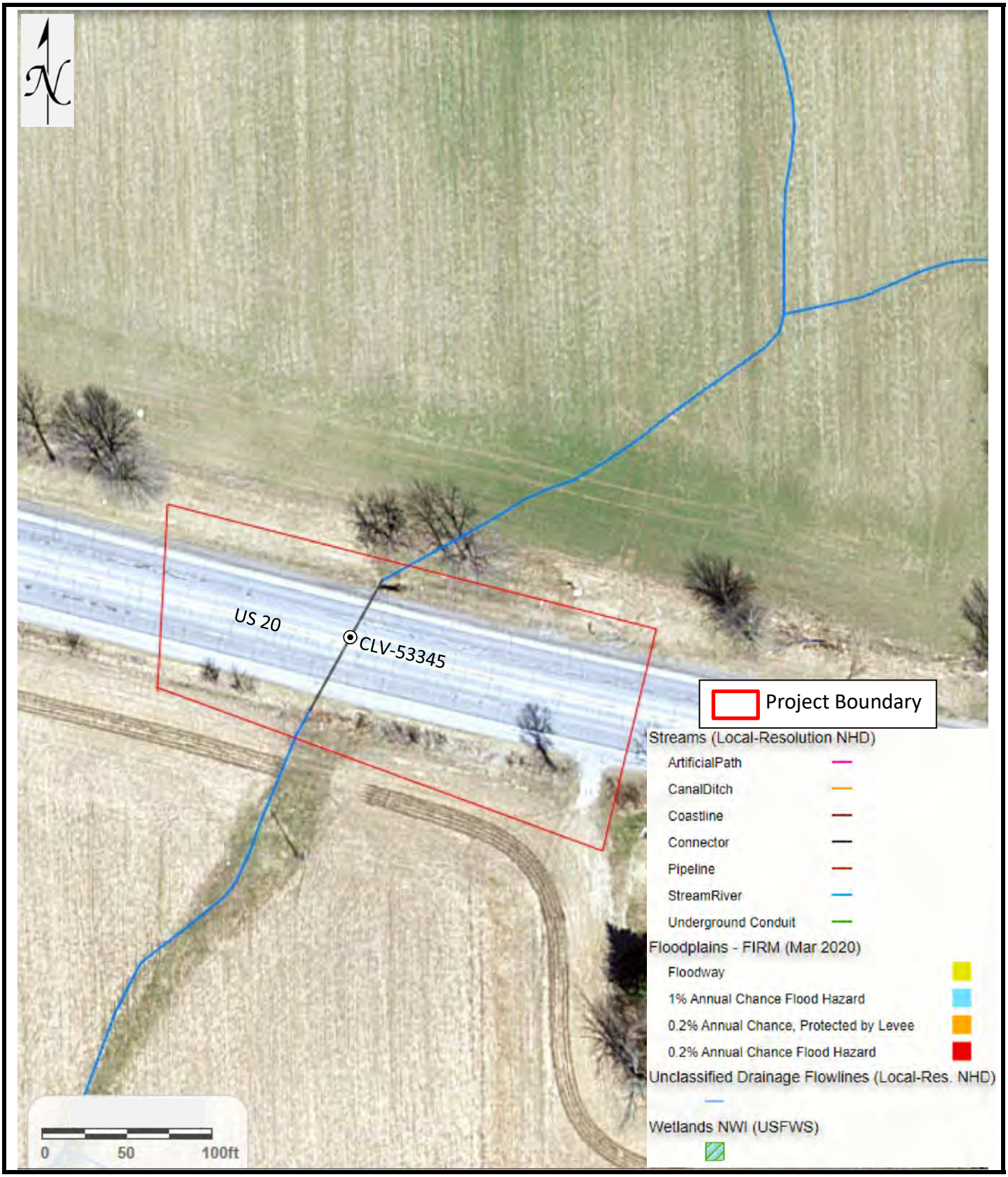


USGS Quadrangle Map Zoomed In – Investigation Area 5

Created: June 22, 2021
Source: IndianaMap
USGS New Carlisle Quad
Scale: As Shown

Project Name: US 20 Roadway Improvements
Des No: 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana
Project No: 21-024B

EX3e



Wetland, Floodplain, and Flowline Map – Investigation Area 1

Created: June 22, 2021
Source: USFWS National Wetland Inventory Map
FEMA Flood Insurance Rate Map
Scale: As Shown

Project Name: US 20 Roadway Improvements
Des No: 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39, LaPorte County, IN
Project No: 21-024B

EX4a



Wetland, Floodplain, and Flowline Map – Investigation Area 2

Created: June 22, 2021
Source: USFWS National Wetland Inventory Map
FEMA Flood Insurance Rate Map
Scale: As Shown

Project Name: US 20 Roadway Improvements
Des No: 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana
Project No: 21-024B

EX4b



Wetland, Floodplain, and Flowline Map – Investigation Area 3

Created: June 22, 2021
Source: USFWS National Wetland Inventory Map
FEMA Flood Insurance Rate Map
Scale: As Shown

Project Name: US 20 Roadway Improvements
Des No: 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana
Project No: 21-024B

EX4c



Wetland, Floodplain, and Flowline Map – Investigation Area 4

Created: June 22, 2021
Source: USFWS National Wetland Inventory Map
FEMA Flood Insurance Rate Map
Scale: As Shown

Project Name: US 20 Roadway Improvements
Des No: 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39, LaPorte County, IN
Project No: 21-024B

EX4d

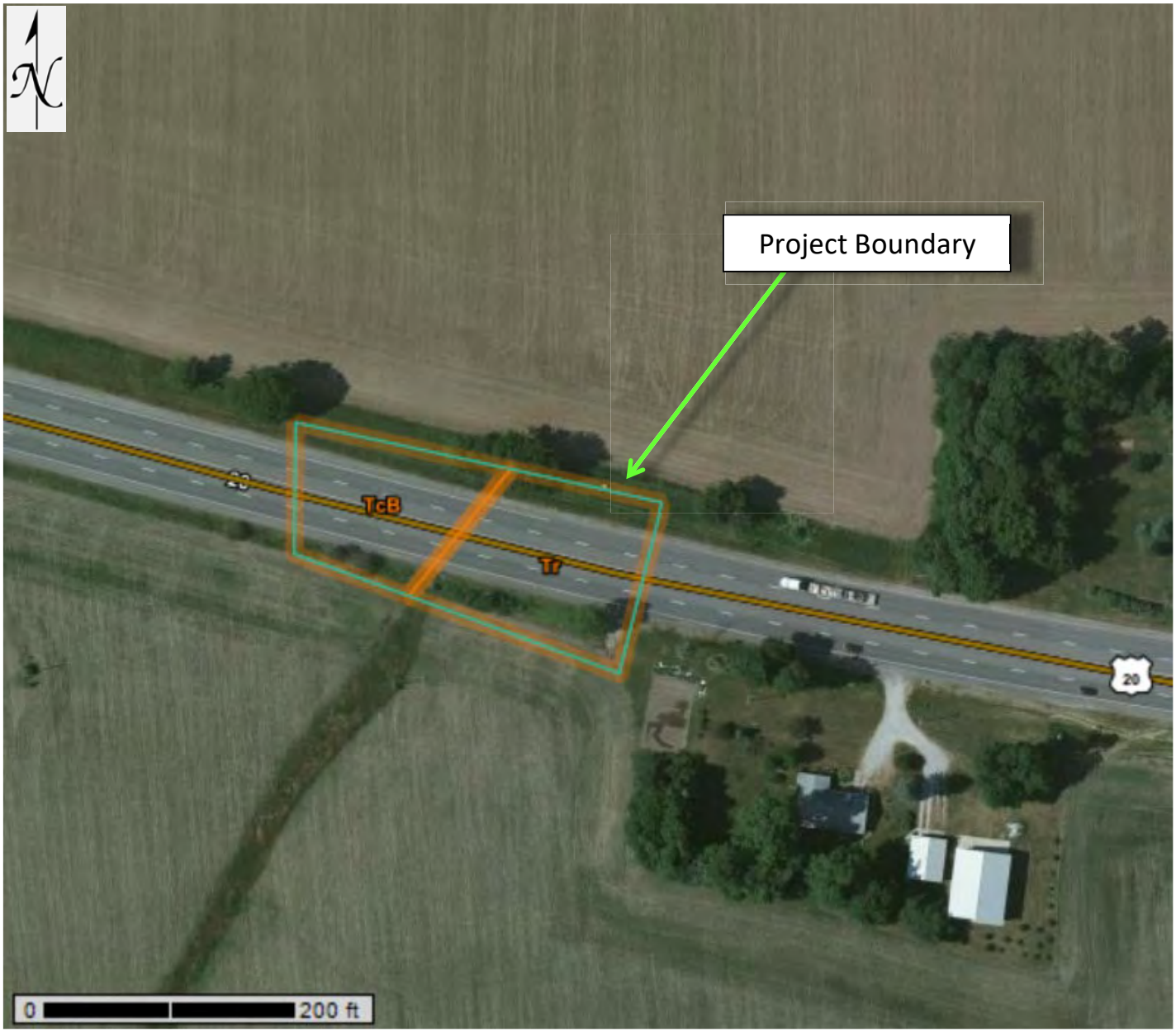


Wetland, Floodplain, and Flowline Map – Investigation Area 5

Created: June 22, 2021
Source: USFWS National Wetland Inventory Map
FEMA Flood Insurance Rate Map
Scale: As Shown

Project Name: US 20 Roadway Improvements
Des No: 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana
Project No: 21-024B

EX4e



Tables — Hydric Rating by Map Unit — Summary By Map Unit

Summary by Map Unit — La Porte County, Indiana (IN091)

Summary by Map Unit — La Porte County, Indiana (IN091)

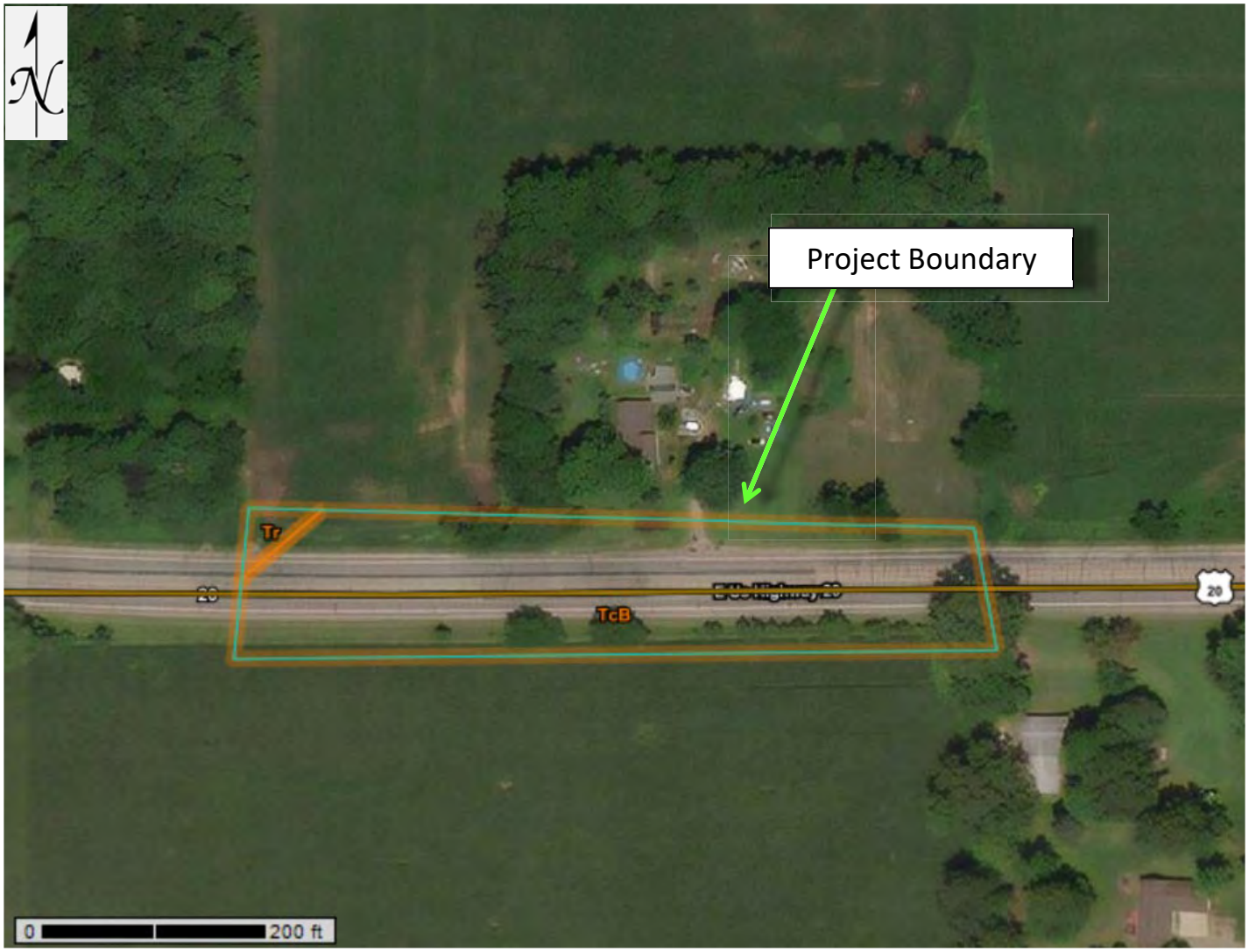
Map unit symbol	Map unit name	Rating	Acres
TcB	Tracy sandy loam, 2 to 6 percent slopes	0	
Tr	Troxel silt loam	0	

Soil Survey – Investigation Area 1

Created: June 14, 2021
Source: NRCS Web Soil Survey
Scale: As Shown

Project Name: US 20 Roadway Improvements
Des No: 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39, LaPorte County, IN
Project No: 21-024B

EX5a



Tables — Hydric Rating by Map Unit — Summary By Map Unit

Summary by Map Unit — La Porte County, Indiana (IN091)

Summary by Map Unit — La Porte County, Indiana (IN091)

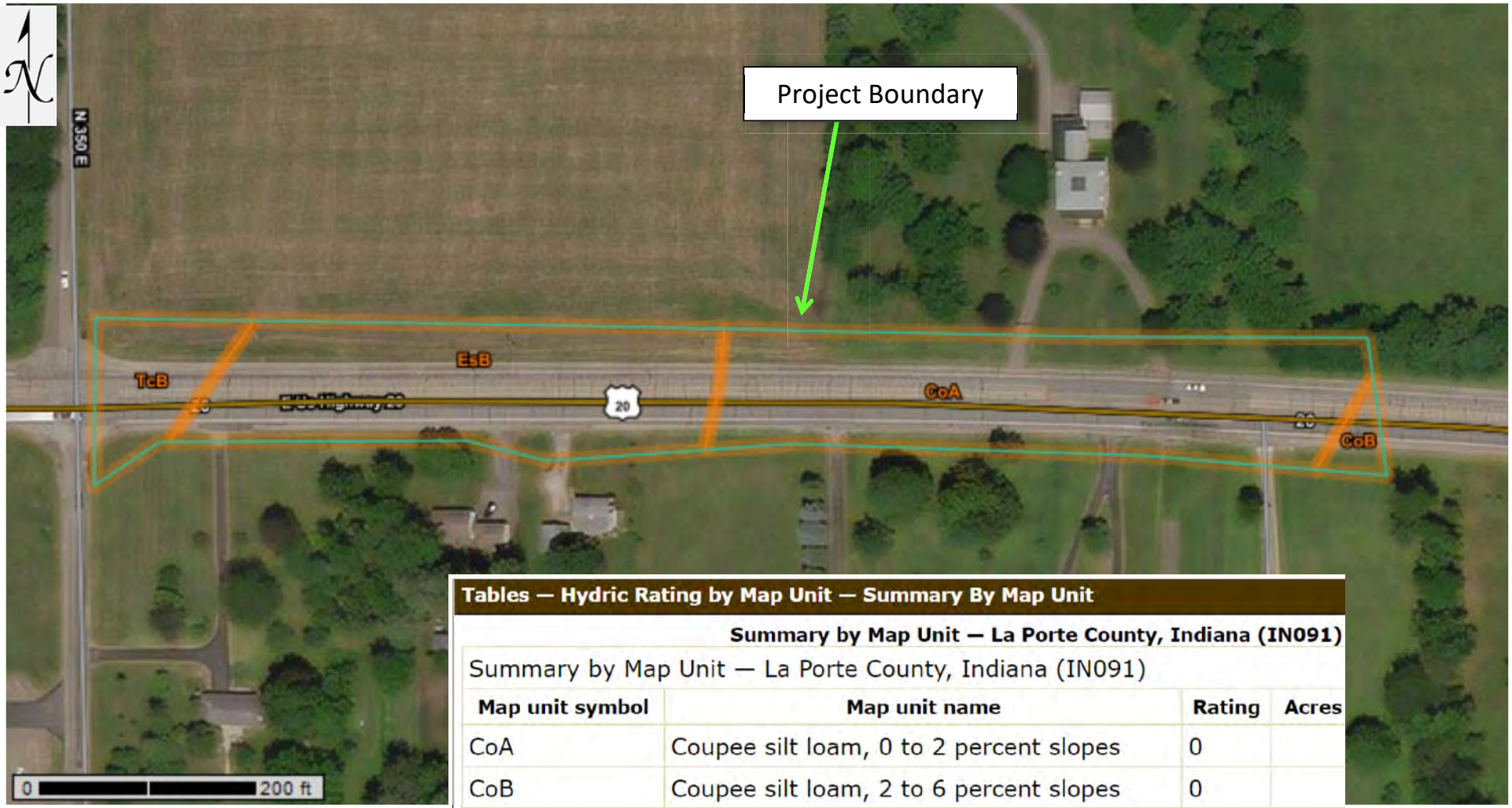
Map unit symbol	Map unit name	Rating	Acres
TcB	Tracy sandy loam, 2 to 6 percent slopes	0	
Tr	Troxel silt loam	0	

Soil Survey – Investigation Area 2

Created: June 14, 2021
Source: NRCS Web Soil Survey
Scale: As Shown

Project Name: US 20 Roadway Improvements Des No: 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39, LaPorte County, IN
Project No: 21-024B

EX5b



Tables — Hydric Rating by Map Unit — Summary By Map Unit

Summary by Map Unit — La Porte County, Indiana (IN091)

Summary by Map Unit — La Porte County, Indiana (IN091)

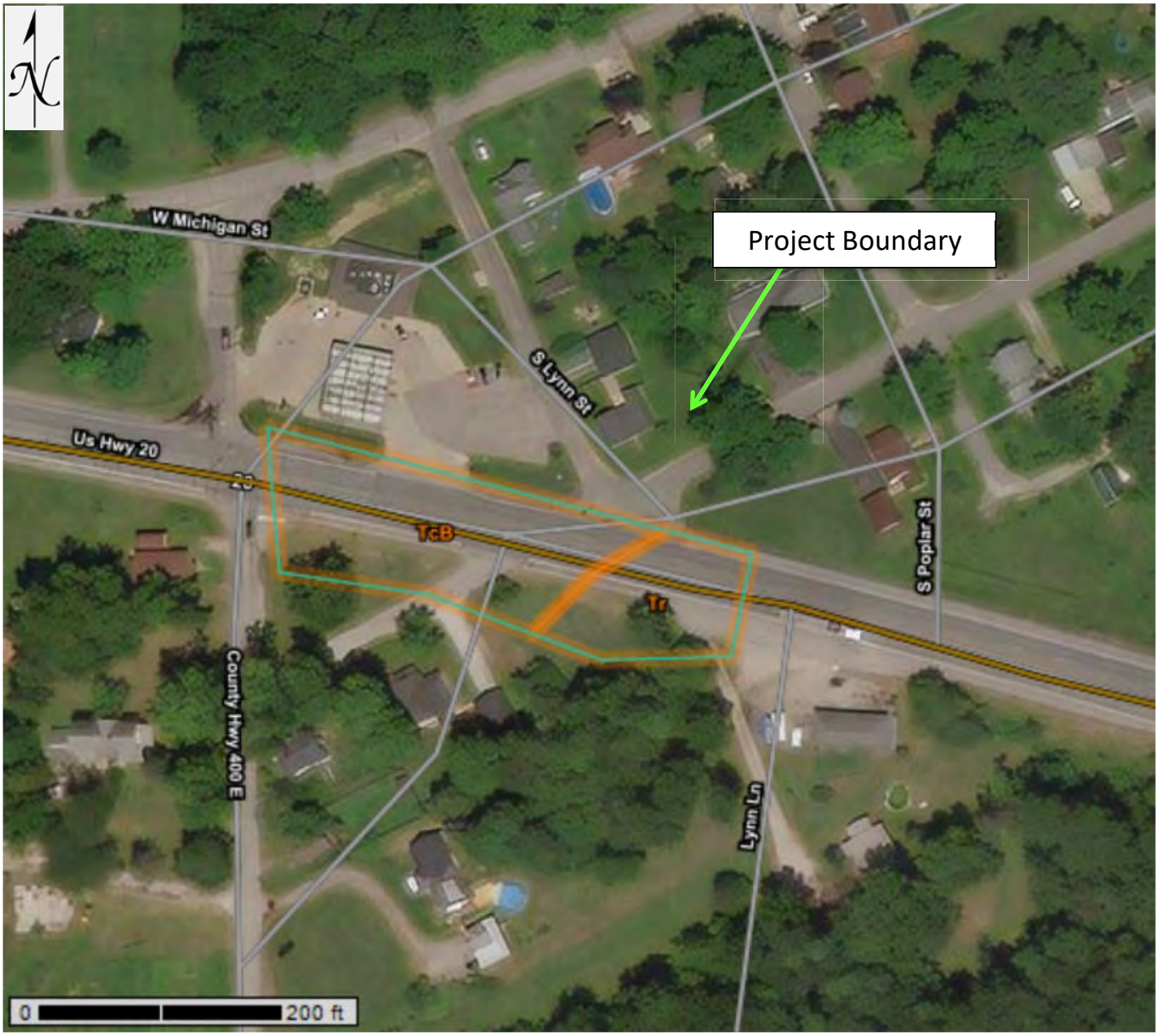
Map unit symbol	Map unit name	Rating	Acres
CoA	Coupee silt loam, 0 to 2 percent slopes	0	
CoB	Coupee silt loam, 2 to 6 percent slopes	0	
EsB	Elston loam, 2 to 6 percent slopes	0	
TcB	Tracy sandy loam, 2 to 6 percent slopes	0	

