July 13, 2026

Ms. Erica Tait
Interim Deputy Division Administrator
Federal Highway Administration, Indiana Division, U.S. Department of Transportation
575 N Pennsylvania Street
Indianapolis, Indiana 46204

Re: Finding of No Significant Impact (FONSI) Request Packet
State Road (SR) 2 at Larrison Blvd./Strawberry Rd. Intersection Improvement Project
INDOT Des. Nos. 2401424 (Lead), 2401505, & 2401506
Contract No. R-45760

Dear Ms. Tait,

Pursuant to paragraph 5 of the Department of Transportation (DOT) Order 5610.1C, Lochmueller Group respectfully requests INDOT's review of the attached FONSI request packet regarding the above-referenced project. This information packet includes the following attachments in support of this request:

Attachment 1 Approved Environmental Assessment (EA) (text only)
Attachment 2 Public Involvement Documentation
Attachment 3 Resource Agency Correspondence
Attachment 4 Updated Preliminary Design Plans
Attachment 5 Project Commitments
Attachment 6 800.11(d) Concurrence Documentation

Project Overview

The proposed project will improve the existing stop-controlled intersection at SR 2 and Larrison Blvd./Strawberry Rd. The termini for the project occur along SR 2 at Larrison Blvd./Strawberry Rd., approximately 2.5 miles south of United States Highway (U.S.) 20. The project encompasses approximately 0.32 mile north and 0.22 mile south of SR 2 along Larrison Blvd./Strawberry Rd., and approximately 0.65 mile west and 0.54 mile east along SR 2.

The approved EA identified the Diverging Diamond Interchange (DDI) Alternative as the preferred alternative, as it best satisfies the project's purpose and need by accommodating projected traffic volumes and improving operational performance and safety, with impacts comparable to other reasonable alternatives. As documented in the EA alternatives analysis, the DDI alternative achieves the desired level of service and effectively accommodates projected traffic volumes associated with the Indiana Enterprise Center (IEC). Other interchange configurations were evaluated but did not perform as effectively in meeting operational and safety objectives.

The preferred alternative involves conversion of the existing stop-controlled intersection at SR 2 and Larrison Blvd./Strawberry Rd. to a grade-separated DDI. The DDI will require the construction of four new interchange ramps and two new bridges along Larrison Blvd. Direct access between Snowberry Rd.

112 West Jefferson Blvd, Suite 500
South Bend, Indiana 46601
PHONE: 574.334.5460

and SR 2 will be removed. Larrison Blvd. and Strawberry Rd. will be widened within the construction limits with an additional travel lane in each direction to support interchange traffic. Drainage structures along SR 2, Larrison Blvd., and Strawberry Rd. will be lengthened, replaced, or otherwise modified as needed. Culvert CV-002-071-74.20, which carries SR 2 over Niespodziany Ditch, will be lengthened and riprap will be added. Roadway and interchange work apart from bridges is programmed under Des. No. 2401424, and bridge work is programmed under Des. Nos. 2401505 (northbound bridge), and 2401506 (southbound bridge).

The project is being advanced using a Progressive Design-Build (PDB) delivery method. The preferred alternative was identified through the alternatives evaluation documented in the approved EA and reflects the alternative that best satisfies the project's purpose and need.

Environmental Documentation and Public Involvement

On March 4, 2026, the EA for this project was approved by Federal Highway Administration (FHWA) and INDOT and was made available for public review and comment (Attachment 1).

The legal notice of public hearing was published in the *South Bend Tribune* on March 15, 2026 and on March 22, 2026. On March 10, 2026, notice of the public hearing was mailed to nearby property owners, resources agencies, and other stakeholders; email notices were distributed on March 12, 2026. The opportunity to provide comments extended from March 15, 2026 until April 14, 2026. The EA document and the preliminary design plans were made available for in-person viewing at the New Carlisle Olive Township Public Library (408 Bray Street, New Carlisle, IN 46552) and at the INDOT Northwest District Office (315 E Boyd Blvd, LaPorte, IN 46350), as well as online through the INDOT LaPorte District website (bit.ly/SR2LarrisonBlvdHearing). The formal public hearing was held during the public comment period.

A press release for the public hearing was published via WIMS Radio on March 22, 2026 (https://wimsradio.com/2026/03/22/indot-to-host-public-hearing-regarding-s-r-2-and-larrison-blvd-strawberry-rd-2/) and to the INDOT LaPorte District website (bit.ly/SR2LarrisonBlvdHearing) on March 13, 2026. INDOT also advertised the public hearing on the INDOT Northwest Facebook page (https://www.facebook.com/INDOTNorthwest/posts/indot-will-host-a-hearing-to-offer-the-public-an-opportunity-to-review-and-comme/1357946523036995/) and the INDOT Northwest X (formerly Twitter) page (https://x.com/INDOTNorthwest/status/2034674722349207861) on March 19, 2026.

The public hearing was held on March 30, 2026, beginning at 5:30 PM Central Time at New Prairie High School, 5333 N Cougar Rd, New Carlisle, IN 46552, a public location proximal to the project site. The public hearing was video streamed live for online viewing (https://events.gcc.teams.microsoft.com/event/1290c4f4-293d-469b-8b98-046aafcd5c14@2199bfba-a409-4f13-b0c4-18b45933d88d). A recording of the video stream was posted to the INDOT Northwest YouTube page on April 2, 2026 (https://www.youtube.com/watch?v=btqvTN-f0EA). The recording will be available online for at least 90 days.