Soil Survey – Investigation Area 3

Created: June 14, 2021
Source: NRCS Web Soil Survey
Scale: As Shown

Project Name: US 20 Roadway Improvements
Des No: 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana
Project No: 21-024B

EX5c



Tables — Hydric Rating by Map Unit — Summary By Map Unit

Summary by Map Unit — La Porte County, Indiana (IN091)

Summary by Map Unit — La Porte County, Indiana (IN091)

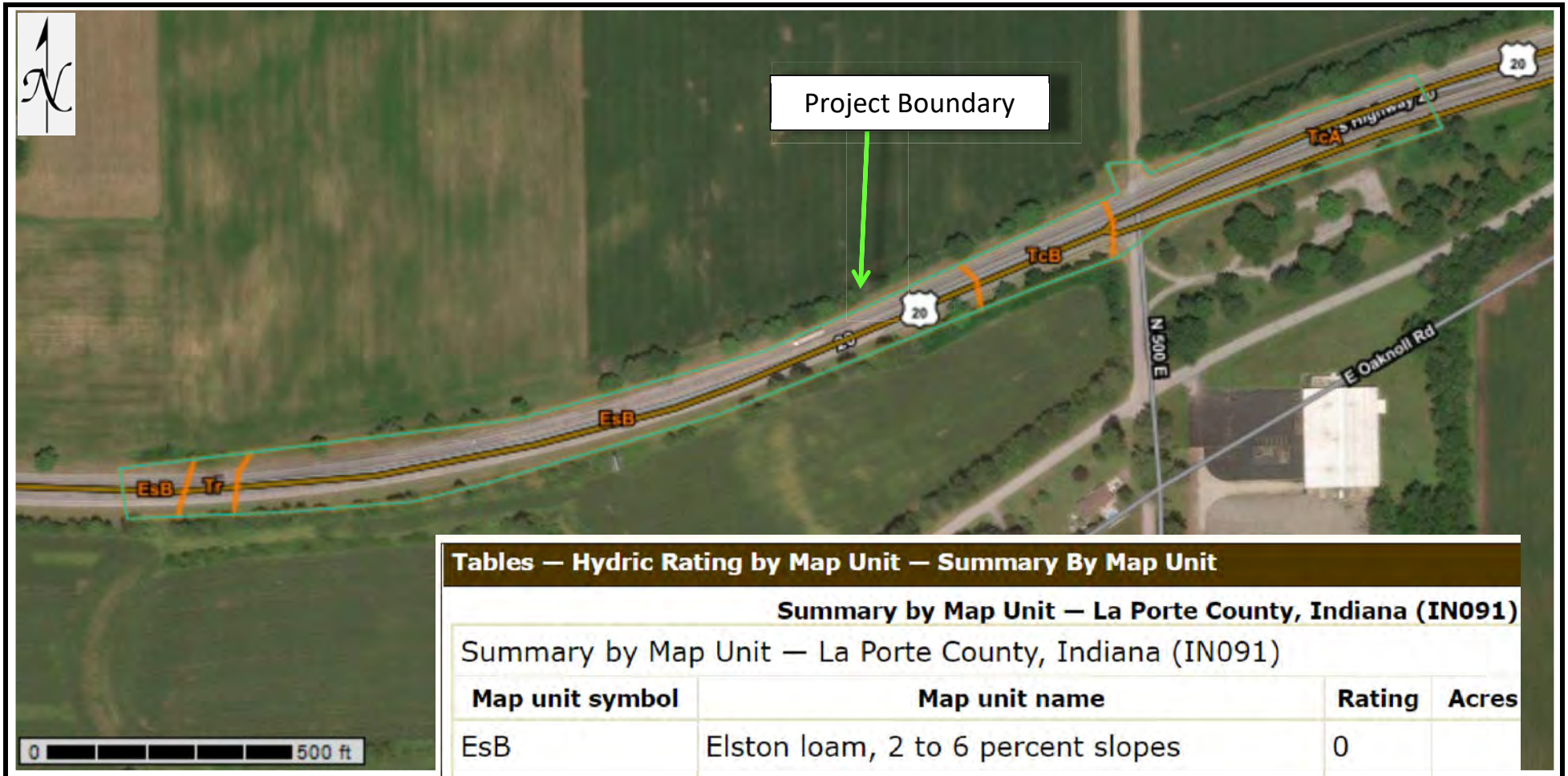
Map unit symbol	Map unit name	Rating	Acres
TcB	Tracy sandy loam, 2 to 6 percent slopes	0	
Tr	Troxel silt loam	0	

Soil Survey – Investigation Area 4

Created: June 14, 2021
Source: NRCS Web Soil Survey
Scale: As Shown

Project Name: US 20 Roadway Improvements
Des No: 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39, LaPorte County, IN
Project No: 21-024B

EX5d



Tables — Hydric Rating by Map Unit — Summary By Map Unit

Summary by Map Unit — La Porte County, Indiana (IN091)

Summary by Map Unit — La Porte County, Indiana (IN091)

Map unit symbol	Map unit name	Rating	Acres
EsB	Elston loam, 2 to 6 percent slopes	0	
TcA	Tracy sandy loam, 0 to 2 percent slopes	0	
TcB	Tracy sandy loam, 2 to 6 percent slopes	0	
Tr	Troxel silt loam	0	

Soil Survey – Investigation Area 5

Created: June 14, 2021
Source: NRCS Web Soil Survey
Scale: As Shown

Project Name: US 20 Roadway Improvements
Des No: 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana
Project No: 21-024B

EX5e



Aerial Photo – Investigation Area 1

Created: June 14, 2021
Source: Google Earth, March 2021
Scale: As Shown

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39, LaPorte County, Indiana
Project No: 21-024B

EX6a

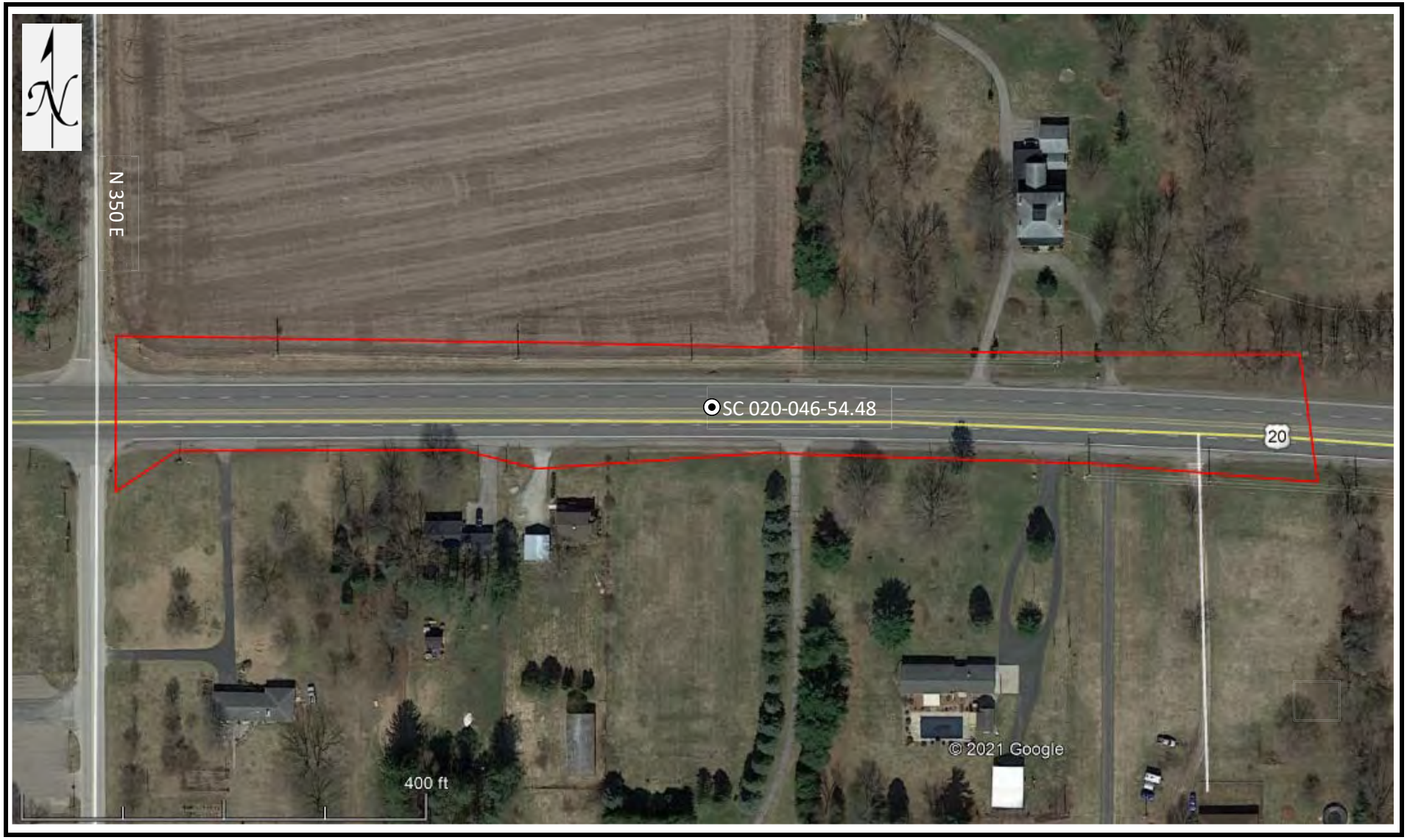


Aerial Photo – Investigation Area 2

Created: June 14, 2021
Source: Google Earth, March 2021
Scale: As Shown

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39, LaPorte County, Indiana
Project No: 21-024B

EX6b

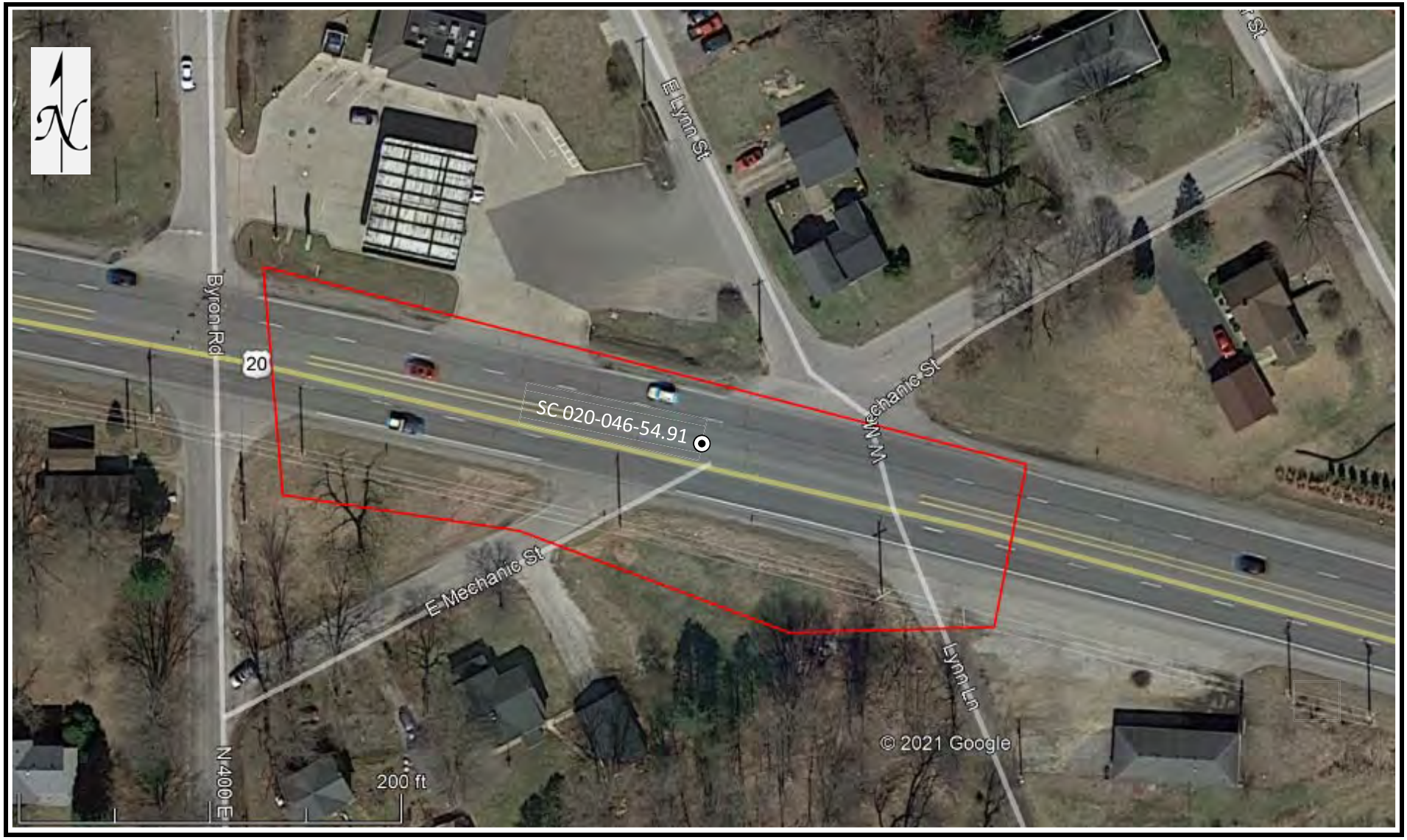


Aerial Photo – Investigation Area 3

Created: June 14, 2021
Source: Google Earth, March 2021
Scale: As Shown

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39, LaPorte County, Indiana
Project No: 21-024B

EX6c



Aerial Photo – Investigation Area 4

Created: June 14, 2021
Source: Google Earth, March 2021
Scale: As Shown

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39, LaPorte County, Indiana
Project No: 21-024B

EX6d

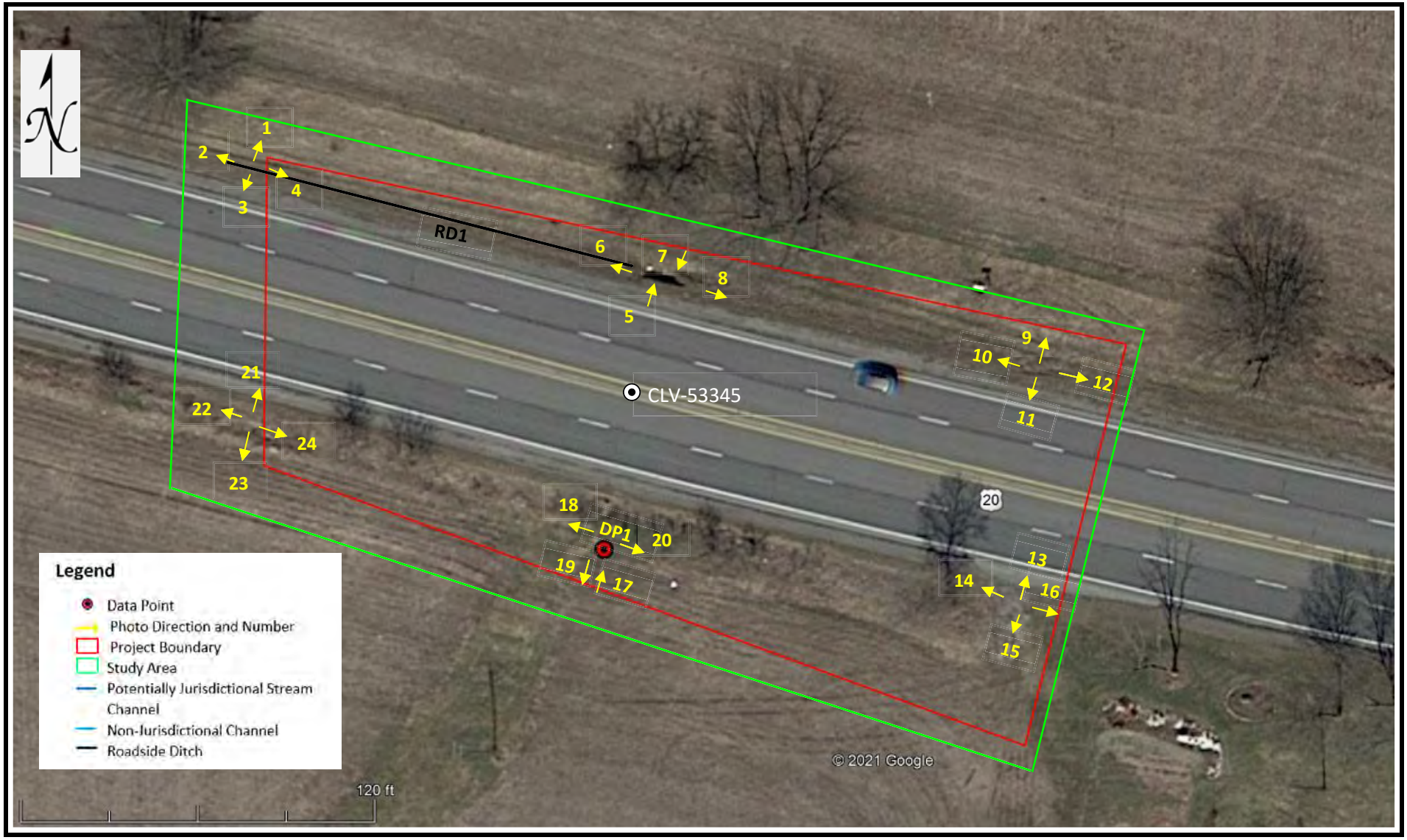


Aerial Photo – Investigation Area 5

Created: June 14, 2021
Source: Google Earth, March 2021
Scale: As Shown

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39, LaPorte County, Indiana
Project No: 21-024B