The open house portion of the public hearing consisted of a looped pre-recorded traffic simulation, a series of interactive model demonstrations, and opportunities for one-on-one conversations with the project team. Informational packets were made available to each attendee. A pre-recorded, formal presentation was delivered in a separate auditorium space. The presentation described how to submit public comments for the project, described the project details including an overview, the purpose and need, project alternatives, the preferred alternative, project impacts, project schedule, and project plans,

and described the ROW acquisition process and relocation details. Twenty-five people signed in at the hearing. One elected official and five other members of the public provided verbal comments, which are reflected in the attached hearing transcript (Attachment 2, pages 2-27 to 2-54). Presentation materials are located in Attachment 2, pages 2-14 to 2-26.

Public comments received to date have primarily focused on traffic operations, construction-related impacts, and the selection of the preferred alternative. Common themes included concerns regarding maintenance of traffic during construction and the potential for traffic diversion onto local roadways; questions regarding the scale and necessity of the proposed Diverging Diamond Interchange (DDI), including preferences for alternative configurations such as a dogbone interchange or signalization; and questions regarding the assumptions used in the traffic analysis, particularly in light of ongoing and anticipated development within the Indiana Enterprise Center (IEC). Additional comments addressed access to adjacent properties during construction, truck movements and turning behavior, and general safety concerns along the SR 2 corridor. Some commenters also raised concerns regarding potential indirect effects, including changes to community character and future development patterns.

While a range of comments was received, no substantive comments identified new or previously unconsidered environmental impacts that would alter the conclusions of the Environmental Assessment (EA). Comments related to environmental resources, including wetlands, parks, and farmland, were consistent with those evaluated in the EA, and no new significant environmental concerns were raised.

All verbal and written comments have been reviewed, summarized, and responses have been prepared to address the comments. These comment summaries and responses are provided in Attachment 2 (pages 2-77 to 2-93). Certification of Public Involvement was received from INDOT on Monday, April 27, 2026 (Attachment 2, page 2-1). All public involvement criteria have been satisfied. Public comments received did not result in changes to the preferred alternative. However, design and construction considerations, including maintenance of traffic strategies, access to adjacent properties, and traffic control measures, will continue to be refined during final design in coordination with INDOT and local agencies.

Although the project is being advanced through a PDB delivery method, the NEPA process has been conducted independently and in accordance with all applicable federal requirements. The preferred alternative was identified through the alternatives evaluation documented in the EA. Project development activities undertaken to date have not limited the consideration of reasonable alternatives nor influenced the environmental decision-making process.

Resource Agency Correspondence

Resource agencies were notified via letters placed in the mail on March 10, 2026, and via email on March 12, 2026 regarding the availability of the EA for comment (Attachment 3, page 1).

On April 16, 2026, the U.S. Environmental Protection Agency (USEPA) provided comments focused on aquatic resources and construction-related air quality/emissions. USEPA's comments are provided in Attachment 3, pages 3-2 to 3-6. Key comments are summarized below.

- **Aquatic Resources:**
  USEPA recommended consideration of best management practices (BMPs) during culvert installation and construction activities to minimize impacts to water quality and aquatic life,

including consideration of methods to perform work "in the dry" where practicable. USEPA also encouraged consideration of current and future precipitation data when designing hydraulic structures.

EPA's detailed comments and the project team's responses are provided in Attachment 3, page 3-7. As described above, EPA's recommendations were considered and resulted in the incorporation of additional project commitments. These responses do not alter the conclusions of the EA.

- **Air Resources and Emissions:**
  USEPA recommended consideration of construction emission reduction practices, including those identified in the Construction Emission Control Checklist, to minimize potential impacts to air quality and sensitive receptors.

  In response to EPA's recommendations regarding construction emissions, the project will implement applicable measures consistent with INDOT Standard Specifications and existing environmental requirements, including equipment maintenance, dust control, and minimization of unnecessary idling where practicable. These comments are adequately addressed through existing INDOT standards and construction practices.

In response to EPA's comments, two additional "Firm" commitments have been incorporated into the project to address water quality protection and construction-related emissions during final design and construction. These commitments are listed below:

- Best management practices (BMPs) will be implemented, as applicable, during work within and adjacent to waters to minimize in-stream impacts and maintain water quality, in accordance with applicable permits and INDOT Standard Specifications. (USEPA)
- Construction-related emission reduction measures, including equipment maintenance, minimization of unnecessary idling, and dust control, will be implemented, as applicable, in accordance with INDOT Standard Specifications. (USEPA)

No other resource agency comments were received during the EA's prescribed comment period.

Relocation Process

The project is anticipated to require five property relocations. All five properties are residential and located in the northeast quadrant of SR 2 and Larrison Blvd. Avoidance and minimization for property relocations were considered for the selection of the preferred project alternative. Interchanges were the only feasible alternatives at the SR 2 at Larrison Blvd./Strawberry Rd. intersection, and the homes' close proximity to the interchange with drive access to SR 2 would be incompatible with the limited access requirements and safe traffic flow for any of the interchange alternatives. Avoidance of the acquisition of all five properties would not be possible for any feasible and reasonable alternative that meets the purpose and need of the project.