EX6e

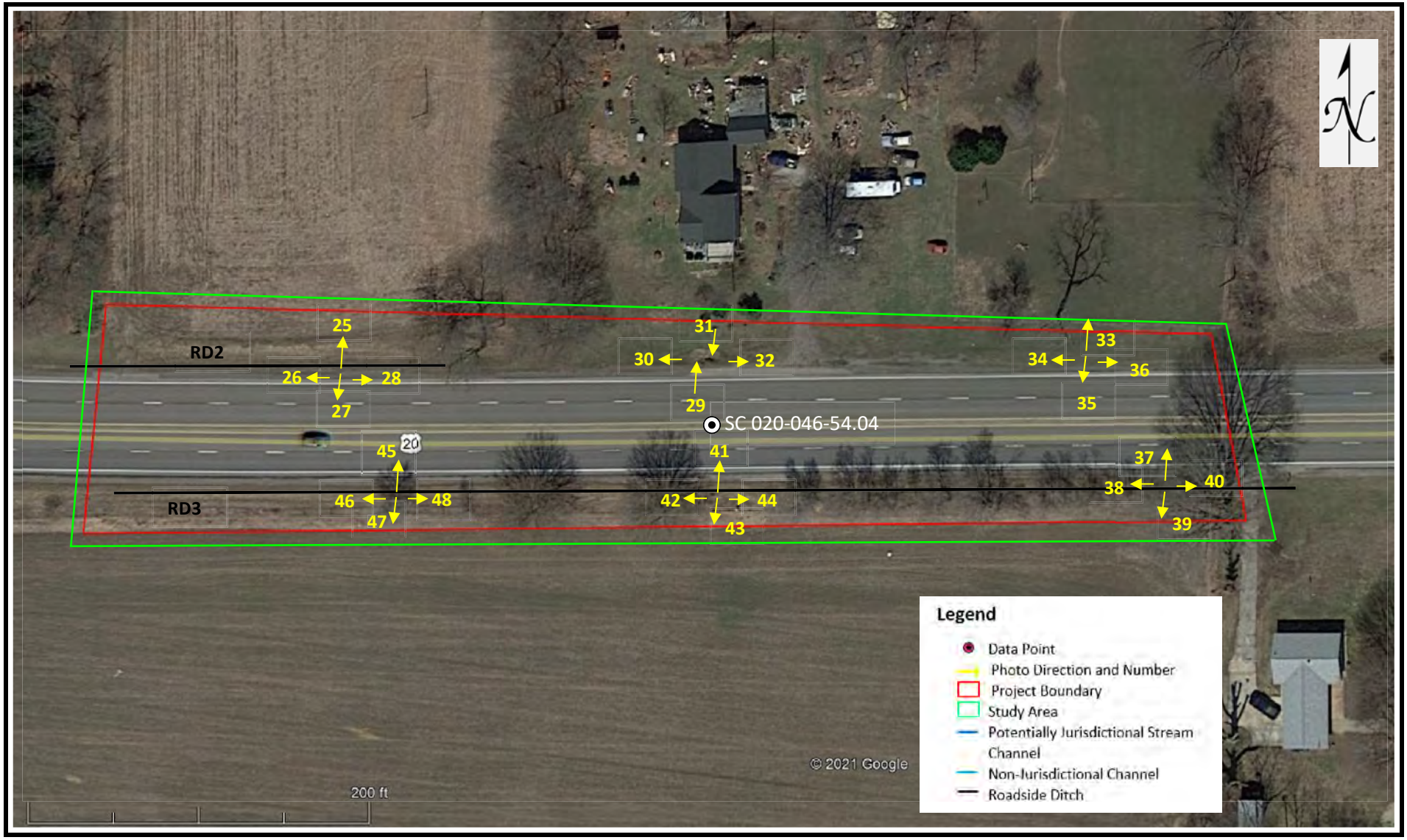


Feature Locations – Investigation Area 1

Created: June 16, 2021
Source: Google Earth, March 2021
Scale: As Shown

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39, LaPorte County, Indiana
Project No: 21-024B

EX7a

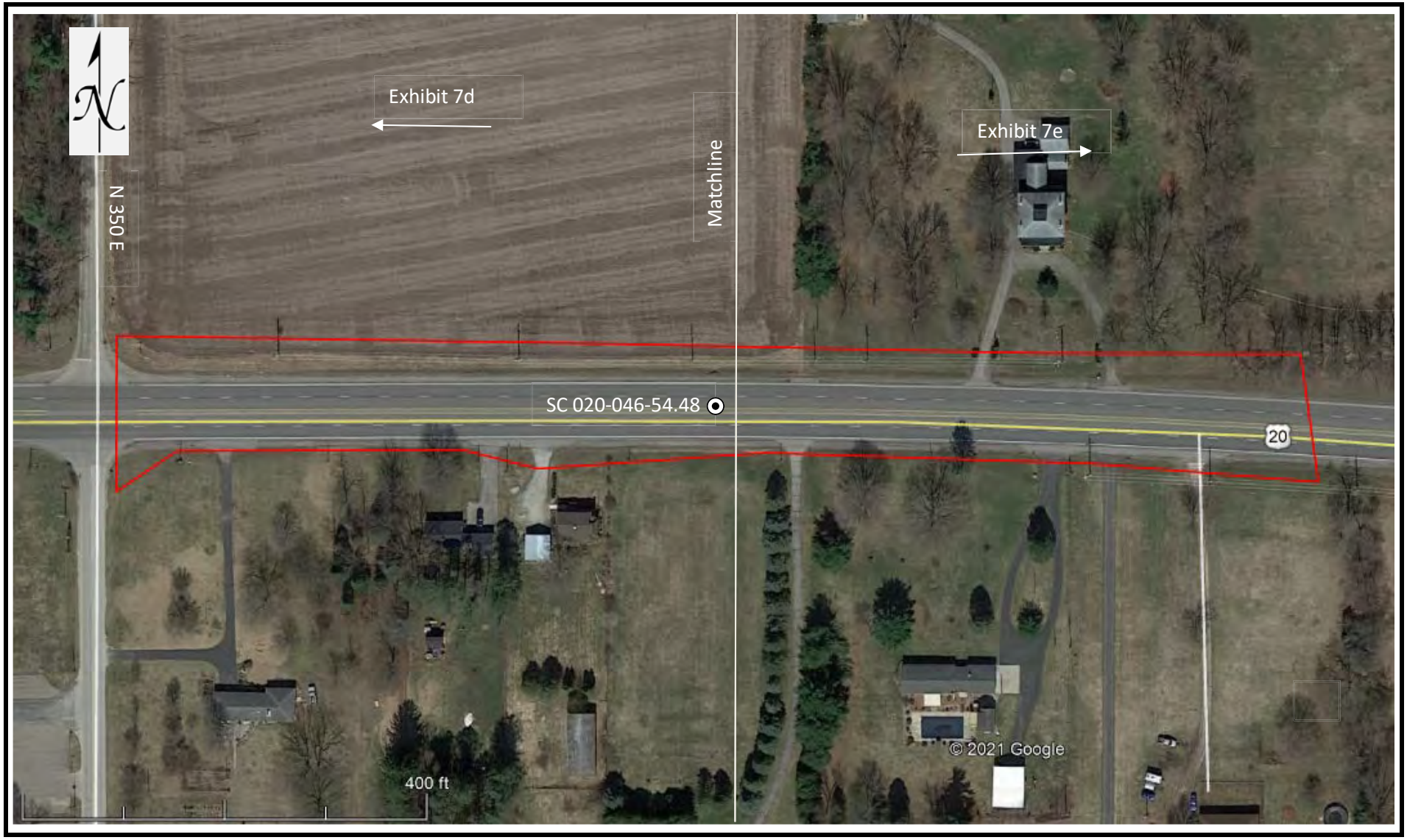


Feature Locations – Investigation Area 2

Created: June 16, 2021
Source: Google Earth, March 2021
Scale: As Shown

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39, LaPorte County, Indiana
Project No: 21-024B

EX7b

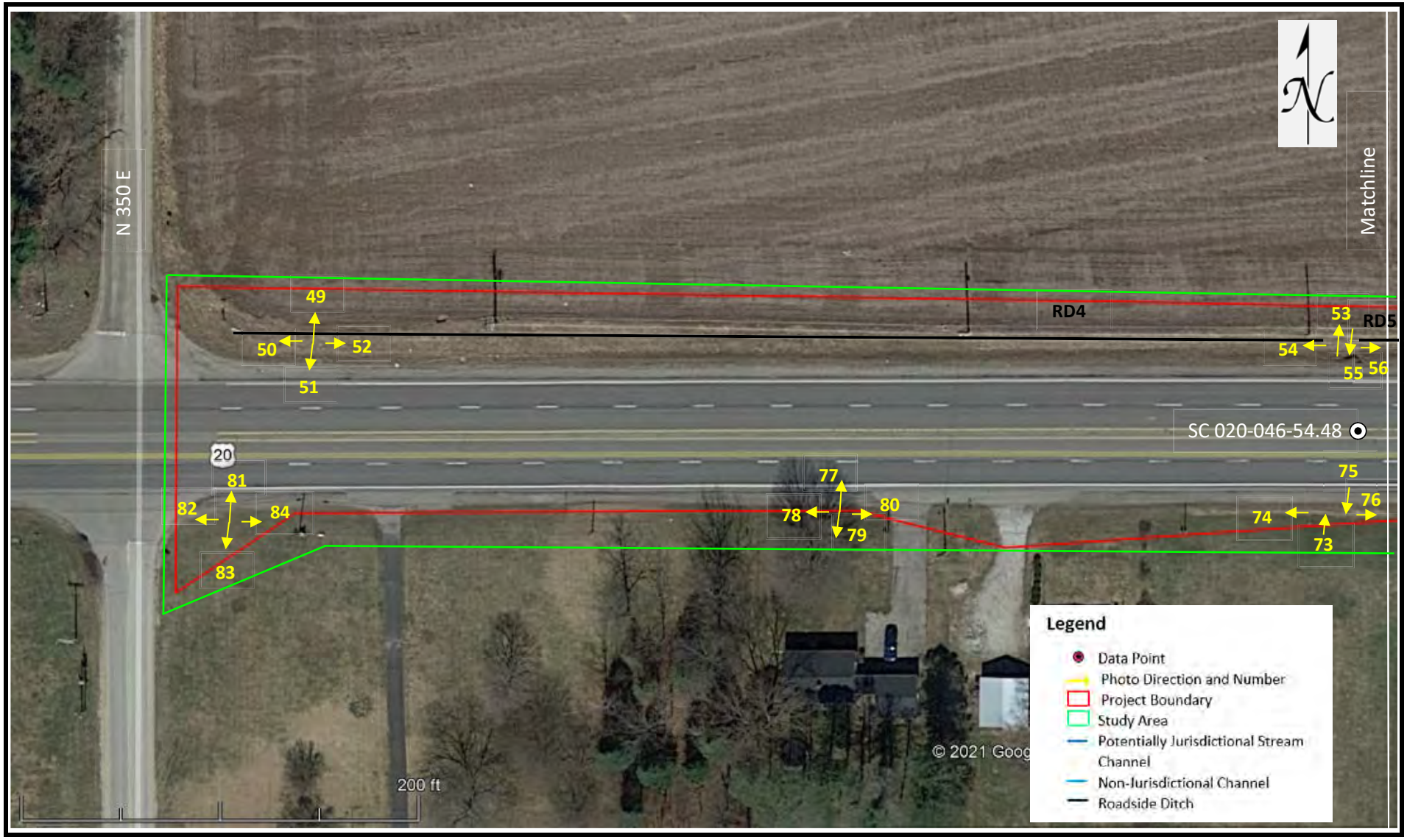


Feature Locations – Investigation Area 3 Index

Created: June 16, 2021
Source: Google Earth, March 2021
Scale: As Shown

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39, LaPorte County, Indiana
Project No: 21-024B

EX7c

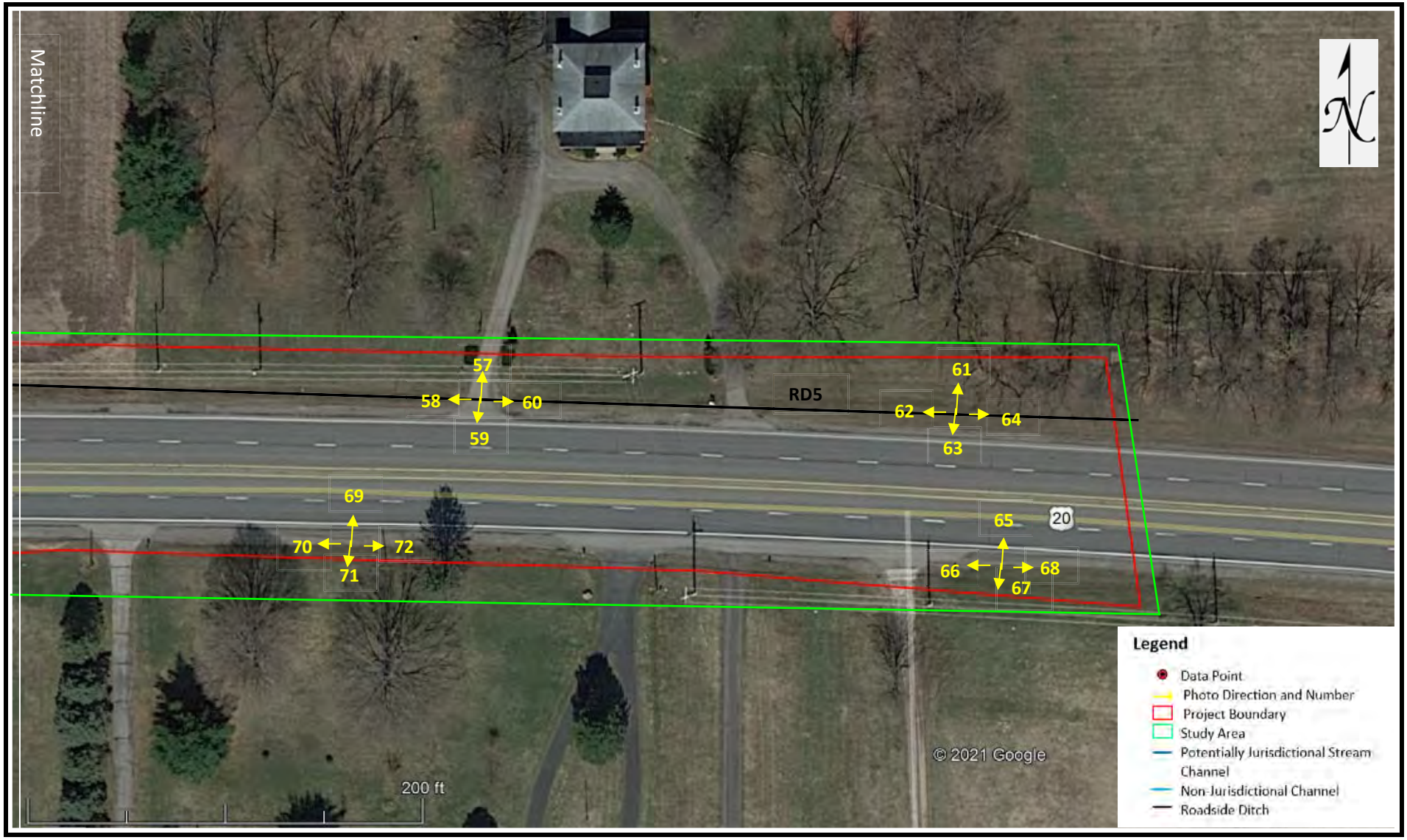


Feature Locations – Investigation Area 3a

Created: June 16, 2021
Source: Google Earth, March 2021
Scale: As Shown

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39, LaPorte County, Indiana
Project No: 21-024B

EX7d

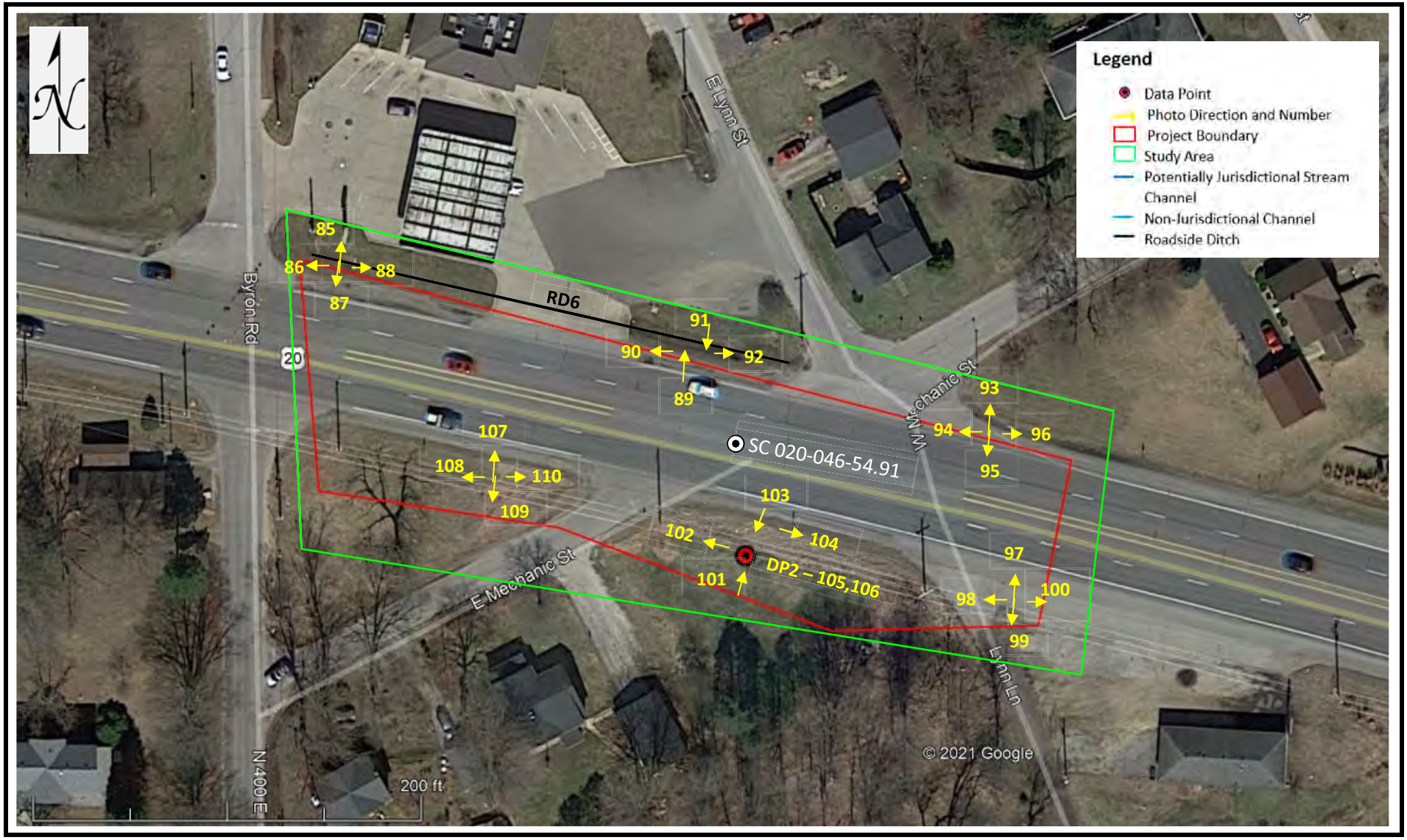


Feature Locations – Investigation Area 3b

Created: June 16, 2021
Source: Google Earth, March 2021
Scale: As Shown

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39, LaPorte County, Indiana
Project No: 21-024B

EX7e

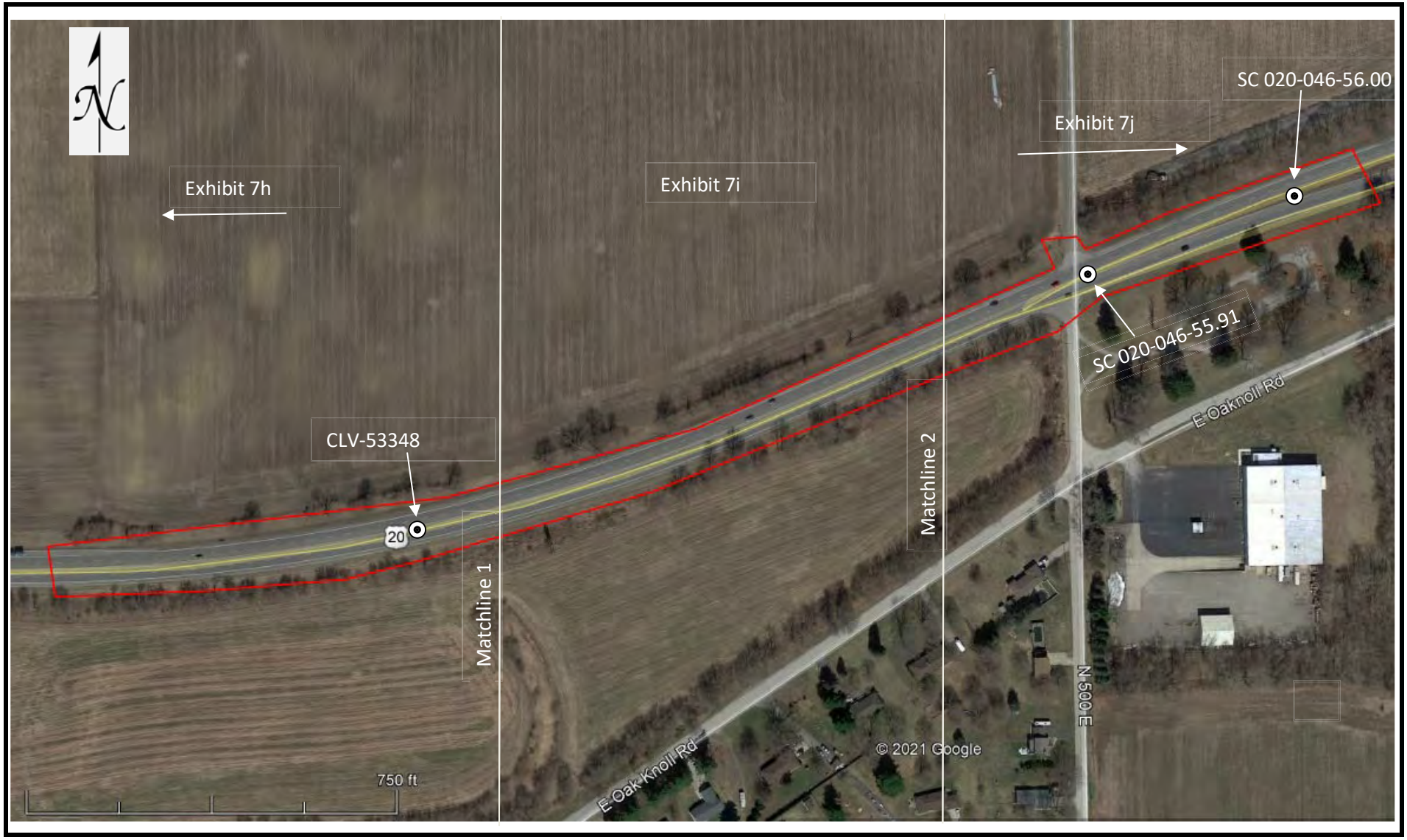


Feature Locations – Investigation Area 4

Created: June 16, 2021
Source: Google Earth, March 2021
Scale: As Shown

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39, LaPorte County, Indiana
Project No: 21-024B

EX7f

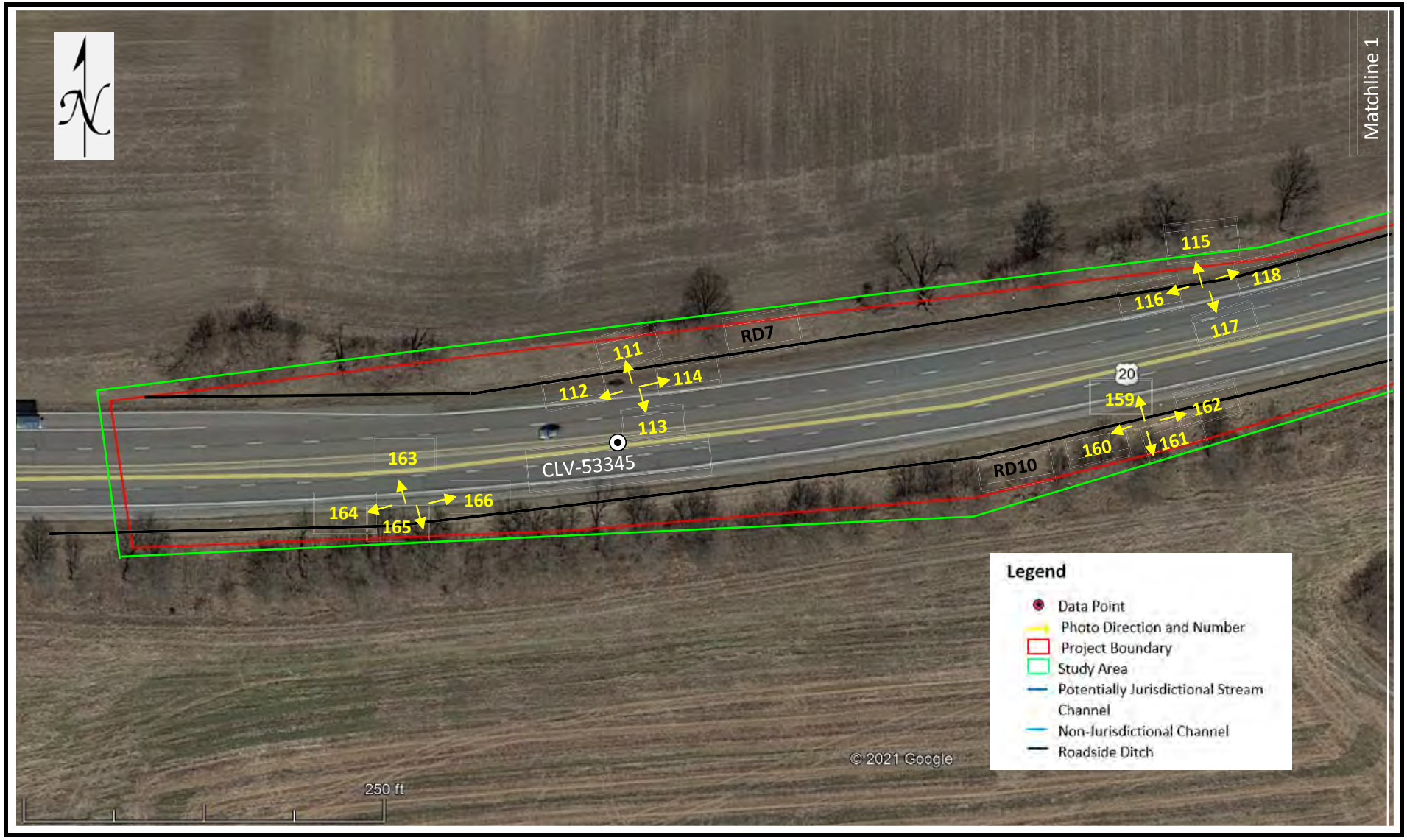


Feature Locations – Investigation Area 5 Index

Created: June 16, 2021
Source: Google Earth, March 2021
Scale: As Shown

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39, LaPorte County, Indiana
Project No: 21-024B

EX7g

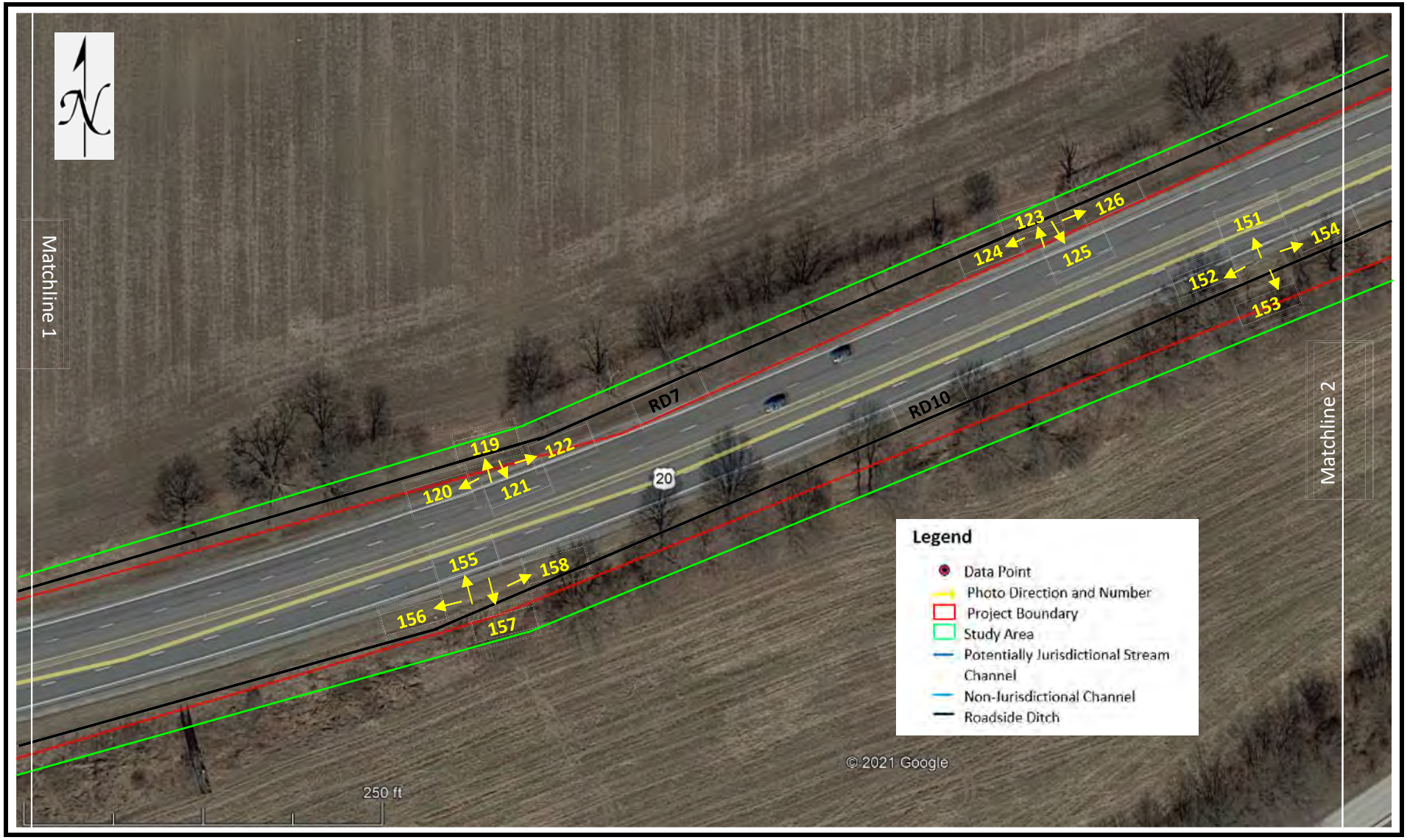


Feature Locations – Investigation Area 5a

Created: June 16, 2021
Source: Google Earth, March 2021
Scale: As Shown

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39, LaPorte County, Indiana
Project No: 21-024B

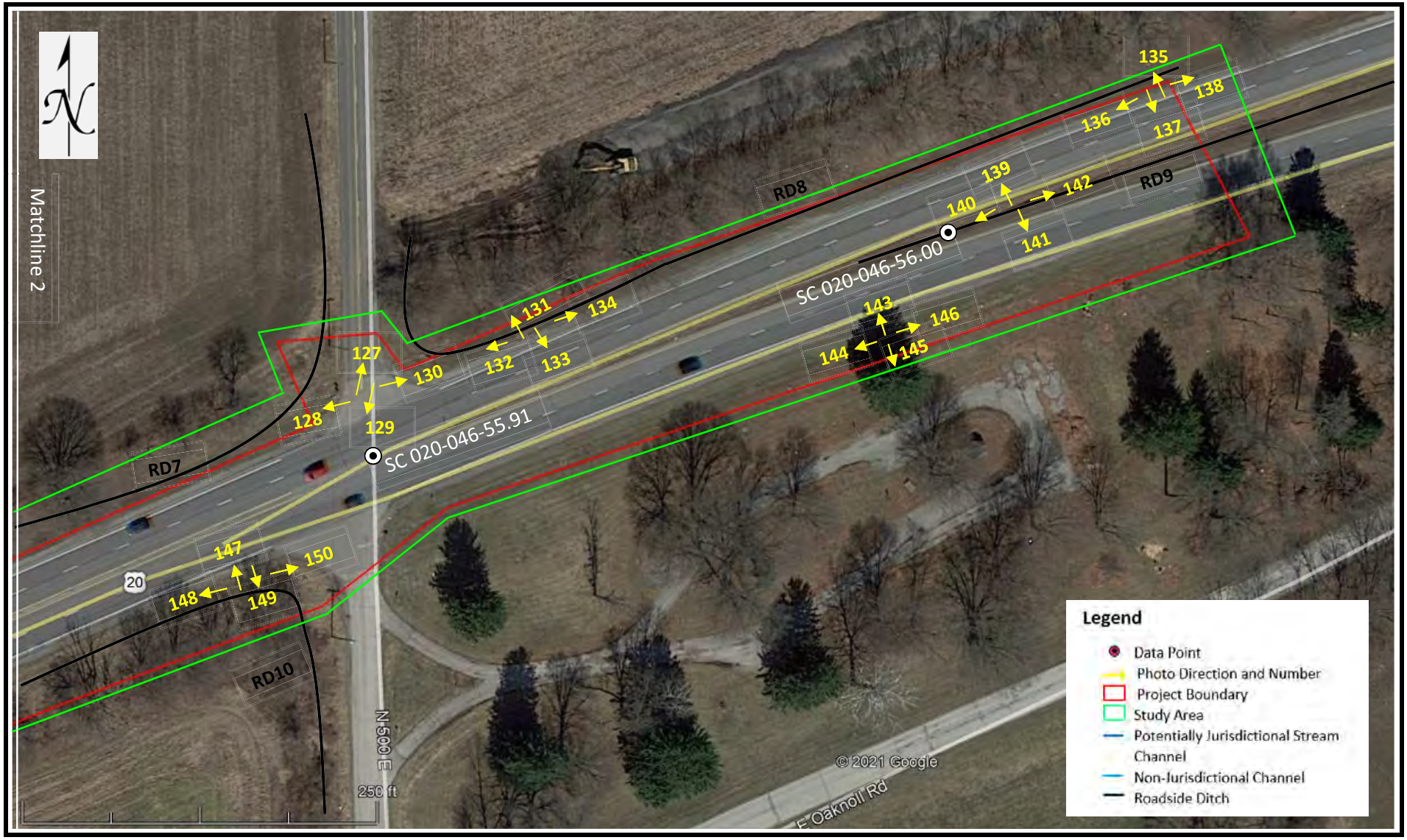
EX7h



Feature Locations – Investigation Area 5b

Created: June 16, 2021
Source: Google Earth, March 2021
Scale: As Shown

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39, LaPorte County, Indiana
Project No: 21-024B



Feature Locations – Investigation Area 5c

Created: June 16, 2021
Source: Google Earth, March 2021
Scale: As Shown

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39, LaPorte County, Indiana
Project No: 21-024B

EX7j

Appendix A

Photographs



Photo 1: Taken from the north side of US 20, facing north away from US 20. Investigation Area 1, 6/16/2021.



Photo 2: Taken from the north side of US 20, facing west along US 20 showing RD1. Investigation Area 1, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A1



Photo 3: Taken from the north side of US 20, facing south across US 20. Investigation Area 1, 6/16/2021.



Photo 4: Taken from the north side of US 20, facing east along US 20 showing RD1. Investigation Area 1, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A2



Photo 5: Taken from the north side of US 20, facing north away from US 20 over CLV-53345. Investigation Area 1, 6/16/2021.



Photo 6: Taken from the north side of US 20, facing west along US 20 showing RD1. Investigation Area 1, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A3



Photo 7: Taken from the north side of US 20, facing south across US 20 showing CLV-53345 under US 20. Investigation Area 1, 6/16/2021.



Photo 8: Taken from the north side of US 20, facing east along US 20. No RD. Investigation Area 1, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A4



Photo 9: Taken from the north side of US 20, facing north away from US 20. Investigation Area 1, 6/16/2021.



Photo 10: Taken from the north side of US 20, facing west along US 20. No RD. Investigation Area 1, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A5



Photo 11: Taken from the north side of US 20, facing south across US 20. Investigation Area 1, 6/16/2021.



Photo 12: Taken from the north side of US 20, facing east along US 20. No RD. Investigation Area 1, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A6



Photo 13: Taken from the south side of US 20, facing north across US 20. Investigation Area 1, 6/16/2021.



Photo 14: Taken from the south side of US 20, facing west along US 20. No RD. Investigation Area 1, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A7



Photo 15: Taken from the south side of US 20, facing south away from US 20. Investigation Area 1, 6/16/2021.



Photo 16: Taken from the south side of US 20, facing east along US 20. No RD. Investigation Area 1, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A8



Photo 17: Taken from the south side of US 20, facing north towards US 20 showing CLV-53345 (red arrow) and where Data Point 1 (DP1) was collected (shovel). Investigation Area 1, 6/16/2021.



Photo 18: Taken from the south side of US 20, facing west along the edge of the corn fields bordering US 20. No RD. Investigation Area 1, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A9



Photo 19: Taken from the south side of US 20, facing south away from US 20. Investigation Area 1, 6/16/2021.



Photo 20: Taken from the south side of US 20, facing east along the edge of the corn fields bordering US 20. No RD. Investigation Area 1, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A10



Photo 21: Taken from the south side of US 20, facing north across US 20. Investigation Area 1, 6/16/2021.



Photo 22: Taken from the south side of US 20, facing west along US 20. No RD. Investigation Area 1, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A11



Photo 23: Taken from the south side of US 20, facing south away from US 20. Investigation Area 1, 6/16/2021.



Photo 24: Taken from the south side of US 20, facing east along US 20. No RD. Investigation Area 1, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A12



Photo 25: Taken from the north side of US 20, facing north away from US 20. Investigation Area 2, 6/16/2021.



Photo 26: Taken from the north side of US 20, facing west along US 20 showing RD2. Investigation Area 2, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A13



Photo 27: Taken from the north side of US 20, facing south across US 20. Investigation Area 2, 6/16/2021.



Photo 28: Taken from the north side of US 20, facing east along US 20 showing RD2. Investigation Area 2, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A14



Photo 29: Taken from the north side of US 20, facing north away from US 20. Investigation Area 2, 6/16/2021.



Photo 30: Taken from the north side of US 20, facing west along US 20. No RD. Investigation Area 2, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A15



Photo 31: Taken from the north side of US 20, facing south across US 20 showing SC 020-046-54.04 under US 20. Investigation Area 2, 6/16/2021.



Photo 32: Taken from the north side of US 20, facing east along US 20. No RD. Investigation Area 2, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A16



Photo 33: Taken from the north side of US 20, facing north away from US 20. Investigation Area 2, 6/16/2021.



Photo 34: Taken from the north side of US 20, facing west along US 20. No RD. Investigation Area 2, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A17



Photo 35: Taken from the north side of US 20, facing south across US 20. Investigation Area 2, 6/16/2021.



Photo 36: Taken from the north side of US 20, facing east along US 20. No RD. Investigation Area 2, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A18



Photo 37: Taken from the south side of US 20, facing north across US 20. Investigation Area 2, 6/16/2021.



Photo 38: Taken from the south side of US 20, facing west along US 20 showing RD3. Investigation Area 2, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A19



Photo 39: Taken from the south side of US 20, facing south away from US 20. Investigation Area 2, 6/16/2021.



Photo 40: Taken from the south side of US 20, facing east along US 20 showing RD3. Investigation Area 2, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A20



Photo 41: Taken from the south side of US 20, facing north towards US 20 showing SC 020-046-54.04 under US 20. Investigation Area 2, 6/16/2021.



Photo 42: Taken from the south side of US 20, facing west along US 20 showing RD3. Investigation Area 2, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A21



Photo 43: Taken from the south side of US 20, facing south away from US 20. Investigation Area 2, 6/16/2021.



Photo 44: Taken from the south side of US 20, facing east along US 20 showing RD3. Investigation Area 2, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A22



Photo 45: Taken from the south side of US 20, facing north across US 20. Investigation Area 2, 6/16/2021.



Photo 46: Taken from the south side of US 20, facing west along US 20 showing RD3. Investigation Area 2, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A23



Photo 47: Taken from the south side of US 20, facing south away from US 20. Investigation Area 2, 6/16/2021.



Photo 48: Taken from the south side of US 20, facing east along US 20 showing RD3. Investigation Area 2, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A24



Photo 49: Taken from the north side of US 20, facing north away from US 20. Investigation Area 3, 6/16/2021.



Photo 50: Taken from the north side of US 20, facing west along US 20 showing RD4 (red arrow) . Investigation Area 3, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A25



Photo 51: Taken from the north side of US 20, facing south across US 20. Investigation Area 3, 6/16/2021.



Photo 52: Taken from the north side of US 20, facing east along US 20 showing RD4 (red arrow). Investigation Area 3, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A26



Photo 53: Taken from the north side of US 20, facing north away from US 20. Investigation Area 3, 6/16/2021.



Photo 54: Taken from the north side of US 20, facing west along US 20 showing RD4. Investigation Area 3, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A27



Photo 55: Taken from the north side of US 20, facing south across US 20 showing SC 020-046-54.48 (red arrow) under US 20. Investigation Area 3, 6/16/2021.