The project is utilizing early acquisition of right-of-way (ROW) under 23 CFR Part 710.501, which may be completed prior to completion of the NEPA process. All ROW for this project has been acquired using 100% local and/or private funds. No federal or state funds have been or will be used for ROW acquisition or related costs, including relocation assistance and administrative expenses. Early acquisition offers were first presented on October 16, 2025, and have been issued to owners of all

eleven parcels affected by the project. All parcels required for the project have been acquired through voluntary purchase or condemnation, or are in the process of acquisition through donation. As of the date of EA approval, seven of the eleven parcels had been acquired. Since EA approval, two of the remaining four parcels have been acquired (nine of eleven total parcels have now been acquired). The remaining two parcels are being acquired through donation, with completion pending execution of donation documentation. ROW acquisition activities undertaken prior to NEPA approval were conducted in accordance with applicable federal regulations governing early acquisition and do not prejudice the NEPA decision-making process.

The project sponsor recognizes that acquisition of ROW prior to completion of the NEPA process must comply with applicable federal regulations, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act; 49 CFR Part 24) and FHWA NEPA regulations (23 CFR Part 771). Compliance with these regulations, including early acquisitions, has been strictly followed. Any property owners displaced by this project have been or will be offered relocation assistance benefits in accordance with the Uniform Act. No construction, demolition, or other ground-disturbing activity has yet occurred, and will not occur until the NEPA process is complete and the FHWA has issued the appropriate environmental clearance.

Design Refinements

During the EA preparation and approval process, the preferred alternative design progressed from Preliminary Field Check (PFC) (40% completion) to Stage 2 (55% completion). This resulted in refinements to elements of the project design including bridges, entrance/exit ramps, culverts, and the maintenance of traffic (MOT) plan. These changes are described below. Preliminary design plans representing these proposed design refinements were made available at the public hearing and are included in Attachment 4. Additionally, negotiations with property owners have resulted in refinements to the ROW requirements for the preferred alternative, which are not currently reflected in the Stage 2 plans. These changes are described below and depicted in preliminary plan sheets located in Attachment 4, Pages 4-142 to 4-143. Proposed design refinements will generally result in either no change or a decrease in environmental impacts, though some resource impacts increased. The revised project impacts are detailed in the *Environmental Impact Summary* section below.

Bridges

The approved EA described the proposed bridges under the preferred alternative as two-span continuous composite beam bridges, both featuring span lengths of 98.0 feet, out-to-out widths of 57.0 feet, and clear roadway widths of 54.0 feet. Each bridge would carry two 13.0-foot-wide travel lanes plus a 14.0-foot-wide interchange ramp entrance/exit lane as well as mechanically-stabilized earth (MSE) wall abutments.

After PFC, elements of the bridge design changed in order to reduce project cost, shorten construction time, and better accommodate expected traffic. The proposed bridges remained two-span, but the bridge types were revised to prestressed composite continuous bulb-tee beam bridges. The proposed bridge cross sections were modified: the west (northbound Larrison Rd.) bridge will feature a 37.33 foot clear roadway width and 40.33 foot out to out width, including two 13.0-foot-wide travel lanes, no dedicated entrance/exit lane, and 3.66-foot-wide east shoulders and 7.66-foot-wide western shoulders. The east (southbound Larrison Rd.) bridge will feature a 46.33 foot clear roadway width and a 49.33 foot out to out width, including two 13.0-foot-wide travel lanes, one 13.0-foot-wide left entrance/exit lane,

and 3.66-foot-wide shoulders. The bridges will include concrete slope walls at the bents, rather than vertical MSE walls. See the Stage 2 bridge plans in Attachment 4, page 4-72 to 4-83 for more information.

Entrance/Exit Ramps
After PFC, reconfiguration of the proposed interchange alignments occurred, in order to reduce the overall footprint of the interchange, limit impacts to environmental resources and utilities, and to reduce overall project cost and construction time. Ramps 01 (southwest) and 03 (northeast) were revised from a parallel layout to a taper layout. Ramp 04 (northwest) was revised to reduce impacts to Niespodziany Ditch and avoid extending CV 002-071-74.20 north of SR 2, which would have resulted in substantial utility impacts. Therefore, the ramp connections to SR 2 in these quadrants will be located closer to the new bridges, and the overall size of the interchange has been condensed. See Attachment 4, pages 4-19 to 4-26 for plan and profile sheets.

Culvert CV 002-071-74.20
Due to the condensed eastbound SR 2 entrance ramp, the north side of Culvert CV-002-071-74.20 will not need to be extended at all, and the south side of CV-002-071-74.20 will not need to be extended as far. The EA reported the north side of existing structure would be lengthened by 23.5 feet, and the south side of the structure would be lengthened by 130.0 feet, plus 4.5 feet of transition. This would result in 153 feet of new encapsulation of Niespodziany Ditch. Instead, the revised preferred alternative requires that CV-002-071-74.20 will be lengthened by a total of only 30.0 feet to the south. New encapsulation of Niespodziany Ditch will decrease to 30.0 feet. This will result in less permanent impacts to Niespodziany Ditch and decreased permitting requirements, described in detail below.

Maintenance of Traffic (MOT)
Modifications to the MOT plan for the preferred alternative have occurred as design elements have been refined. Construction phasing has been refined from three major construction phases to six phases to support project delivery and maintenance of traffic. This refinement does not represent a substantial change to the project scope or result in new or substantially different environmental impacts than those evaluated in the approved EA. Detour routes have been established. The following MOT description and phasing summary has been updated in accordance with the revised MOT scheme.