Photo 56: Taken from the north side of US 20, facing east along US 20 showing RD5. Investigation Area 3, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A28



Photo 57: Taken from the north side of US 20, facing north away from US 20. Investigation Area 3, 6/16/2021.



Photo 58: Taken from the north side of US 20, facing west along US 20 showing RD5. Investigation Area 3, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A29



Photo 59: Taken from the north side of US 20, facing south across US 20. Investigation Area 3, 6/16/2021.



Photo 60: Taken from the north side of US 20, facing east along US 20 showing RD5. Investigation Area 3, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A30



Photo 61: Taken from the north side of US 20, facing north away from US 20. Investigation Area 3, 6/16/2021.



Photo 62: Taken from the north side of US 20, facing west along US 20 showing RD5. Investigation Area 3, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A31



Photo 63: Taken from the north side of US 20, facing south across US 20. Investigation Area 3, 6/16/2021.



Photo 64: Taken from the north side of US 20, facing east along US 20 showing RD5. Investigation Area 3, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A32



Photo 65: Taken from the south side of US 20, facing north across US 20. Investigation Area 3, 6/16/2021.



Photo 66: Taken from the south side of US 20, facing west along US 20. No RD. Investigation Area 3, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A33



Photo 67: Taken from the south side of US 20, facing south away from US 20. Investigation Area 3, 6/16/2021.



Photo 68: Taken from the south side of US 20, facing east along US 20. No RD. Investigation Area 3, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A34



Photo 69: Taken from the south side of US 20, facing north across US 20. Investigation Area 3, 6/16/2021.



Photo 70: Taken from the south side of US 20, facing west along US 20. No RD. Investigation Area 3, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A35



Photo 71: Taken from the south side of US 20, facing south away from US 20. Investigation Area 3, 6/16/2021.



Photo 72: Taken from the south side of US 20, facing east along US 20. No RD. Investigation Area 3, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A36



Photo 73: Taken from the south side of US 20, facing north towards US 20 showing SC 020-046-54.48 (red arrow) under US 20. Investigation Area 3, 6/16/2021.



Photo 74: Taken from the south side of US 20, facing west along US 20. No RD. Investigation Area 3, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A37



Photo 75: Taken from the south side of US 20, facing south away from US 20 over SC 020-046-54.48. Investigation Area 3, 6/16/2021.



Photo 76: Taken from the south side of US 20, facing east along US 20. No RD. Investigation Area 3, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A38



Photo 77: Taken from the south side of US 20, facing north towards US 20. Investigation Area 3, 6/16/2021.



Photo 78: Taken from the south side of US 20, facing west along US 20. No RD. Investigation Area 3, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A39



Photo 79: Taken from the south side of US 20, facing south away from US 20. Investigation Area 3, 6/16/2021.



Photo 80: Taken from the south side of US 20, facing east along US 20. No RD. Investigation Area 3, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A40



Photo 81: Taken from the south side of US 20, facing north towards US 20. Investigation Area 3, 6/16/2021.



Photo 82: Taken from the south side of US 20, facing west along US 20. No RD. Investigation Area 3, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A41



Photo 83: Taken from the south side of US 20, facing south away from US 20. Investigation Area 3, 6/16/2021.



Photo 84: Taken from the south side of US 20, facing east along US 20. No RD. Investigation Area 3, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A42



Photo 85: Taken from the north side of US 20, facing north away from US 20 showing a small structure (red arrow) under Byron Road outside the project area and RD 6 (yellow arrow). Investigation Area 4, 6/16/2021.



Photo 86: Taken from the north side of US 20, facing west along US 20 showing a small structure (red arrow) under Byron Road outside the project area and RD 6 (yellow arrow). Investigation Area 4, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A43



Photo 87: Taken from the north side of US 20, facing south across US 20. Investigation Area 4, 6/16/2021.



Photo 88: Taken from the north side of US 20, facing east along US 20 showing the small structure under the gas station entrance and RD6. Investigation Area 4, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A44



Photo 89: Taken from the north side of US 20, facing north away from US 20 showing RD6. Investigation Area 4, 6/16/2021.



Photo 90: Taken from the north side of US 20, facing west along US 20 showing the small structure (red arrow) under the gas station entrance and RD6. Investigation Area 4, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A45



Photo 91: Taken from the north side of US 20, facing south towards US 20 showing SC 020-046-54.91 (red arrow) that runs under US 20. Investigation Area 4, 6/16/2021.



Photo 92: Taken from the north side of US 20, facing east along US 20 showing a small structure under Lynn Street and West Mechanic Street and RD6. Investigation Area 4, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A46



Photo 93: Taken from the north side of US 20, facing north away from US 20. Investigation Area 4, 6/16/2021.



Photo 94: Taken from the north side of US 20, facing west along US 20. No RD. Investigation Area 4, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A47



Photo 95: Taken from the north side of US 20, facing south across US 20. Investigation Area 4, 6/16/2021.



Photo 96: Taken from the north side of US 20, facing east along US 20. No RD. Investigation Area 4, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A48



Photo 97: Taken from the south side of US 20, facing north across US 20. Investigation Area 4, 6/16/2021.



Photo 98: Taken from the south side of US 20, facing west along US 20. No RD. Investigation Area 4, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A49



Photo 99: Taken from the south side of US 20, facing south away from US 20. Investigation Area 4, 6/16/2021.



Photo 100: Taken from the south side of US 20, facing east along US 20. No RD. Investigation Area 4, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A50



Photo 101: Taken from the south side of US 20, facing north towards US 20 showing where SC 020-046-54.91 should be and where DP2 was collected. Investigation Area 4, 6/16/2021.



Photo 102: Taken from the south side of US 20, facing west along US 20. No RD. Investigation Area 4, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A51



Photo 103: Taken from the south side of US 20, facing south away from US 20 over SC 020-046-54.91 towards where DP2 was collected. Investigation Area 4, 6/16/2021.



Photo 104: Taken from the south side of US 20, facing east along US 20. No RD. Investigation Area 4, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A52



Photo 105: DP2 Soil pit collected in an area with poison hemlock (*Conium maculatum* – FACW). Investigation Area 4, 6/16/2021.



Photo 106: DP2 Soil profile. Soil is non-hydric. Investigation Area 4, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A53



Photo 107: Taken from the south side of US 20, facing north across US 20. Investigation Area 4, 6/16/2021.



Photo 108: Taken from the south side of US 20, facing west along US 20. No RD. Investigation Area 4, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A54



Photo 109: Taken from the south side of US 20, facing south away from US 20. Investigation Area 4, 6/16/2021.



Photo 110: Taken from the south side of US 20, facing east along US 20. No RD. Investigation Area 4, 6/16/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A55



Photo 111: Taken from the north side of US 20, facing north away from US 20. Investigation Area 5, 6/17/2021.



Photo 112: Taken from the north side of US 20, facing west along US 20 showing RD7. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A56



Photo 113: Taken from the north side of US 20, facing south across US 20. Investigation Area 5, 6/17/2021.



Photo 114: Taken from the north side of US 20, facing east along US 20 showing RD7. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A57



Photo 115: Taken from the north side of US 20, facing north away from US 20. Investigation Area 5, 6/17/2021.



Photo 116: Taken from the north side of US 20, facing west along US 20 showing RD7. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A58



Photo 117: Taken from the north side of US 20, facing south across US 20. Investigation Area 5, 6/17/2021.



Photo 118: Taken from the north side of US 20, facing east along US 20 showing RD7. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A59



Photo 119: Taken from the north side of US 20, facing north away from US 20. Investigation Area 5, 6/17/2021.



Photo 120: Taken from the north side of US 20, facing west along US 20 showing RD7. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A60



Photo 121: Taken from the north side of US 20, facing south across US 20. Investigation Area 5, 6/17/2021.



Photo 122: Taken from the north side of US 20, facing east along US 20 showing RD7. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A61



Photo 123: Taken from the north side of US 20, facing north away from US 20. Investigation Area 5, 6/17/2021.



Photo 124: Taken from the north side of US 20, facing west along US 20 showing RD7. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A62



Photo 125: Taken from the north side of US 20, facing south across US 20. Investigation Area 5, 6/17/2021.



Photo 126: Taken from the north side of US 20, facing east along US 20 showing RD7. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A63



Photo 127: Taken from the north side of US 20, facing north away from US 20. Investigation Area 5, 6/17/2021.



Photo 128: Taken from the north side of US 20, facing west along US 20 showing RD7. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A64



Photo 129: Taken from the north side of US 20, facing south across US 20. Investigation Area 5, 6/17/2021.



Photo 130: Taken from the north side of US 20, facing east along US 20 showing RD8. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A65



Photo 131: Taken from the north side of US 20, facing north away from US 20. Investigation Area 5, 6/17/2021.



Photo 132: Taken from the north side of US 20, facing west along US 20 showing SC 020-046-55.91 under US 20 (red arrow) and RD8. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A66



Photo 133: Taken from the north side of US 20, facing south across US 20. Investigation Area 5, 6/17/2021.



Photo 134: Taken from the north side of US 20, facing east along US 20 showing RD8. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A67



Photo 135: Taken from the north side of US 20, facing north away from US 20. Investigation Area 5, 6/17/2021.



Photo 136: Taken from the north side of US 20, facing west along US 20 showing RD8. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A68



Photo 137: Taken from the north side of US 20, facing south across US 20. Investigation Area 5, 6/17/2021.



Photo 138: Taken from the north side of US 20, facing east along US 20 showing RD8. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A69



Photo 139: Taken from the median of US 20, facing north across the westbound lanes of US 20. Investigation Area 5, 6/17/2021.



Photo 140: Taken from the median of US 20, facing west along US 20 showing RD9. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A70



Photo 141: Taken from the median of US 20, facing south across the eastbound lanes of US 20. Investigation Area 5, 6/17/2021.



Photo 142: Taken from the median of US 20, facing east along US 20 showing RD9. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A71



Photo 143: Taken from the south side of US 20, facing north across US 20. Investigation Area 5, 6/17/2021.



Photo 144: Taken from the south side of US 20, facing west along US 20. No RD. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A72



Photo 145: Taken from the south side of US 20, facing south away from US 20. Investigation Area 5, 6/17/2021.



Photo 146: Taken from the south side of US 20, facing east along US 20. No RD. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A73



Photo 147: Taken from the south side of US 20, facing north across US 20. Investigation Area 5, 6/17/2021.



Photo 148: Taken from the south side of US 20, facing west along US 20 showing RD10. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A74



Photo 149: Taken from the south side of US 20, facing south away from US 20. Investigation Area 5, 6/17/2021.



Photo 150: Taken from the south side of US 20, facing east along US 20 showing SC 020-046-55.91 (red arrow) under US 20 and RD10. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A75



Photo 151: Taken from the south side of US 20, facing north across US 20. Investigation Area 5, 6/17/2021.



Photo 152: Taken from the south side of US 20, facing west along US 20 showing RD10. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A76



Photo 153: Taken from the south side of US 20, facing south away from US 20. Investigation Area 5, 6/17/2021.



Photo 154: Taken from the south side of US 20, facing east along US 20 showing RD10. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A77



Photo 155: Taken from the south side of US 20, facing north across US 20. Investigation Area 5, 6/17/2021.



Photo 156: Taken from the south side of US 20, facing west along US 20 showing RD10. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A78



Photo 157: Taken from the south side of US 20, facing south away from US 20. Investigation Area 5, 6/17/2021.



Photo 158: Taken from the south side of US 20, facing east along US 20 showing RD10. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A79



Photo 159: Taken from the south side of US 20, facing north across US 20. Investigation Area 5, 6/17/2021.



Photo 160: Taken from the south side of US 20, facing west along US 20 showing RD10. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A80



Photo 161: Taken from the south side of US 20, facing south away from US 20. Investigation Area 5, 6/17/2021.



Photo 162: Taken from the south side of US 20, facing east along US 20 showing RD10. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A81



Photo 163: Taken from the south side of US 20, facing north across US 20. Investigation Area 5, 6/17/2021.



Photo 164: Taken from the south side of US 20, facing west along US 20 showing RD10. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A82



Photo 165: Taken from the south side of US 20, facing south away from US 20. Investigation Area 5, 6/17/2021.



Photo 166: Taken from the south side of US 20, facing east along US 20 showing RD10. Investigation Area 5, 6/17/2021.

Appendix A – Site Photographs

Created: June 18, 2021
Photos Taken: June 16 - 17, 2021
Project No: 21-024b

Project Name: US 20 Roadway Improvements
Des. No. 1702992
Location: US 20 4.8 miles east of SR 39 to 7.2 miles east of SR 39
LaPorte County, Indiana

A83

Appendix B

Wetland Data Sheets

WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region

Project/Site: Des No: 1702992 Laporte US 20 Project City/County: LaPorte, LaPorte Sampling Date: 2021-06-16

Applicant/Owner: INDOT State: Indiana Sampling Point: DP1

Investigator(s): Shannon Bonifacio & Courtney Haverbusch Section, Township, Range: Sec 9 T37N R2W

Landform (hillslope, terrace, etc.): Basin Local relief (concave, convex, none): Concave Slope (%): 0-2

Subregion (LRR or MLRA): L 98 Lat: 41.672769 Long: -86.644156 Datum: WGS 84

Soil Map Unit Name: Troxel silt loam (Tr) NWI classification: Non-wetland

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ✓ No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ 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 ✓	**Is the Sampled Area within a Wetland?** Yes _____ No ✓
Hydric Soil Present?	Yes _____	No ✓	
Wetland Hydrology Present?	Yes _____	No ✓	If yes, optional Wetland Site ID: _____

Remarks: (Explain alternative procedures here or in a separate report.)

Location of DP1 shown in Photo 17 (Appendix A) and on Exhibit 7a.

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 Vis ble 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 ✓	Depth (inches): _____
Water Table Present?	Yes _____	No ✓	Depth (inches): _____
Saturation Present? (includes capillary fringe)	Yes _____	No ✓	Depth (inches): _____

Wetland Hydrology Present? Yes _____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION – Use scientific names of plants. Sampling Point: DP1

Tree Stratum (Plot size: 30 ft r)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft r)			
1. Rhus typhina	40	✓	NI
2.			
3.			
4.			
5.			
6.			
7.			
	40% = Total Cover		
Herb Stratum (Plot size: 5 ft r)			
1. Conium maculatum	40	✓	FACW
2. Dactylis glomerata	10		FACU
3. Parthenocissus quinquefolia	5		FACU
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	55% = Total Cover		
Woody Vine Stratum (Plot size: 30 ft r)			
1.			
2.			
3.			
4.			
	= Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 50 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	40	x 2 =	80
FAC species	0	x 3 =	0
FACU species	15	x 4 =	60
UPL species	0	x 5 =	0
Column Totals:	55 (A)		140 (B)

Prevalence Index = B/A = 2.55

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 ✓

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: DP1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
-								
-								
-								
-								
-								
-								
-								
-								
-								
-								
-								
-								

[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) (**LRR R, MLRA 149B**)
- ___ Polyvalue Below Surface (S8) (**LRR R, MLRA 149B**)
- ___ Thin Dark Surface (S9) (**LRR R, MLRA 149B**)
- ___ 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)

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**)
- ___ Dark Surface (S7) (**LRR K, L**)
- ___ 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 (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: Riprap

Depth (inches): 0

Hydric Soil Present? **Yes** _____ **No** ✓

Remarks:

Veg growing out of mounded rip rap and gravel, no way to dig a pit.

WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region

Project/Site: Des No: 1702992 LaPorte US 20 Project City/County: Rolling Prairie, LaPorte Sampling Date: 2021-06-16

Applicant/Owner: INDOT State: Indiana Sampling Point: DP2

Investigator(s): Shannon Bonifacio & Courtney Haverbusch Section, Township, Range: Sec 11 T37N R2W

Landform (hillslope, terrace, etc.): Basin Local relief (concave, convex, none): Concave Slope (%): 0-2

Subregion (LRR or MLRA): L 98 Lat: 41.671553 Long: -86.620847 Datum: WGS 84

Soil Map Unit Name: Troxel silt loam (Tr) NWI classification: Non-wetland

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ✓ No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ 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 ✓	**Is the Sampled Area within a Wetland?** Yes _____ No ✓
Hydric Soil Present?	Yes _____	No ✓	If yes, optional Wetland Site ID: _____
Wetland Hydrology Present?	Yes _____	No ✓	

Remarks: (Explain alternative procedures here or in a separate report.)

Location of DP2 shown in Photo 101 (Appendix A) and on Exhibit 7f. Soil pit and profile shown in Photos 105 & 106 (Appendix A).

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 Vis ble 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 ✓	Depth (inches): _____
Water Table Present?	Yes _____	No ✓	Depth (inches): _____
Saturation Present? (includes capillary fringe)	Yes _____	No ✓	Depth (inches): _____

Wetland Hydrology Present? Yes _____ No ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION – Use scientific names of plants. Sampling Point: DP2

Tree Stratum (Plot size: 30 ft r)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft r)			
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	= Total Cover		
Herb Stratum (Plot size: 5 ft r)			
1. Thlaspi arvense	45	✓	UPL
2. Conium maculatum	30	✓	FACW
3. Pulmonaria saccharata	15		NI
4. Agropyron desertorum	8		NI
5. Poa pratensis	8		FACU
6. Asclepias syriaca	5		UPL
7.			
8.			
9.			
10.			
11.			
12.			
	111% = Total Cover		
Woody Vine Stratum (Plot size: 30 ft r)			
1.			
2.			
3.			
4.			
	= Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 50 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	30	x 2 =	60
FAC species	0	x 3 =	0
FACU species	8	x 4 =	32
UPL species	50	x 5 =	250
Column Totals:	88 (A)		342 (B)

Prevalence Index = B/A = 3.89

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 ✓

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: DP2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0 - 20	10YR 3/2	100					Sandy Loam	
-								
-								
-								
-								
-								
-								
-								
-								
-								
-								
-								

[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) (**LRR R, MLRA 149B**)
- ___ Polyvalue Below Surface (S8) (**LRR R, MLRA 149B**)
- ___ Thin Dark Surface (S9) (**LRR R, MLRA 149B**)
- ___ 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)

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**)
- ___ Dark Surface (S7) (**LRR K, L**)
- ___ 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 (TF12)
- ___ 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** ✓

Remarks:

Floodplain Analysis & Regulatory Assessment (FARA)

Indiana Department of Natural Resources



Point of Interest

Base Flood Elevation Point

Rivers and Streams at least 1 square mile

Drainage Area (sq. miles)

1 - 10

Project area

US 20 Two Way Left Turn Lanes

4.8 Miles East of SR 39 (CR 250 E.) to
7.2 Miles East of SR 39 (CR 500 E.)
West Side
LaPorte County, Indiana
Des. No. 1702992

Point of Interest Coordinates
(WGS84)

Long: **-86.63327985**

Lat: **41.6725508512**

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

County: **Laporte**

Stream Name:
Little Kankakee River

Approximate Ground Elevation: **839.9 feet (NAVD88)**

Base Flood Elevation: **757.5 feet (NAVD88)**

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? **no, 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**