Construction is expected to begin in summer of 2026. Various phases of the MOT are expected to be in place through the duration of construction, which is expected to be completed in late 2027. Pedestrian facilities are not located in the project area, and an MOT plan for pedestrian traffic is not anticipated. The MOT will be implemented per the *Indiana Manual on Uniform Traffic Control Devices* (IMUTCD) guidelines. See below for the most up-to-date MOT information. See Attachment 4, pages 4-84 to 4-114 for the updated preliminary MOT plans.

Access to Larrison Blvd. from SR 2 will be restricted to right-in, right-out movements during Phases 1 through 4. Detour routes along SR 2 are proposed. The eastbound SR 2 detour route will utilize the next interchange to the west, the SR 2/US 20 interchange. This detour will extend approximately 13.3 miles. The westbound SR 2 detour route will utilize the next interchange to the east, the SR 2/US 31 interchange, resulting in a detour length of approximately 13.2 miles. This corresponds to an estimated increase in travel time of approximately 15 to 18 minutes under typical conditions.

Strawberry Rd. will be temporarily closed during Phases 1 through 4. The preliminary detour route for Strawberry Rd. described in the approved EA will no longer be required; due to the development of the

Amazon Web Services (AWS) facility south of SR 2, Strawberry Rd. is no longer a through route, and its use is generally limited to AWS construction staff. Vehicles traveling south of SR 2 to AWS facilities will utilize Huckleberry Rd. to the west or Snowberry Rd. to the east.

At least one lane of traffic in each direction will remain open along SR 2 and Larrison Blvd. for the duration of project construction. Access to Kuert Concrete and the GM/Samsung facility along Larrison Blvd., the Amazon facility along SR 2, and the Amazon/Sunbelt Rentals facility along Strawberry Rd. is expected to be maintained throughout project construction. SR 2 access for the five residential properties subject to relocation, located north of SR 2, will not be maintained since those properties will be abandoned prior to the start of construction. Access to the residential property south of SR 2 is located along Snowberry Rd.; access to Snowberry Rd. will be maintained for this property. Access to all other properties within the project area, and residences east of Snowberry Rd., will be maintained.

A summary of the revised sequence of operations is provided below:

PHASE 1

1. Close Strawberry Rd. to all traffic. Vehicles traveling to the AWS construction sites located south of SR 2 shall use Huckleberry Rd. to the west or Snowberry Rd. to the east.
2. Close the Larrison Blvd. southbound left turn lane and maintain right-in, right-out access from SR 2.
3. Close the inside lanes and median crossovers on SR 2 within the project limits. Maintain one lane of traffic on the outside lanes of SR 2 in both directions.
4. Remove existing pavement at the Larrison Blvd. intersection crossover, private drive median crossovers and the Strawberry Rd. approach to SR 2.
5. Construct the east and west bridge center piers, drainage improvements, and guardrail in the median of SR 2.

PHASE 2

1. Maintain right-in, right-out access from SR 2 to Larrison Blvd.
2. Shift both lanes of traffic on Larrison Blvd. to the west and maintain one lane of traffic in each direction on Larrison Blvd.
3. Maintain two lanes of traffic in the eastbound direction of traffic on SR 2 and one lane of traffic on the inside lane for the westbound direction of traffic on SR 2.
4. Construct the northeast permanent ramp tie-in to SR 2 in the northeast quadrant to the gore nose.
5. Construct the temporary pavement along mainline for SR 2/Larrison Blvd. temporary roadway.
6. Relocate traffic to the newly constructed temporary pavement on SR 2/Larrison Blvd. temporary roadway.

PHASE 3

1. Maintain right-in, right-out access from SR 2 to Larrison Blvd. on the temporary road constructed in Phase 2.
2. Maintain two lanes of traffic in both directions along SR 2.
3. Maintain right-in, right-out access for eastbound SR 2 to Snowberry Rd. and left turning traffic from westbound SR 2 to Snowberry Rd.
4. Continue construction on interchange offline of SR 2.

5. Maintain Phase 3 maintenance of traffic configuration for the 2026-2027 winter season.

PHASE 4

1. Maintain right-in, right-out access from SR 2 to Larrison Blvd. on the temporary road constructed in Phase 2.
2. Maintain right-in, right-out access for eastbound SR 2 to Snowberry Rd. and left turning traffic from westbound SR 2 to Snowberry Rd.
3. Close the outside travel lanes in each direction of traffic on SR 2 and maintain one lane of traffic in each direction on the inside lanes of SR 2.
4. Continue construction on interchange offline of SR 2.
5. Construct the Niespodziany Ditch culvert extension in the southwest quadrant.
6. Construct the remaining interchange ramp connections with SR 2.

PHASE 5

1. Maintain access to Larrison Blvd. and Strawberry Rd. on the new interchange.
2. Close the inside travel lanes in each direction of traffic on SR 2 and maintain one lane of traffic in each direction on the outside lanes of SR 2 through Snowberry Rd.
3. Terminate the access of Snowberry Rd. to SR 2 on the north and south sides of SR 2.
4. Remove the temporary road between SR 2 and Larrison Blvd. and remaining existing pavement on Larrison Blvd.

PHASE 6

1. Maintain access to Larrison Blvd. and Strawberry Rd. on the new interchange.
2. Close the inside travel lanes in each direction of traffic on SR 2 and maintain one lane of traffic in each direction on the outside lanes of SR 2 through Snowberry Rd.
3. Remove the median pavement through the intersection of SR 2 and Snowberry Rd.