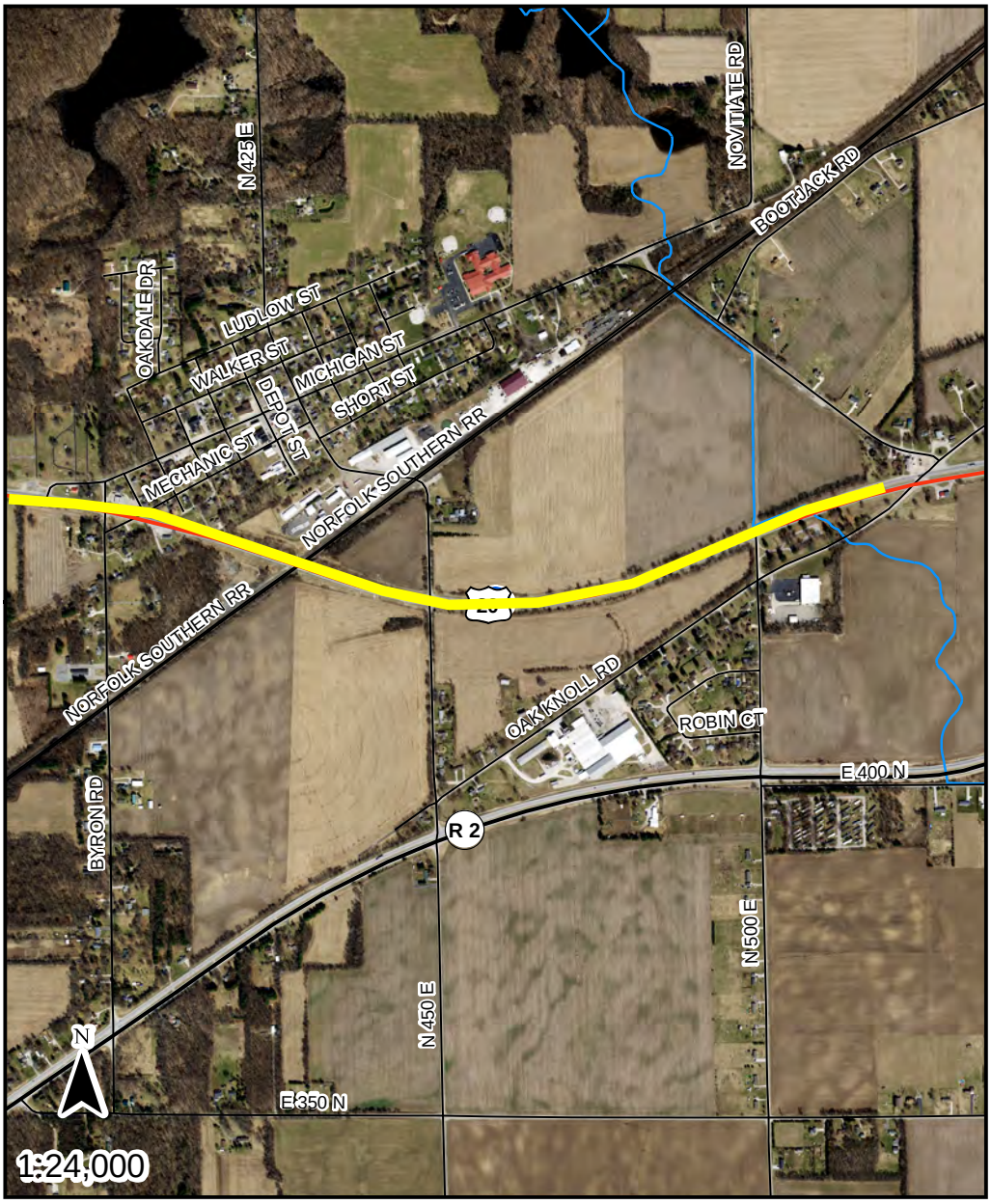
Email: **mpolan@laporteco.in.gov**

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

Date Generated: 1/17/2022

Floodplain Analysis & Regulatory Assessment (FARA)

Indiana Department of Natural Resources



Point of Interest

Base Flood Elevation Point

Rivers and Streams at least 1 square mile

Drainage Area (sq. miles)

1 - 10

Project area

US 20 Two Way Left Turn Lanes

4.8 Miles East of SR 39 (CR 250 E.) to
7.2 Miles East of SR 39 (CR 500 E.)
East Side
LaPorte County, Indiana
Des. No. 1702992

Point of Interest Coordinates
(WGS84)

Long: **-86.6102343101**

Lat: **41.6698260414**

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

County: **Laporte**

Stream Name:
Little Kankakee River

Approximate Ground Elevation: **828.6 feet (NAVD88)**

Base Flood Elevation: **755.7 feet (NAVD88)**

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? **no, 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: 1/17/2022

Appendix G

Public Involvement

November 5, 2019

NOTICE OF SURVEY

Sample Notice of Survey

RE: Auxiliary two-way left turn lanes on U.S. 20 from County Road 300 E. to County Road 500 E., Rolling Prairie, Indiana.

Dear Property Owner(s):

Butler, Fairman and Seufert, Inc., has been contracted 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.

Our survey crews will commence the survey in the near future. In the process, they will be walking on your land to take measurements to locate features such as buildings, trees, drives, utilities and necessary drainage features. We appreciate your cooperation in this effort. Unless we are notified to the contrary, we will assume your permission to walk on your property.

Please forward this information to any tenants that may be occupying your property.

Should you have questions concerning the survey, please contact the undersigned in this office at 765-423-5602 or by the supplied e-mail.

Sincerely,

BUTLER, FAIRMAN and SEUFERT, INC.



Gene K. Gosewehr, L.S.
egosewehr@bfsengr.com

INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

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

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Date: September 22, 2020

Re: Des No. 1702992, US 20, Auxiliary Lanes, Two-way Left Turn Lanes, LaPorte County, Indiana

Notice of Entry for Survey or Investigation

Dear Property Owner,

Our information indicates that you own property near the above proposed transportation project. Representatives of the Indiana Department of Transportation (INDOT) will be conducting environmental surveys of the project area in the near future. It may be necessary for them to enter onto your property to complete this work. This is permitted under Indiana Code § 8-23-7-26. Anyone performing this type of work has been instructed to identify him or herself to you, if you are available, before they enter your property. If you no longer own this property or it is currently occupied by someone else, please let us know the name of the new owner or occupant so that we can contact them about the survey.

Please read the attached notice to inform you of what the "Notice of Entry for Survey or Investigation" means. The survey work may include the identification and mapping of streams and wetlands, and various other environmental studies. The information we obtain from such studies is necessary for the proper planning and design of this highway project. It is our sincere desire to cause you as little inconvenience as possible during this survey. If any problems do occur, please contact Amber Thomas at (219) 325-7494or athomas2@indot.in.gov.

Please be aware that Indiana Code § 8-23-7-27 and 28 provides that you may seek compensation form INDOT for damages occurring to your property (land or water) that result from INDOT's entry for the purposes mentioned above in Indiana Code § 8-23-7-26. In this case, a basic procedure that may be followed is for you and/or and INDOT employee or representative to present an account of the damages to one of the two above named INDOT staff. They will check the information and forward it to the appropriate person at INDOT who will contact you to discuss the situation and compensation.

In addition, you may contact the LaPorte District Real Estate Manager (855-463-6848 / 315 E. Boyd Blvd., LaPorte, IN 46350. The District Real Estate Manager (DREM) can provide you with a form to request compensation for damages. After filling out the form, you can return it to the DREM for consideration, and the DREM may be contacted if you have questions regarding the matter, rights, and procedures.

If you are not satisfied with the compensation that INDOT determines is owed you, Indiana Code § 8-23-7-8 provides the following: The amount of damages shall be assessed by the county agricultural extension educator of the county in which the land or water is located and two (2) disinterested residents of the county, one (1) appointed by the aggrieved party and one (1) appointed by the department. A written report of the assessment of the damages shall be mailed to the aggrieved party and the department by first class United States mail. If either the department or the aggrieved party is not satisfied with the assessment of damages, either or both may file a petition, not later than fifteen (15) days after receiving the report, in the circuit or superior court of the county in which the land or water is located. It our sincere desire to cause as little inconvenience as possible during our work, and we thank you in advance for your cooperation.

If you have received a "Notice of Entry for Survey or Investigation" from INDOT or an INDOT representative, you may be wondering what it means. In the early stages of a project's development, INDOT must collect as much information as possible to ensure that sound decisions are made in designing the proposed project. Before entering onto private

property to collect that data, INDOT is required to notify landowners that personnel will be in the area and may need to enter onto their property. Indiana Code, Title 8, Article 23, Chapter 7, Section 26 deals with the department's authority to enter onto any property within Indiana.

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

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

So, if you have received a "Notice of Entry for Survey or Investigation", remember:

1. You do not need to take any action at this time. It is merely letting you know that people in orange/lime vests are going to be in your neighborhood.
2. The project is still in its very early planning stages.
3. You will be notified of your opportunity to comment on the project at a later date.

AFFP
NOTICE OF PUBLIC INFORMATION M

Affidavit of Publication

STATE OF IN }
COUNTY OF LA PORTE } SS

Isis Cains, being duly sworn, says:

That she is Advertising Director of the LaPorte 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

April 15, 2021
April 22, 2021

Publisher's Fee: $ 141.13

That said newspaper was regularly issued and circulated on those dates:

SIGNED:

Subscribed to and sworn to me this 22nd day of April 2021.

Jennifer P. Mann, Notary Public 07/23/2024

Jennifer P. Mann
Notary Public, State of Indiana
LaPorte County
Commission Number 686859
My Commission Expires
July 23, 2024

00005965 70032182

Lori Halloran
Butler, Fairman and Seufert Inc
8450 Westfield Boulevard
Suite 300
Indianapolis, IN 46240

NOTICE OF PUBLIC INFORMATION MEETING

DES# 1702992: US 20 Auxiliary Lanes/Two-way Left Turn Lanes from 4.8 miles East of SR 39 (CR 300 E) to 7.2 miles East of SR 39 (CR 500 East), La Porte County

DES# 1702993: US 20 Auxiliary Lanes/Two-way Left Turn Lanes from 400 feet east of SR 39 to 2.85 miles east of
SR 39 (Fail Road), La Porte County

The Indiana Department of Transportation (INDOT) will host a public information meeting for the proposed projects on April 29, 2021 at the La Porte County Complex, Rooms 2 and 3, 809 State Street, La Porte, Indiana 46350. The public information meeting will begin with a formal presentation by INDOT and their hired design consultant at 6:00PM CST. INDOT and their design team will be available after the formal presentation for informal discussions until 8:00PM CST. Attendees are advised that face coverings and adherence to CDC guidelines for social distancing are required. A limited supply of face coverings will be available for use upon entry.

The purpose of the public information meeting is to offer all interested persons an opportunity to review the current preliminary plans for the projects, speak informally with INDOT and design consultant representatives, ask questions and provide feedback. Opportunities to request formal public hearings for both projects will be offered at later dates.

The need for both projects was identified by engineering assessments that showed significant increases in daily traffic along US 20 between 2010 and 2016, and the related increase in crashes and crash severity. Many of the severe crashes were found to be related to stopped left-turning vehicles in the passing lanes and lane departures, primarily where vehicles crossed the centerline. The primary purpose of both projects is to improve safety conditions for vehicular traffic along US 20.

Initial considerations to address the purpose and need of the project includes the addition of a 16-foot wide two-way left turn lane, widening of the existing 2-foot wide paved shoulders to 8-foot wide paved shoulders, and the installation centerline and edge line rumble strips. Due to the proposed widening of the roadway, existing drainage structures would be replaced or extended and street signs would be replaced.

The proposed project area for DES# 1702992 is approximately 2.4 miles long and extends from 4.8 miles east of SR 39 (CR 300 E) to 7.2 miles east of SR 39 (CR 500 East). Approximately 6.0 acres of permanent right-of-way acquisition for the project is anticipated. At this time, no commercial and/or residential relocations are anticipated; however, some existing commercial and residential access points to US 20 are being considered for modification, including at Michigan Street and at E. Lynn Street/W. Mechanic Street in Rolling Prairie. The intersection of Byron Road and W. Michigan Street would be repaved. Initial stages of construction expected to begin in Winter 2022/2023.

The proposed project area for DES# 1702993 is approximately 2.8 miles long and extends from 400 feet east of SR 39 to 2.85 miles east of SR 39 (Fail Road). Approximately 6.0 acres of permanent right-of-Way acquisition for the project is anticipated. At this time, no commercial and/or residential relocations are anticipated. Initial stages of construction expected to begin in Winter 2022/2023.

Federal and state funds are proposed to be used for construction of this project. INDOT and the Federal Highway Administration have agreed that both of these projects pose minimal impact to the natural environment. Therefore, both projects are being processed as Categorical Exclusions.

A link to the public information meeting presentation will be posted to the project website via the project sponsor's web page (https://www.in.gov/indot/2371.htm) by

April 29, 2021.

The public is encouraged to provide statements regarding the project utilizing one or more of the following methods: fill out the enclosed comment form and return it to the design consultant (contact information provided below); fill out a comment form at the public information meeting and leave it with the design consultant or INDOT staff members (at any of the project information stations); call or email Hannah Deguch, Environmental Scientist for the projects, at 317-713-4615 or hdeguch@bfsengr.com.

Please RSVP to Hannah Deguch at the phone number or email address listed above if you plan to attend one of the public meeting sessions. An RSVP is requested for planning purposes in accordance with CDC guidelines, but is not required for entry.

hspaxlp

*** Proof of Publication ***

State of Indiana)
) ss:
Lake County)

Personally appeared before me, a notary public in and for said county and state, the undersigned NICOLE MUSCARI who, being duly sworn, says that She/he is Legal Clerk of the Northwest Indiana Times newspaper of general circulation printed and published in the English language in the Town of Munster in state and county afore-said, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 2 time(s), the date(s) of publication being as follows:
APRIL 15, 22 2021

BUTLER, FAIRMAN & SEUFERT, INC / LEGALS

8450 WESTFIELD BLVD, SUITE 300
INDIANAPOLIS IN 46240-8302

ORDER NUMBER 67386

The undersigned further states that the Northwest Indiana Times newspaper maintains an Internet website, which is located at www.nwi.com website and that a copy of the above referenced printed matter was posted on such website on the date(s) of publication set forth above.

Nicole Muscari, Legal Clerk

By:

Subscribed and sworn to before me this 22 day of APRIL 2021.

Dawn Renee Heili
Notary Public

DAWN RENEE HEILI
Notary Public, State of Indiana
Lake County
Commission #696125
My Commission Expires 01/31/25

My commission expires:

Section: Legals
Category: 198 Legal - Lake County
PUBLISHED ON: 04/15/2021, 04/22/2021

TOTAL AD COST:	101.38
FILED ON:	4/22/2021

*** Proof of Publication ***

NOTICE OF PUBLIC INFORMATION MEETING

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The proposed project area for DES# 1702992 is approximately 2.4 miles long and extends from 4.8 miles east of SR 39 (CR 300 E) to 7.2 miles east of SR 39 (CR 500 East). Approximately 6.0 acres of permanent right-of-way acquisition for the project is anticipated. At this time, no commercial and/or residential relocations are anticipated; however, some existing commercial and residential access points to US 20 are being considered for modification, including at Michigan Street and at E. Lynn Street/W. Mechanic Street in Rolling Prairie. The intersection of Byron Road and W. Michigan Street would be repaved. Initial stages of construction expected to begin in Winter 2022/2023.

The proposed project area for DES# 1702993 is approximately 2.8 miles long and extends from 400 feet east of SR 39 to 2.85 miles east of SR 39 (Fail Road). Approximately 6.0 acres of permanent right-of-Way acquisition for the project is anticipated. At this time, no commercial and/or residential relocations are anticipated. Initial stages of construction expected to begin in Winter 2022/2023.

Federal and state funds are proposed to be used for construction of this project. INDOT and the Federal Highway Administration have agreed that both of these projects pose minimal impact to the natural environment. Therefore, both projects are being processed as Categorical Exclusions.

A link to the public information meeting presentation will be posted to the project website via the project sponsor's web page (https://www.i n.gov/indot/2371.htm) by April 29, 2021.

The public is encouraged to provide statements regarding the project utilizing one or more of the following methods: fill out the enclosed comment form and return it to the design consultant (contact information provided below); fill out a comment form at the public information meeting and leave it with the design consultant or INDOT staff members (at any of the project information stations); call or email Hannah Deguch, Environmental Scientist for the projects, at 317-713-4615 or hdeguch@bfsengr.com.

Please RSVP to Hannah Deguch at the phone number or email address listed above if you plan to attend one of the public meeting sessions. An RSVP is requested for planning purposes in accordance with CDC guidelines, but is not required for entry.

4/15.22 - 67386 -hspaxlp

Public Information Meeting Handout

Public Information Meeting / April 29, 2021
US 20 Widening for Two-Way-Left-Turn-Lane (TWLTL)
Des. No. 1702992 and 1702993

Please visit https://www.in.gov/indot/4283.htm to review the presentation



Contact Information:

Amber Thomas
INDOT Senior Project Manager, LaPorte District
athomas2@indot.in.gov
219-344-0046

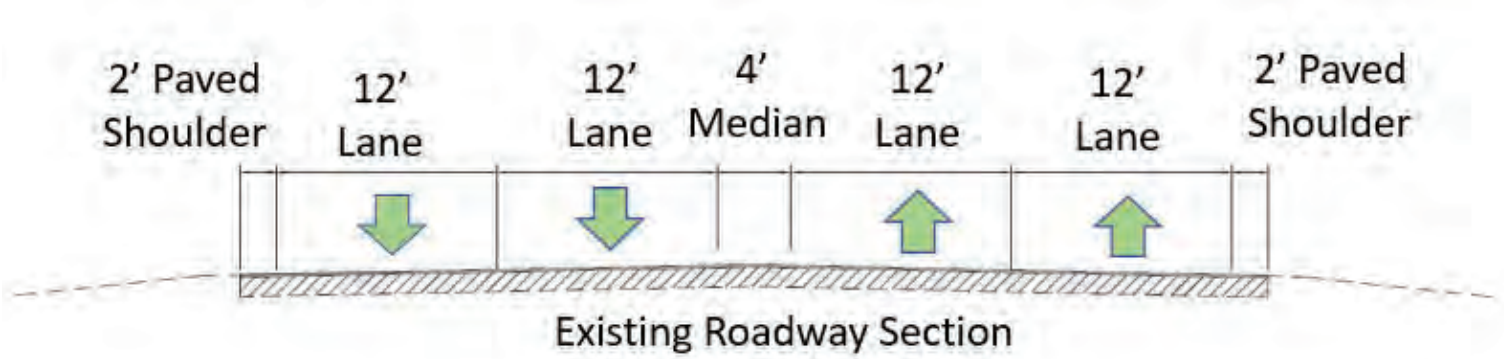
Qasim Asghar
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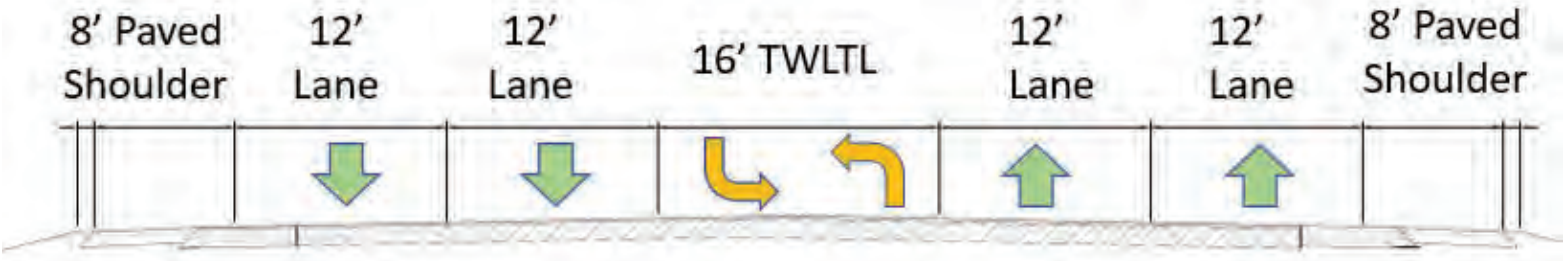
Public Information Meeting Handout

Public Information Meeting / April 29, 2021
US 20 Widening for Two-Way-Left-Turn-Lane (TWLTL)
Des. No. 1702992 and 1702993

Please visit https://www.in.gov/indot/4283.htm to review the presentation



Existing Roadway Section



Proposed Roadway Section

Public Information Meeting Slides

PUBLIC INFORMATION MEETING

US 20 Widening for a Two-Way Left Turn Lane (TWLTL)

Section 1: **from SR 39 to Fail Road (3 miles)**

Section 2: **from CR 300 E to CR 500 East (2.25 miles)**

in LaPorte County

Thursday, April 29th, 2021

AGENDA

- Project Team
- Welcome / Opening Remarks
- Public Information Meeting
- Environmental Process
- Project Overview
- Project Schedule
- Q&A

TEAM OVERVIEW



Amber Thomas
INDOT Senior Project Manager, LaPorte District
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219-344-0046



Adam Parkhouse
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Carly Sheets, PE, PTOE
BF&S Project Manager, Road Design



Chris Wheatley, PE
BF&S QA/QC Manager, Road Design



Ryan Scott
BF&S Environmental Studies Manager



Hannah Deguch
BF&S Environmental Studies

WELCOME

THANK YOU for taking time out of your day to partner with INDOT on the US 20 Two-way Left Turn Lanes. Your insight and understanding is ***valuable and critical*** to the success of this project!