Design Refinement Summary

These design refinements reflect the advancement of the preferred alternative from Preliminary Field Check (PFC) to Stage 2 design and occurred as part of the ongoing project development process. The refinements were developed independently of the public involvement activities and do not result in new or substantially different environmental impacts than those evaluated in the approved EA.

Environmental Impact Summary

The refinement of the design elements of the preferred alternative described above has resulted in changes to environmental impacts. The impact changes are summarized in the table below and explained in detail in the paragraphs below.

Impact Change Summary Table

Resource	Impact (EA)	Impact (Revised)	Change
Niespodziany Ditch (Perm.)	223.5 LF (0.05 ac)	84.9 LF (0.018 ac)	- 138.6 LF (0.032 ac)
UNT1 to Niespodziany Ditch (Temp.)	None	6 LF (0.002 ac)	+6 LF (0.002 ac)
Wetland B	0.01 ac	None	- 0.01 ac
New Permanent ROW (Fee Simple)	48.32 ac	47.54 ac	- 0.78 ac
New Permanent ROW (Excess)	30.20 ac	31.81 ac	+1.61 ac

Right-of-Way
Minor refinements to ROW have occurred for the preferred alternative. The EA reported that the preferred alternative will require 48.32 acres of fee-simple new permanent ROW and 30.20 acres of excess new permanent ROW. Additionally, 0.27 acre of temporary ROW was reported.
The revised preferred alternative design will require 47.54 acres of fee-simple new permanent ROW, 31.81 acres of excess new permanent ROW, and 0.27 acre of temporary ROW. Fee simple new permanent ROW was reduced from two parcels, Parcels 13 and 13 A (owned by Amazon, zoned industrial), due to revised design changes to an Amazon access route not associated with the current project. Excess ROW acreage increased from one parcel, Parcel 6 (owned by St. Joseph County, zoned commercial), as ROW negotiations determined the parcel would be landlocked, therefore the entire parcel would be purchased. No work will occur within excess ROW areas that are to remain under ownership of St. Joseph County. All ROW purchased to date has used 100% local and/or private dollars, as will all ROW yet to be purchased.

Stream Impacts
The preferred alternative will require a total of 197.9 linear feet (0.021 acre) of permanent stream impacts. Permanent impacts to Niespodziany Ditch total 84.9 LF (0.018 acre) due to the extension of CV-002-071-74.20 and for the placement of riprap at the outlet for scour protection. This includes 30 LF of additional encapsulation. Permanent impacts to UNT 1 to Niespodziany Ditch total 113.0 LF (0.003 acre) due to SR 2 embankment widening.

The preferred alternative will require a total of 12 linear feet (0.002 acre) of temporary stream impacts. Temporary impacts below the OHWM of Niespodziany Ditch include 6 ft (0.002 ac) for the placement of two cofferdams for dewatering. Temporary impacts below the OHWM of UNT 1 to Niespodziany Ditch include 6 ft (0.0001 ac) for the placement of two cofferdams for dewatering.

Wetland Impacts
Wetland impacts have been reduced from those described in the approved EA. The Preferred Alternative will result in a total of 0.08 acre of permanent wetland impacts, compared to 0.09 acre identified in the approved EA. Permanent impacts are limited to Wetland A (0.02 acre) and Wetland C (0.06 acre) due to roadway embankment widening. During the permitting process, Wetland B was determined to have been previously eliminated by a separate construction activity; therefore, impacts to Wetland B are not attributable to this project. Wetlands D and E will not be impacted. No temporary impacts to wetlands are anticipated.

Tree Clearing
Tree clearing has not changed from that described in the approved EA. The preferred alternative will require 2.68 acres of tree clearing. The project will require tree clearing during the Indiana bat (*Myotis sodalis*) active season (April 1 to September 30) and/or during the Indiana bat pup season (May 15 to July 31). See endangered species impacts below.

Endangered Species
Endangered species impacts have not changed from those described in the approved EA. An effect determination key was completed on January 28, 2026, and based on the responses provided, the project was found to “May Affect-Not Likely to Adversely Affect (MA-NLAA)” the Indiana bat. INDOT verified the effect finding and submitted to USFWS on January 28, 2026. On January 29, 2026, USFWS

concurred with the “Not Likely to Adversely Affect” finding. This finding was in part based on the Indiana Bat Tree Clearing Habitat Assessment, which was completed on January 16, 2026, which examined Indiana Bat habitat suitability of all tree removal areas within the project action area and concluded that no suitable habitat for the Indiana Bat was present within the project action area.

Farmland
Farmland impacts have not changed from those described in the approved EA. The preferred alternative will convert 63.1 acres of farmland as defined by the Farmland Protection Policy Act, including 62 acres of Prime and Unique farmland and 1.1 acres of Statewide Important farmland. Coordination with NRCS resulted in a score of 168 on the NRCS AD-1006 Form. 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 the AD-1006 submission on September 3, 2025, concurring with this assessment and adding no further comments.

Cultural Resources
Section 106 consultation was completed prior to EA approval and is summarized in this section. Cultural resource impacts have not changed from those described in the approved EA. On January 30, 2024, INDOT CRO, acting on behalf of the FHWA, issued a finding of “No Historic Properties Affected”. The signed finding and supporting 800.11(d) documentation were sent to consulting parties on February 1, 2024. The SHPO staff concurred with the “No Historic Properties Affected” finding on September 9, 2025.

The 800.11(d) concurrence/response letters from the Indiana Department of Natural Resources (IDNR) Division of Historic Preservation & Archaeology (DHPA) and the Tribal consulting parties were inadvertently omitted from the appendix of the approved EA document. Therefore, the concurrence/response documentation has been provided with this FONSI request in Appendix 6.

To meet the public involvement requirements of Section 106, a legal notice of FHWA’s finding of “No Historic Properties Affected” was published in the *South Bend Tribune* on August 13, 2025 offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The Section 106 public comment period closed 30 days later on September 12, 2025. No comments were received.

This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

Air Quality
Air quality impacts have not changed from those described in the approved EA. This project is located in St. Joseph County, which is currently a maintenance area for Ozone, under the 1-Hour Ozone (1979) NAAQS (revoked) and the 8-Hour Ozone (1997)-NAAQS, which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, et. al. Decision. The project is not conformity-exempt.

The project’s design concept and scope are accurately reflected in both the Michiana Area Council of Governments (MACOG) 2050 Transportation Plan (TP) and the Fiscal Year (FY) 2026-2030 Transportation Improvement Program (TIP) and both conform to the State Implementation Plan (SIP). The FY 2026-2030

State Transportation Improvement Program (STIP) includes this project by reference to the FY 2026-2030 MACOG TIP. Therefore, the conformity requirements of 40 CFR 93 have been met.

The project is proposed to be constructed to accommodate traffic to and from the IEC and is not anticipated to result in meaningful potential MSAT effects or vehicle mix.

Noise
Noise impacts have not changed from those described in the approved EA. A Highway Noise Analysis (Noise Analysis) was completed for the project on October 10, 2025, which was approved by INDOT ESD on October 15, 2025. The Noise Analysis predicted that Category B impacts (approach or greater than the 67 decibel (dB(A)) NAC threshold) can be expected at the three remaining single-family residential dwellings along SR 2 within the project area. In modeling the No-Build Alternative, it was demonstrated that with the significant increase in forecasted traffic due to IEC development in the area, each of these three residences were also predicted to be impacted in 2045.

Based on the studies thus far accomplished, the State of Indiana has not identified any locations where noise abatement is likely. Noise abatement has not been found to be feasible and reasonable based on property access considerations and the inability to meet the square footage per benefited receptor criteria. A reevaluation of the Noise Analysis will occur during final design.

Community impacts
Community impacts have not changed from those described in the approved EA. The project will comply with local/regional development patterns for the area. The project is not anticipated to result in substantial impacts to community cohesion. The project could result in substantial impacts to the local tax base or property values due to the ability for the intersection to promote potential additional development in the area that would not occur in a no-build scenario. The industrial, agricultural, and residential acreage being converted to ROW for this project specifically contributes a small percentage of the total tax base and property value in the region, but in combination with other developments in the area, could reasonably result in an overall increase in the local tax base and property values.

Environmental Commitments
The approved Environmental Assessment (EA) identified a total of 14 “Firm” commitments and 21 commitments “For Further Consideration,” developed through coordination with resource agencies and stakeholders.

Since approval of the EA, two additional firm commitments have been identified as a result of coordination with the U.S. Environmental Protection Agency (USEPA) during the public involvement and agency review process. The commitments listed below supplement, but do not alter, the nature or extent of environmental impacts evaluated in the EA.

- Best management practices (BMPs) will be implemented, as applicable, during work within and adjacent to waters to minimize in-stream impacts and maintain water quality, in accordance with applicable permits and INDOT Standard Specifications. (USEPA)
- Construction-related emission reduction measures, including equipment maintenance, minimization of unnecessary idling, and dust control, will be implemented, as applicable, in accordance with INDOT Standard Specifications. (USEPA)

With the inclusion of these additional commitments, the project will continue to be implemented in a manner consistent with the impact avoidance, minimization, and mitigation measures identified in the EA. A revised list of Environmental Commitments is included in Attachment 5. All commitments will be incorporated into the final project plans and contract documents, as appropriate.

Permits and Mitigation
Permit requirements for the proposed project have been reduced from those identified in the approved EA. The following are the updated anticipated permit requirements:

- A Section 404 Nationwide Permit (NWP) from USACE is anticipated to be required due to impacts to streams and wetlands considered Waters of the U.S.
- A Section 401 NWP from IDEM is anticipated to be required due to impacts to streams and wetlands considered Waters of the U.S. This has been reduced from the 401 Individual Permit reported in the EA document due to reduction in new stream encapsulation below 150 linear feet.
- A Construction Stormwater General Permit (CSGP) (formerly Rule 5 Permit) is anticipated to be required from the IDEM as land disturbance will be greater than one acre.
- Due to the unavoidable 197.9 ft linear feet (0.021acre) of stream impacts, plus 0.08 acre of wetland impacts – total resource impact of 0.101 acre – this project is anticipated to require mitigation. INDOT proposes to purchase 0.192 acre of emergent wetland credits, 102 ft of perennial stream credits, and 136 ft of ephemeral stream credits from the Kankakee Service Area of the Indiana In-Lieu Fee Program.
- The project requires work to a St. Joseph County Regulated Drain (Niespodziany Ditch). St. Joseph County will require notification, in lieu of a permit, in advance of the work.