Public Information Meeting Slides

PURPOSE OF MEETING

- Share information about the project
- Provide feedback
- Ask questions

FEEDBACK

Ways to provide feedback:

- Fill out a comment form
- Email team member
- Call a team member
- Visit INDOT website: https://www.in.gov/indot/4283.htm

Please Submit comments by May 14, 2021

US 20 OVERVIEW



ENVIRONMENTAL

NEPA - National Environmental Policy Act of 1970

- Required for all federally funded highway improvements
- Level of review based on location and scope

Levels:
Categorical Exclusion*< Environmental Assessment < Environmental Impact Statement

**This project will be processed as a Categorical Exclusion (CE)*

Public Information Meeting Slides

ENVIRONMENTAL

US 20 Widening for TWLTL

GENERAL PROCESS

Verify Purpose and Need (P&N) of Project

Consider Alternatives to meet P&N
(including "Do Nothing")

Assess resources present
- Social, economic, cultural and natural resources

ENVIRONMENTAL

US 20 Widening for TWLTL

GENERAL PROCESS (cont.)

Select preliminary preferred alternative

Schedule public information meetings & get feedback

Coordinate with local/state/federal resource agencies

Design to avoid/minimize/mitigate for project impacts

ENVIRONMENTAL

US 20 Widening for TWLTL

GENERAL PROCESS (cont.)

Obtain INDOT approval of Draft CE document

Offer Public Hearing for Preferred Alternative

Finalize plans based on public hearing input

Submit Final CE document after Hearing Certification

PROJECT LOCATIONS

US 20 Widening for TWLTL



Public Information Meeting Slides

PROJECT LOCATIONS

US 20 Widening for TWLTL



PROJECT LOCATIONS

US 20 Widening for TWLTL



EXISTING CONDITIONS

US 20 Widening for TWLTL

- 4 Lane Highway
- 4-ft Median
- Variable Shoulder Widths
- Guardrail
- Rumble Grooving



PROJECT NEED

US 20 Widening for TWLTL

- Same cross section since 1941
- **70% volume increase** from 2010 to 2016
- Increased volume = Increased crashes and severity



PROJECT PURPOSE: Improve project safety conditions for vehicle traffic on US 20

Public Information Meeting Slides

SAFETY BENEFITS

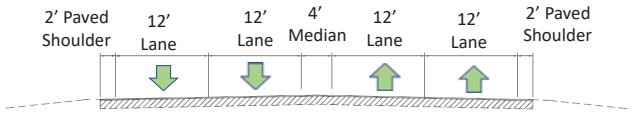
US 20 Widening for TWLTL

- Added Center Lane
  - Safe haven to complete lefts out of drives in two-maneuvers
  - Safe haven to turn left from US 20

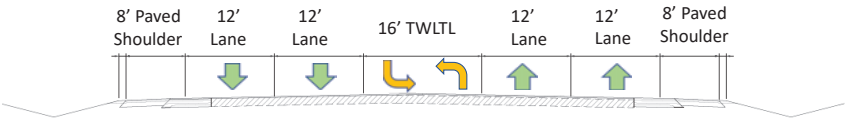


SAFETY BENEFITS

US 20 Widening for TWLTL



Existing Roadway Section



Proposed Roadway Section

SAFETY BENEFITS

US 20 Widening for TWLTL

- Widened Paved Shoulder
- Added Guardrail
- Median/Shoulder Rumble Grooving



SAFETY BENEFITS

US 20 Widening for TWLTL

- Corrected Curve Banking (Cross Slopes)
- Improved Stopping Sight Lines
- Improved Intersection Sight Distance
- New Asphalt Surface and Pavement Markings



Public Information Meeting Slides

OTHER IMPACTS

US 20 Widening for TWLTL

- Right-of-Way Acquisition
- Environmental Impacts
- Drainage Impacts
- Utility Relocations

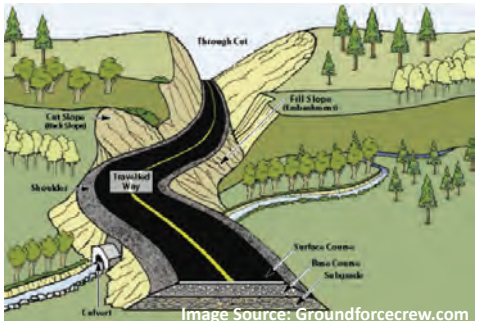
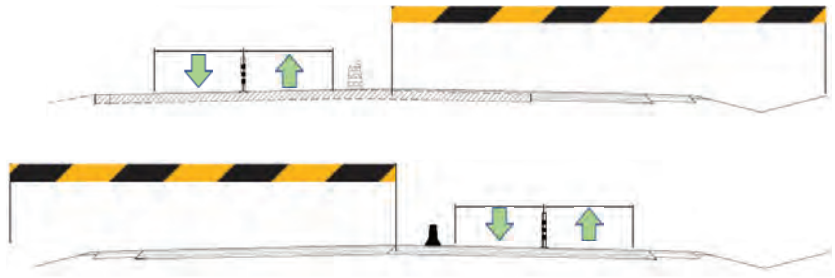


Image Source: Groundforcecrew.com

MAINTENANCE OF TRAFFIC

US 20 Widening for TWLTL



- One lane of traffic in each direction will be maintained

PROPOSED CONDITION

US 20 Widening for TWLTL

- Exhibits Around the Room
  - Proposed Improvements
  - Construction Limits
  - Proposed Right-of-Way Limits
    - No Relocations Required



PROPOSED PROJECT SCHEDULE

US 20 Widening for TWLTL

R/W Acquisition	Clearing of R/W	Utility Relocation	Construction
Begin Summer 2021	Begin Winter 2022-2023	Begin Winter 2022-2023	Begin Spring 2023

Note: The above timeline is subject to change, depending on available funding.

Public Information Meeting Slides

FEEDBACK

US 20 Widening for TWLTL

Public Comment Period

FEEDBACK

US 20 Widening for TWLTL

Ways to provide feedback:

- Fill out a comment form
- Email team member
- Call a team member
- Visit INDOT website: https://www.in.gov/indot/4283.htm

Please Submit comments by May 14, 2021

THANK YOU!

US 20 Widening for TWLTL

Contact Information

INDOT

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Design/Environmental

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Right-of-Way

Qasim Asghar
DLZ Right of Way Acquisition
qasghar@dlz.com
574-236-4400 x626

Butler Fairman Seufert
CIVIL ENGINEERS

MEETING ATTENDANCE RECORD

PROJECT: US 20 – SR 39 to Fail Rd & 300 E to 500 E
DESCRIPTION: Public Information Meeting
LaPorte County
DATE: April 29, 2021; 6:00 Central Time

NAME	PROPERTY ADDRESS	E-MAIL ADDRESS	TELEPHONE
Doris Krenzke	4405 N 400 E RP	Personal Information Redacted	
Alice Harrington	5441 N Barclay		
Tom Ludwig	" " "		
Jackie Furlie	1047 W Springville Rd		
Erik Abraham	0827 W Springville Rd		
Mike & Debra Beichley	4932 N 200 E		
Mary Dennis Wozniak	3508 - E - US #20 MSWD		
Mark Sperrick	0442 / 0444 E US 20		
Gary / Gina Lauffer	0355 E. Hwy 20		
Richard Singer	3372 E US 20 Rolling		

Butler Fairman Seufert
CIVIL ENGINEERS

MEETING ATTENDANCE RECORD

PROJECT: US 20 – SR 39 to Fail Rd & 300 E to 500 E
DESCRIPTION: Public Information Meeting
LaPorte County
DATE: April 29, 2021; 6:00 Central Time

NAME	PROPERTY ADDRESS	E-MAIL ADDRESS	TELEPHONE
Robert Schultz	3470 E US HWY 20 R.P. IN	Personal Information Redacted	
Doug Atherton	4404 N 400 E R.P. IN		
Glen Richardson	1201 W. US Highway 20 LP IN		
Joe Haney			

COMMENT SHEET

U.S. 20 Widening for Two-Way Left Turn Lane (TWLTL)
La Porte County, Indiana
DES. NO. 1702992 AND 1702993

Name / Date: 4-29-2021

Address: 0442 E / 0444 E US 20

COMMENTS: Lived at these ADDRESS for 28 years, The Highway White Line is 60 ft from My House AND GARAGE Over the years I have Seen 3 Deaths AND Numerous Accidents in front of My Property. Over time my ~~DRIVEWAY~~ AND Concrete Block Keep Cracking, Which Stopped Me From Getting ~~Resurfaced~~ till I fixed IT. This Center Lane IS NOT Going to help Because People will use it for A PASSING LANE

My other Property is 350 E. - 215± 20

COMMENT SHEET

U.S. 20 Widening for Two-Way Left Turn Lane (TWLTL)
La Porte County, Indiana
DES. NO. 1702992 AND 1702993

Name / Date: Dennis + MARY S. WOZNIAK (SON, Paul)

Address: 4415 N. -350 E - Rolling Prairie, IN. 46371

COMMENTS: Finally! and Thank you. Something is being done! So many Tragic deaths on this US 20 and I and my Son Does almost one of them when he was in High School and learning how to drive, So I went to pick him up after his Track meet, and he drove home, so as always we would have to wait for Traffic to clear to turn left on to 350 E (South) because even then Traffic was heavy. But on that one day, he was waiting, waiting to turn left, and I was watching by the side mirror and saw "2" Semi's bearing down with speed in both lanes at us from the back. I told my son when he had a chance to turn to go Quickly because the Semi's were coming and the one in the same lane behind us was not slowing down. But Traffic was not clearing to turn left for him So, near last minutes, I jumped over and pressed my foot on his and told him to hold the wheel straight and press the foot pedal too. So we Sped that Car as fast in speed my son got so scared and shaking, both Semi's were right on top of us, only a Few feet away from our bumper. We would have been one of those Tragic accidents... Now these Days, its not any better But Worst, and Taken 15-20 mins to get on 215± 20.

Traffic is Horrible, many more Semi's now
Some don't Know how to drive, I sweer
that they don't care, but it needs to
be addressed and Thank you that
finally the State is Seeing the Problems!

Sincerely Mary.

fold on line

46240-E3029B9

Butler, Fairman & Seufert, Inc.

MAY 18 2021

RECEIVED

Hannah Deguch
Butler, Fairman and Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, IN 46240
(email: hbays@bfsengr.com)

fold on line

Mary Westerfield
4478 N. 850 E.
Pollina, Ind. 46391

S SUBURBAN IL 601
13 MAY 2021 PM 2 L

USA

Appendix H

Air Quality

Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2020 - 2024

SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2020	2021	2022	2023	2024
Indiana Department of Transportation	41201 / 1701532	Init.	SR 212	HMA Overlay, Preventive Maintenance	From US 20 to US 12	LaPorte	2.326	NHPP		Road Construction	CN	$2,948,872.80	$737,218.20	$470,000.00	$3,216,091.00			
Performance Measure Impacted: Pavement Condition																		
Indiana Department of Transportation	41201 / 1701532	A 13	SR 212	HMA Overlay, Preventive Maintenance	From US 20 to US 12	LaPorte	2.326	NHPP	$5,100,554.00	Toll Lease Amendment Proceeds	PE	$0.00	$327,037.00	$327,037.00				
Performance Measure Impacted: Pavement Condition																		
Comments:NIRPC approved Resolution 19-26, Amendment #2 November 21, 2019. (Page 16) FY 20 PE $327,037. AQC Exempt on 9/12/2019.																		
Indiana Department of Transportation	41205 / 1800863	Init.	I 94	Bridge Deck Overlay	JOHNSON ROAD@.-I-94 EB/WB, NORRIS DITCH, 2.93mi E of US 421	LaPorte	0	NHPP		Bridge Construction	CN	$8,702,330.40	$966,925.60	$80,000.00	$9,589,256.00			
Performance Measure Impacted: Bridge Condition																		
Indiana Department of Transportation	41431 / 1703002	Init.	SR 8	Bridge Replacement, Concrete	Sr 8@.-Dahl Ditch, 00.24 W US 421	LaPorte	0	STBG		Bridge Construction	CN	$575,251.20	$143,812.80			$20,000.00	$699,064.00	
										Bridge Consulting	PE	$65,992.00	$16,498.00	$82,490.00				
										Bridge ROW	RW	$24,000.00	$6,000.00			$30,000.00		
Indiana Department of Transportation	41432 / 1800661	Init.	US 20	Small Structure Replacement	0.67mi W of US 421	LaPorte	.01	STBG		Bridge Construction	CN	$580,135.20	$145,033.80	$725,169.00				
Performance Measure Impacted: Bridge Condition																		
Indiana Department of Transportation	41437 / 1702993	Init.	US 20	Auxiliary Lanes, Two-way Left Turn Lanes	US20 from 400' east of SR39 to 2.85 miles east of SR39 (Fail Rd)	LaPorte	2.985	STBG		Safety Construction	CN	$11,401,222.40	$2,850,305.60		$670,000.00	$760,000.00	$12,821,528.00	
										Safety Consulting	PE	$1,298,885.60	$324,721.40	$1,203,607.00			$420,000.00	
										Safety ROW	RW	$1,760,000.00	$440,000.00		$1,000,000.00	$1,100,000.00	$100,000.00	
Performance Measure Impacted: Reliability and Freight Reliability																		
LaPorte County	41660 / 1801831	Init.	IR 1023	Bike/Pedestrian Facilities	Lincoln Trail Extension 421/2 to south entrance to Purdue NW	LaPorte	1.7	STBG		Local Funds	RW	$0.00	$70,000.00	$70,000.00				
										Local Funds	CN	$0.00	$365,000.00			$365,000.00		
										Michigan City MPO	RW	$280,000.00	$0.00	$280,000.00				
										Michigan City MPO	CN	$1,460,000.00	$0.00			$1,460,000.00		
Performance Measure Impacted: Reliability and Freight Reliability																		
LaPorte County	41660 / 1801831	A 36	IR 1023	Bike/Pedestrian Facilities	Lincoln Trail Extension 421/2 to south entrance to Purdue NW	LaPorte	1.7	STBG	$2,260,968.30	Demonstration Fund Program	RW	$85,968.00	$0.00		$85,968.00			

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

Project Overview | Funding History | Amendment History

<< Go Back

Auxiliary Lanes, Two Way Left Turn Lanes (1702992)

Des Number	1702992	*Amendment*	20-00 STIP	*Exempt Category*	Exempt	*Est Total Project Cost*	$8,310,311
Contract #		*Contact (ERC)*	Julie Ritzler 2193257497			*County*	LaPorte
Lead Agency	INDOT	*Letting Date*		*Functional Classification*	Minor Arterial	*Bike/Ped Component(s)*	No

Project Type Auxiliary Lanes, Two-way Left Turn Lanes

Title Auxiliary Lanes, Two Way Left Turn Lanes

Limits Nearest Crossstreet: SR 39

Description Adding Two Way Left Turn Lanes at intersection. Located north of LaPorte (City of)

Phase	Fund Source	Prior SFY	SFY2020	SFY2021	SFY2022	SFY2023	SFY2024	Future SFY	Total
PE	STBG State	-	$433,698	$480,000	$48,000	$56,000	-	-	$1,017,698
PE	State Match	-	$108,425	$120,000	$12,000	$14,000	-	-	$254,425
Total Preliminary Engineering		-	$542,123	$600,000	$60,000	$70,000	-	-	$1,272,123
RW	STBG State	-	-	-	$800,000	$80,000	-	-	$880,000
RW	State Match	-	-	-	$200,000	$20,000	-	-	$220,000
Total Right of Way		-	-	-	$1,000,000	$100,000	-	-	$1,100,000
CN	STBG State	-	-	-	-	$4,590,550	-	-	$4,590,550
CN	State Match	-	-	-	-	$1,147,638	-	-	$1,147,638
Total Construction		-	-	-	-	$5,738,188	-	-	$5,738,188
CE	STBG State	-	-	-	-	$160,000	-	-	$160,000
CE	State Match	-	-	-	-	$40,000	-	-	$40,000
Total Construction Engineering		-	-	-	-	$200,000	-	-	$200,000
Total Programmed		**-**	**$542,123**	**$600,000**	**$1,060,000**	**$6,108,188**	**-**	**-**	**$8,310,311**

H2

Appendix I

Additional Studies

Section 6(f) Properties in LaPorte County

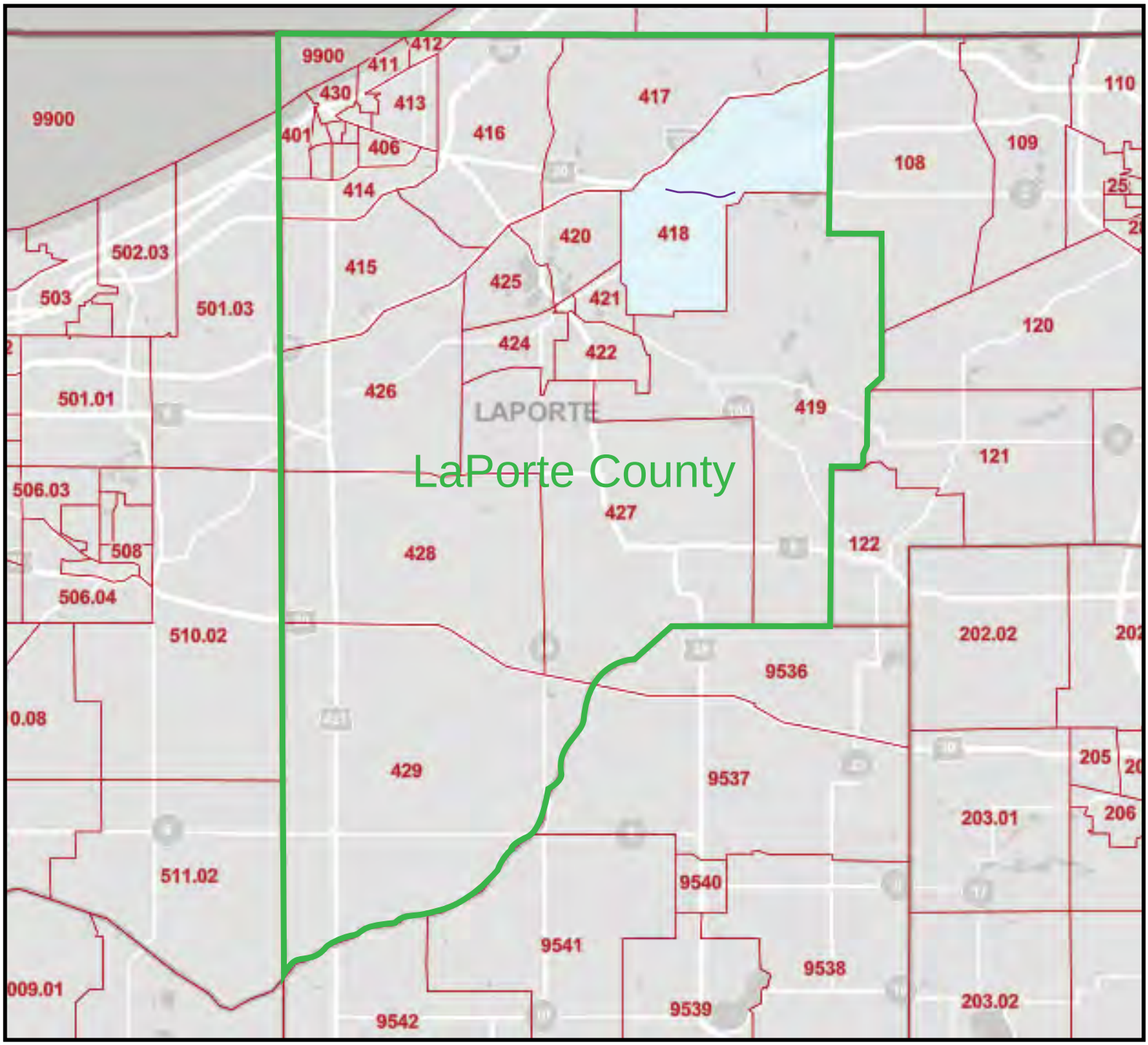
Project Number	Sponsor	Year	Property
1800200	LaPorte County Park Board	1975	Fox Memorial Park
1800228	LaPorte County Park Board	1976	Fox Memorial Park
1800265	LaPorte County Park Board	1977	Kesling Park
1800332	LaPorte County Park Board	1979	Rumley Park
1800351	Westville Park Board	1979	Westville Park (Prairie Meadow Park)
1800373	LaPorte County Park Board	1983	Kesling Park
1800402	Trail Creek Park Board	1981	Nelson Park
1800405	Indiana Department of Natural Resources	2005	Galena Marsh Nature Preserve
1800453	LaPorte County Park Board	1986	Luhr Park
1800547	Michigan City Park Board	2004	Hansen & Gifford Parks/Old Spur Trail
1800608	LaPorte County Park Board	2018	Luhr County Park
1800549	LaPorte County Park Board	2004	Red Mill County Park