Conclusion

Refinements to the preferred alternative have occurred following approval of the EA document. These refinements include adjustments to: bridge design; interchange ramp configuration; drainage; maintenance of traffic; and ROW requirements. These refinements represent normal design progression and have generally reduced the overall project footprint and associated environmental impacts.

The revised design does not result in new or substantially different environmental impacts than those evaluated in the approved EA, nor does it alter the project's purpose and need or the basis for selection of the preferred alternative. All commitments identified in the EA will be carried forward and implemented.

Based on the analysis presented herein and in the approved EA, the proposed action will not result in significant impacts to the natural or human environment. Therefore, the issuance of a FONSI by FHWA remains appropriate for this project.

Following completion of the public involvement process and incorporation of all substantive comments and responses, we respectfully request that INDOT forward the FONSI request to the Federal Highway Administration for final approval and issuance of the FONSI.

Please contact Carson Hoogewerf at (574) 334-5491 or CHoogewerf@lochgroup.com or Drew Passmore at (317) 439-7500 or apassmore@indot.in.gov if there are any questions or if additional information is needed.

Sincerely,



Carson J. Hoogewerf
Environmental Scientist
Lochmueller Group, Inc.



Drew Passmore
NEPA Review Team Lead
INDOT Environmental Services Division

Attachment 1

Environmental Assessment (EA)
(Text Only)

FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

GENERAL PROJECT INFORMATION

Road No./County:	State Road (SR) 2, Larrison Boulevard (Blvd.), Strawberry Road (Rd.) / St. Joseph County
Designation Number(s):	2401424, 2401505, 2401506
Project Description/Termini:	Intersection Improvement Project at the intersection of SR 2 and Larrison Blvd./Strawberry Rd., 2.5 miles south of United States Route (U.S.) 20

	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
X	**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

Erica Y. Tait Digitally signed by Erica Y. Tait Date: 2026.03.04 09:08:38 -05'00'

FHWA Signature and Date

Drew Passmore February 26, 2026

INDOT ESD Signature and Date

Certification of Public Involvement

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date: February 26, 2026

Name and Organization of CE/EA Preparer: Carson J. Hoogewerf, Lochmueller Group, Inc.

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

Part I – Public Involvement

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

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

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

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

The SR 2 at Larrison Blvd./Strawberry Rd. Intersection Improvement Project has utilized multiple public engagement strategies throughout project development. Communications have involved Notice of Entry Letters, a public officials briefing, and a public information meeting (PIM), in addition to a project website which hosts previously released project information and exhibits. Upon release of the Environmental Assessment (EA) for public involvement, a public hearing will be held as described below. Public involvement activities to date are summarized below.

Notice of Entry Letters
Notice of Entry letters were mailed to potentially affected property owners near the project area on May 7, 2024 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, G1.

Public Officials Briefing
A public officials briefing for the project was held virtually on April 14, 2025. A copy of the presentation is located in Appendix G, G2 to G11. The purpose of the meeting was to make locally elected officials, local representatives, and other key stakeholders aware of project progress and to share materials prepared for the upcoming PIM. The goal of the meeting was to provide an opportunity for the participants to ask questions and share feedback in a small group setting that allows project team members to focus on their needs. It also informed the participants on the project in anticipation of constituent questions. Invitees included officials from St. Joseph County, Michiana Area Council of Governments (MACOG), City of South Bend, Town of New Carlisle, New Prairie United School Corporation, and state legislators.

Approximately 25 people attended the meeting in total. Following the presentation, an opportunity for questions and discussion was opened. The primary concern of the attendees involved safety issues at the existing intersection, given the increase in traffic from the surrounding development. Discussion was primarily limited to existing safety issues, what was already being done to remedy them, and what more could be done in the future prior to construction of the current project. The attendees discussed the merits of the presentation and other materials for the upcoming PIM. Formal comments were not received. A copy of the meeting notes and attendance report are included in Appendix G, G12 to G18.

Public Information Meeting
A PIM for the project was held on April 24, 2025. The PIM was held at New Prairie High School, which is an Americans with Disabilities Act (ADA) compliant location proximate to the project. The purpose of the meeting was to raise public awareness about the project, share project information, describe the project development process, and relay anticipated benefits and potential project impacts. Direct invite notices were sent to 55 entities via U.S. Mail and email, including municipal, county, regional, state, and federal officials, Indiana Enterprise Center (IEC) developers, and local residents. Advertisements were posted on Facebook by the Indiana Department of Transportation (INDOT) promoting the PIM. Articles promoting the PIM ran in local news outlets. Copies of the invite notice and advertising materials are included in Appendix G, G19 and G47 to G58, respectively.

The meeting occurred in an open-house format, with a formal pre-recorded presentation and multiple interactive stations for attendees to view, learn about the project, and speak with the project team. The presentation discussed the project alternatives and the preferred alternative, projected project impacts, the alternative delivery process, the project schedule, next steps, and a request

for public comments and discussion. An interactive "walk-through" display was available during the meeting, which consisted of a large format custom-printed tarp displaying an example of the intersection design representing the preferred alternative. A copy of the presentation slides, other presentation materials, and a meeting summary are located in Appendix G, G20 to G29, G30 to G34, and G35 to G37, respectively.