Source: https://lwcf.tplgis.org/mappast/

Environmental Justice Data Analysis
Des. No. 1702992: US 20 Aux. Lanes, 4.8 miles east of SR 39 (CR 250 E.) to 7.2 miles east of SR 39 (CR 500 E.)
Source: U.S. Census Bureau 2019 ACS 5-year Estimates

		COC	AC
		LaPorte County, Indiana	Census Tract 418, LaPorte County, Indiana
B17001	**LOW-INCOME**		
	Population for whom poverty status is determined: Total	101,967	5,761
	Income in the past 12 months below poverty level	15,490	648
	Percent Low-income	**15.2%**	**11.2%**
	125 Percent of COC	**19.0%**	**AC <125% COC**
	Potential Population of EJ Concern?		**No**
B03002	**MINORITY**		
	Total population: Total	110,154	5,761
	Total population: Not Hispanic or Latino	102,885	5,415
	Total population: Not Hispanic or Latino; White alone	87,323	5,401
	Total population: Not Hispanic or Latino; Black or African American alone	12,027	14
	Total population: Not Hispanic or Latino; American Indian and Alaska Native alone	314	0
	Total population: Not Hispanic or Latino; Asian alone	627	0
	Total population: Not Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	5	0
	Total population: Not Hispanic or Latino; Some other race alone	93	0
	Total population: Not Hispanic or Latino; Two or more races	2,496	0
	Total population: Hispanic or Latino	7,269	346
	Total population: Hispanic or Latino; White alone	3,937	172
	Total population: Hispanic or Latino; Black or African American alone	142	0
	Total population: Hispanic or Latino; American Indian and Alaska Native alone	39	0
	Total population: Hispanic or Latino; Asian alone	12	0
	Total population: Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	19	0
	Total population: Hispanic or Latino; Some other race alone	2,019	62
	Total population: Hispanic or Latino; Two or more races	1,101	112
	Number Non-white/minority	**22,831**	**360**
	Percent Non-white/Minority	**20.7%**	**6.2%**
	125 Percent of COC	**25.9%**	**AC <125% COC**
	Potential Population of EJ Concern?		**No**

Environmental Justice Community Map



Community of Comparison
Affected Community
Project Area

US 20 Auxiliary Lanes, Two Way Left Turn Lanes
US 20 from from 4.8 miles east of SR 39 (CR 250 E.)
to 7.2 miles east of SR 39 (CR 500 E.)
LaPorte County, Indiana
Des No. 1702992

BF&S CIVIL ENGINEERS

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

	LaPorte County, Indiana		Census Tract 418, LaPorte County, Indiana	
Label	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Error**
Total:	101,967	±427	5,761	±474
Income in the past 12 months below poverty level:	15,490	±1,165	648	±327
Male:	6,841	±651	298	±182
Female:	8,649	±764	350	±181
Income in the past 12 months at or above poverty level:	86,477	±1,173	5,113	±495
Male:	42,117	±690	2,775	±253
Female:	44,360	±760	2,338	±326

Table Notes

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

Survey/Program: American Community Survey
Universe: Population for whom poverty status is determined
Year: 2019
Estimates: 5-Year
Table ID: B17001

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

An "**" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.
An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.
An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.
An "***" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of

sample cases is too small.

An "(X)" means that the estimate is not applicable or not available.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

HISPANIC OR LATINO ORIGIN BY RACE

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

	LaPorte County, Indiana		Census Tract 418, LaPorte County, Indiana	
Label	**Estimate**	**Margin of Error**	**Estimate**	**Margin o**
Total:	110,154	*****	5,761	
Not Hispanic or Latino:	102,885	*****	5,415	
White alone	87,323	±50	5,401	
Black or African American alone	12,027	±448	14	
American Indian and Alaska Native alone	314	±107	0	
Asian alone	627	±148	0	
Native Hawaiian and Other Pacific Islander alone	5	±7	0	
Some other race alone	93	±80	0	
Two or more races:	2,496	±519	0	
Hispanic or Latino:	7,269	*****	346	
White alone	3,937	±422	172	
Black or African American alone	142	±63	0	
American Indian and Alaska Native alone	39	±45	0	
Asian alone	12	±22	0	
Native Hawaiian and Other Pacific Islander alone	19	±24	0	
Some other race alone	2,019	±400	62	
Two or more races:	1,101	±311	112	

Table Notes

HISPANIC OR LATINO ORIGIN BY RACE

Survey/Program: American Community Survey
Universe: Total population
Year: 2019
Estimates: 5-Year
Table ID: B03002

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

An "**" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.
An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.
An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.
An "***" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of

sample cases is too small.

An "(X)" means that the estimate is not applicable or not available.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

INDIANA DEPARTMENT OF TRANSPORTATION

LaPorte District
315 E. Boyd Boulevard
LaPorte, Indiana, 46352

PHONE: (855) 464-6368

Eric Holcomb, Governor
Joe McGuinness, Commissioner

ABBREVIATED ENGINEER'S REPORT

ROAD PROJECT

US20, Auxiliary Lanes, Two-way Left Turn Lanes
From 4.8 miles East of SR39 (CR300E) to 7.2 miles East of SR39 (CR500E)
RP 53+70 to RP 56+00

PROJECT NUMBER: 1702992
CONTRACT: R-41437

Prepared by LaPorte District Technical Services Division
December, 2018

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ABBREVIATED ENGINEER'S REPORT

PROJECT NUMBER: 1702992

ROUTE IDENTIFICATION AND FEATURE CROSSED:
US20 from 4.8 miles East of SR39 (CR300E) to 7.2 miles East of SR39 (CR500E)

PROJECT LOCATION: Kankakee Township, LaPorte County, Sections 10 & 11, Twp 37 N, Range 2 W

REFERENCE POST: RP 53+70 to RP 56+00

Purpose of Report

The purpose of this report is to document the engineering assessment phase of project development, including all coordination that has been completed in preparation for this bridge project. This document outlines the proposal and is intended to serve as a guide for subsequent survey, design, environmental, right of way and other project activities leading to construction. The preferred alternative identified in this document is considered predecisional, pending the outcome of environmental studies.

Project Location

This project is located on US20, from a point 4.8 miles east of SR39 (CR300E) to a point 7.2 miles east of SR39 (CR500E) in LaProte County. The project is in the Indiana Department of Transportation's LaPorte District, LaPorte Sub-District. This location is in a rural planning organization region, the Northern Indiana Regional Planning Commission (NIRPC).

Project Need and Purpose

The need of this project is based on the significant increase in AADT as well as increase in crash frequency and severity. The existing cross section configuration of US20 has been in place since 1941 with safe and efficient operation until recent years. The AADT has increase from 13,624 to 23,203 in period from 2010 to 2016 which is a 70% increase in volume. The increase in traffic has brought an increase in crashes and severity. Many of the severe crashes are due to stopped left-turning vehicles in the passing lane. There are less gaps in opposing traffic for left-turning vehicles, due to the increased traffic volumes. This turning movement delay forces left-turning vehicles to stop and remain stopped for longer periods of time on the mainline through lane, making them vulnerable to high-speed traffic (63 MPH, 85th percentile from tube count). Some of the other severe crashes are related to lane departure, primarily crossing the centerline but also running off road to the right. Besides heavy truck traffic, the increase in traffic has also come from motorists making interstate-style trips on this outdated section of the Old Michigan Road.

The purpose of this project is to improve safety conditions for vehicle traffic on US20.

Existing Facility

Basic Design Elements

	US20
Functional Class	Other Principal Arterial
Posted Speed	55 mph

	US20
Member Road Systems	4R Network
	On National Highway System
	On National Truck Network (Extra Heavy Duty Truck Route)
	Statewide Corridor (statewide mobility corridor map)

Road History

I94 Pavement History Within Project Limits		
Year	**Width**	**Type of Work**
1927		Concrete Pavement
1941	2@22' w/4' separation	Asphalt Dual Lane Divided (FA 48-A2)
1959		HMA Resurface
1976		HMA Resurface (RS-10365)
1986		HMA Resurface (RS-16032)
1998		HMA Resurface (9503100 / RS-23599) (Partial 3-R)
2018		HMA Overlay, Minor Structural (1298128 / R-36660)

Drainage

Existing drainage through the project is primarily through sheet flow away from the road into ditch lines on the outside of the pavement. The storm water management system was established to convey runoff from the roadway to the outside side ditch lines, then to propagate flow to larger ditch lines or streams adjacent to or flowing under / away from US20.

Railroads

US20 crosses Norfolk Southern tracks within the project limits. Minor insurance is anticipated for this project as all work should be at least 50' from the tracks, and the crossing is not at grade.

Traffic & Crash Information

Traffic Data

The table below shows the data provided.

TRAFFIC DATA			
Year	AADT (VPD)	DHV	TRUCK AADT
2017	25,398	2,032 (8%)	9,070 (36%)

Crash Data & Analysis

Crash data was reviewed as part of this assessment and RoadHAT analysis was prepared. A total of 78 recorded crashes took place within the project limits during the three year crash study period (2014 through 2016). The following table summarizes the number and types of crashes.

Type	Rear End	Left Turn	Sideswipe	Right Angle	Head-on	Ran off Road	Total
Totals	23 (9)	1 (1)	7 (1)	16 (6)	3 (1)	28 (11)	78 (39)

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 1.26 and an Index of Crash Cost (ICC) of 3.13. This analysis indicates that this road section is not performing as expected and that the number of crashes does exceed the expected number of crashes for this type of roadway. The high value of the ICC indicates that the crash severity is higher than should be expected for this type of roadway.

Alternatives and Recommendations

This report will focus alternative development to integrate crash mitigation treatments that will facilitate reduction of the rear end, right angle, and sideswipe crash types. The following crash mitigation treatment were reviewed to improve the overall safety of the corridor:

- Four to five lane conversion, CMF ID 4085 (3 star), 57% crash reduction factor
- Widen shoulder from 3' to 8', CMF ID 14 (3 star), 12% crash reduction factor

Alternate A: Do Nothing

This alternate would not address the safety concerns of the corridor, which would result in greater potential crash occurrence. This alternative does not meet the need nor achieve the purpose of the project and will not be considered further.

Alternate B: Add TWLTL

This alternative meets the need and purpose of the project and is the preferred alternative.

Details of Preferred Alternate

Construct 16' wide two-way left-turn lane through the length of the project. This will provide refuge for left-turning traffic on US20. It will also provide a two-stage movement for left-turns from driveways and unsignalized roadways. The widened median width (2.5' existing to 16' proposed), coupled with centerline rumble stripes on both sides of the TWLTL, will provide more reaction time for inattentive drivers and more recovery time and space for errant vehicles, decreasing the chances of head-on collisions. Make exception for TWLTL over the Norfolk Southern RR Bridge in Rolling Prairie. Consolidate access points around the Family Express (Lynn St, Mechanic St, Byron Rd, Michigan St). Improve the existing outside shoulders from 2' paved shoulder width to 8' paved shoulder width and perpetuate the edge line rumble stripes. Project limits would be beginning of tapers for EB left-turn lane for CR300E to beginning of tapers for WB left-turn lane for CR500E.

There are no existing ADA facilities within the project limits that require upgrade. Designer shall review the age and condition of the existing sheet signs within the project limits. Replacement of sheet signs is permitted if the age of the signs will be greater than 15 years at time of construction (2024).

As needed to maintain a reasonable project budget, consideration may be given to entertain a Level 1 Design Exception for the paved shoulder width (2' vice 8').

Pavement design and a geotechnical investigation will be needed for this project.

This project is proposed to take place in construction year 2024.

Traffic Maintenance During Construction

This project is considered a mobility significant project per IDM Chapter 81, and will require the development of a Transportation Management Plan (TMP).

The following is the maintenance of traffic staging used to develop the cost estimate for this project:

Stage 1	Close one lane per direction, and shift traffic on to the existing WB lanes. Widen the EB side of US20 and pave up through the intermediate course of pavement.
Stage 2	Shift traffic on to the existing EB lanes. Widen the WB side of US20 and pave up through the intermediate course of pavement.
Stage 3	Pave the top course of pavement utilizing lane shifts. Install rumble stripes and pavement markings

Cost Estimate

The cost of the preferred alternative is as follows:

Construction Cost (CN)	**$4,930,000.00**
Right-of-Way (RW)	$1,200,000.00
Preliminary Engineering (PE)	$500,000.00
Railroad Coord (RR)	$50,000.00
Utility (UT)	$500,000.00
Construction Engineering (CE)	$200,000.00
Total Project Cost	$7,380,000.00

Environmental Issues

This project will likely require preparation of a CE Level 2. The District or the District's consultant will prepare an environmental document in accordance with the National Environmental Policy Act, National Historic Preservation Act, and other relevant laws. Because of anticipated work in the channel, a waterway permit will likely be needed. A final permits determination will be made during design.

No publicly owned parks, recreational areas or historic sites considered as Section 4(f) properties were identified within the project limits. A Section 4(f) analysis may not be necessary as part of the environmental documentation prepared for the project.

A waters report and wetland delineation map will be required, as the I94 drainage system includes many low grade wetlands within the overall interstate corridor.

A Rule 5 erosion control permit will be required for this project. Best management practices will be incorporated into the plans and constructed regardless of whether a Rule 5 permit is needed.

Community / External Stakeholder Context

Due to safety concerns on this stretch of highway, INDOT has met with Sen Bohacek, Rep Soliday, Rep Pelath, Rep Dvorak, LaPorte County Commissioners, LaPorte County Sheriffs, LaPorte County EMS, and township fire departments.

Right-of-Way Impact

This project is expected to require the purchase of right of way. It is anticipated that roughly six acres of additional ROW throughout the project limits will be required for the widening anticipated on the project.

Utilities

There are overhead utilities within the US20 Right-of-Way that may require significant relocation due to the increased width of the roadway that is proposed for this project. Underground utilities within the US20 Right-of-Way may not require relocation to facilitate this project scope.

Other Projects

There are no other projects currently programmed near/within the project limits.

This document was prepared by:



12/16/2018

Paul South, PE
Scoping Manager, LaPorte District

Reviewed by:

12/17/2018

Alan Holderread, PE
District Traffic Engineer, LaPorte District
Recommend: APPROVAL / DISAPPROVAL

Reviewed by:

//Omitted//

Paul South, PE
Scoping Manager, LaPorte District
Recommend: APPROVAL / DISAPPROVAL

Reviewed by:

12/18/2018

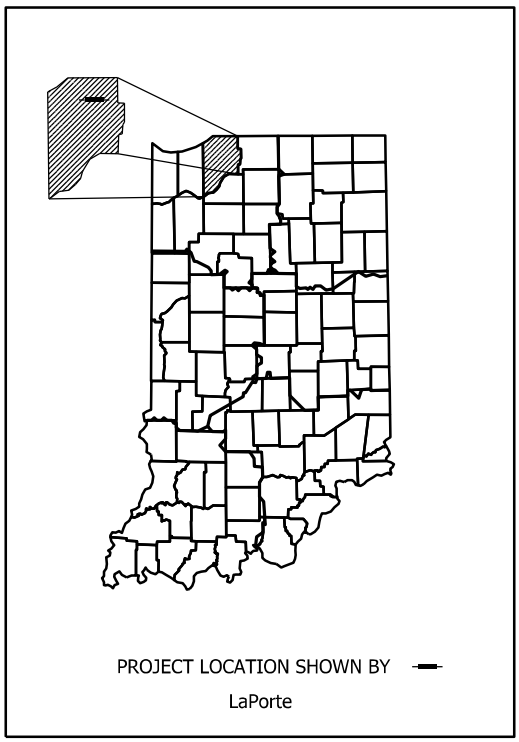
Steve Benczik, PE
System Asset Manager, LaPorte District
APPROVE / DISAPPROVE

Appendices:

- Location Map
- RoadHAT Analysis Summary

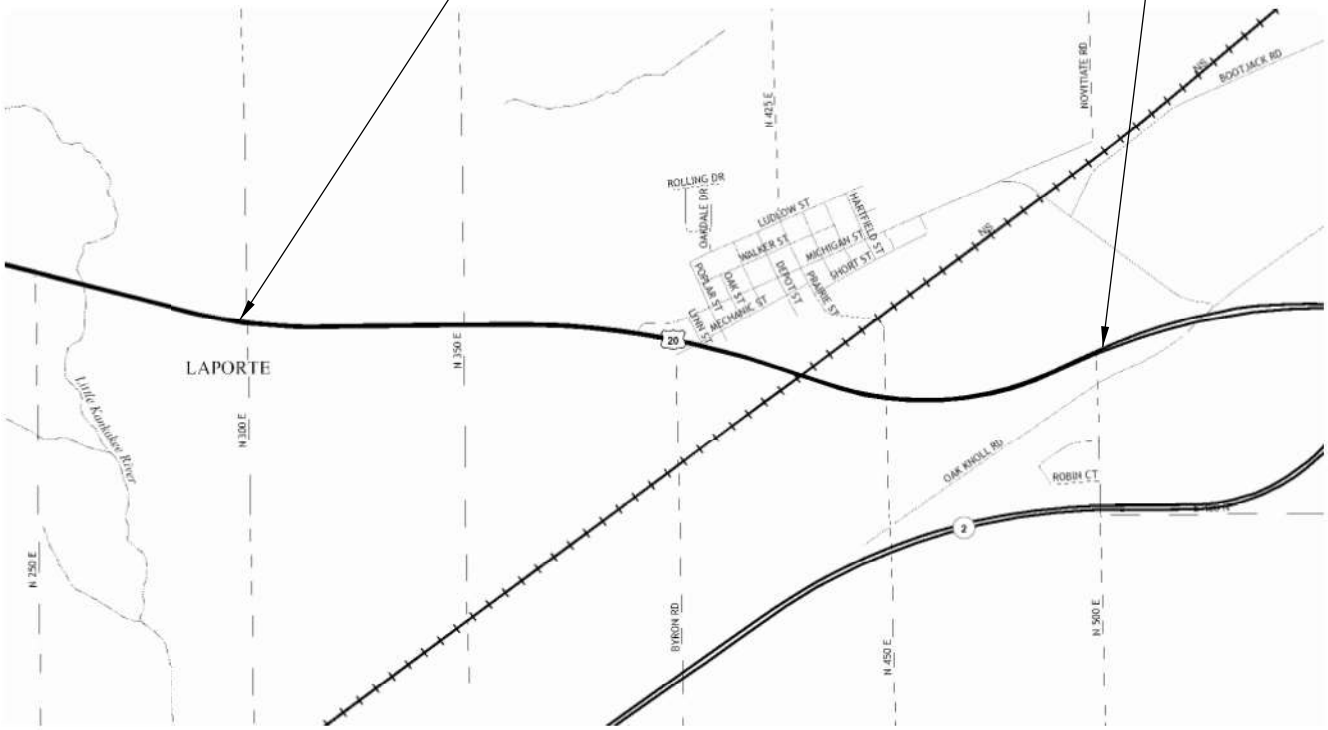
LOCATION MAP

CONTRACT NO. R-41437



BEGIN PROJECT
DES 1702992
RP 53+70

END PROJECT
DES 1702992
RP 56+00



Index of Crash Frequency and Cost - Form F1

Location	500' W of CR300E to 500' E of CR500E	
US20 in LaPorte County		
GIS		
Post		
Analyst	AHOLDERREAD	
Date	10/13/2017	

INPUT	
Road Facility Type	Rural Multilane Segment
AADT (veh/day)	23202
Segment Length (mi)	2.24
Intersection Density (int/mi)	3.11
First Year with Crash Data (yyyy)	2014
Last Year with Crash Data (yyyy)	2016
Number of Crashes (crash/period)	
Fatal and Incapacitating Injury Crashes	15
Non-Incapacitating and Possible Injury Crashes	16
Property Damage Only Crashes	54
Route or Road Type	Rural Multilane Segment
Average Crash Costs ($)	
Fatal and Incapacitating Injury Crashes	426000
Non-Incapacitating and Possible Injury Crashes	32350
Property Damage Only Crashes	5330
Crash Cost Year (yyyy)	2013
OUTPUT	
Expected Crash Frequency (crash/year)	
Fatal and Incapacitating Injury Crashes	0.540
Non-Incapacitating and Possible Injury Crashes	2.47
Property Damage Only Crashes	10.26
All Crashes	13.27
Index of Crash Frequency	**1.26**
Index of Crash Cost	**3.13**

Index of Crash Frequency and Cost - Form F1

Location	500' W of CR300E to 500' E of CR500E	
US20 in LaPorte County		
GIS		
Post		
Analyst	AHOLDERREAD	
Date	10/13/2017	