Sign-in sheets indicate that 34 members of the public attended the PIM, though observations at the event indicate attendees likely totaled 50 or more. Comments and concerns raised by meeting participants during the meeting primarily involved strong interest in the diverging diamond interchange (DDI) design and how it will operate; concerns about safety and congestion in the interim period before construction is complete; support for measures that improve truck traffic flow and reduce high-speed conflicts; and questions about property impacts, access changes, and construction phasing. One public comment was received after the PIM via email on April 25, 2025, regarding project design. The commenter expressed concern that employees of nearby established developments utilize SR 2 to ride bicycles to work, but recent traffic increases have made alternative transportation difficult and asked whether the project design included alternative transportation infrastructure such as a trail. The comment was shared with the project team, and a response was provided on July 30, 2025. Copies of the comment and response are located in Appendix G, G38 to G39. A deadline for comments was not established, though to date no other questions were raised relating to the design of the project or environmental impacts associated with the project.

Project Website
A project landing page with key details was developed in coordination with INDOT and was published on the LaPorte District's website prior to the public information meeting to ensure stakeholders have access to essential information (https://www.in.gov/indot/about-indot/central-office/welcome-to-the-laporte-district/laporte-district-projects/sr-2-at-larrison-boulevard-intersection-improvement/). The website includes details from the PIM including, a link to the virtual recording of the presentation (via YouTube), the display boards, handouts, the public comment form, and the preliminary project schedule.

Section 106
To meet the public involvement requirements of Section 106, a legal notice of Federal Highway Administration (FHWA)'s finding of "No Historic Properties Affected" was published in the *South Bend Tribune* on August 13, 2025, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on September 12, 2025. The text of the public notice and the affidavit of publication appear in Appendix D, pages D72 to D75. No comments were received.

Public Hearing
The project will meet the minimum requirements described in the current *INDOT Project Development Public Involvement Procedures Manual* which requires the project sponsor to hold a public hearing after the EA is released for public involvement. Therefore, a legal notice will appear in a local publication contingent upon the release of this document for public involvement. The results of the public hearing will be included in the petition to FHWA for the issuance of a Finding of No Significant Impact (FONSI) after the public involvement requirements are fulfilled, provided the preparation of an EA remains valid and it is unnecessary to elevate to an Environmental Impact Statement (EIS)/Record of Decision (ROD).

Subsequent to the satisfactory completion of the public involvement process, and if determined appropriate, a request for the issuance of a FONSI will be submitted to FHWA through INDOT. All comments received during this period will be listed and individually addressed in the disposition of comments attachment included in the FONSI request packet. The preparation of the FONSI by FHWA will indicate the NEPA process for this project has been completed. Individuals included on the mailing list for the project, which includes the identified adjacent landowners, attendees of the public information meeting and the public hearing, as well as others who have submitted a request for project specific information, will be notified by U.S. Mail of the FONSI issuance by FHWA. In addition, a public notice announcing the availability of the FONSI will be advertised in local publications of general circulation.

Environmental Justice
As a result of E.O. 14148, E.O. 14154, E.O. 14173, and the removal of the Council on Environmental Quality's regulations, all federal environmental justice requirements are revoked and no longer applicable to the federal environmental review process. Accordingly, this EA does not consider public comments regarding environmental justice.

Public Controversy on Environmental Grounds

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

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

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

Sponsor of the Project: INDOT INDOT District: LaPorte

Local Name of the Facility: SR 2 at Larrison Blvd./Strawberry Road (Rd.)

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

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

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.

The current project is proposed to support forecasted traffic increases resulting from current and future industrial developments, referred to as the Indiana Enterprise Center (IEC), a portion of which is located near the intersection of Larrison Blvd./Strawberry Rd. and SR 2. The IEC is comprised of approximately 3,560 acres of land in western St. Joseph County which is under development or planned for development for various industrial operations. Two large-scale developments are currently under construction adjacent to the SR 2 at Larrison Blvd. intersection. A General Motors (GM)-Samsung manufacturing plant is being constructed northwest of the intersection and west of Niespodziany Ditch, and an Amazon Web Services (AWS) data campus is being constructed southwest of the intersection, west of Niespodziany Ditch. Additionally, another AWS data campus is being constructed in the IEC west of Larrison Blvd. in the southwest quadrant of the Edison Rd. intersection, and a temporary equipment rental facility (Sunbelt Rentals) associated with AWS has been constructed in the southwest quadrant of the Strawberry Rd. intersection, east of Niespodziany Ditch. Other as yet unannounced developments are planned to occur in each of the four immediate quadrants of the SR 2 intersection. More information about the IEC can be found on the St. Joseph County website (https://www.sjcindiana.gov/1171/Indiana-Enterprise-Center).

Need: The need for the project stems from the anticipated inability of the SR 2 at Larrison Boulevard intersection to efficiently handle projected traffic. Traffic operations and safety at the intersection are anticipated to worsen as a result of the IEC development in the area surrounding the intersection. Currently under construction are the GM-Samsung electric vehicle (EV) battery plant to the northwest of the intersection and the three Amazon Web Services (AWS) data campuses, including one immediately southwest of the intersection. Further development is expected over the next five to ten years and is in various stages of planning and development. Larrison Blvd. will serve as the primary form of access to these developments. Additional development accounted for in the traffic forecast includes suppliers (manufacturing), a second GM-Samsung EV battery plant, concrete plant, and accessory development. This represents the full buildout condition of the IEC and was developed through conversations with IEC representatives and the St. Joseph County Economic Development Commission.

A Traffic Impact Study (TIS) prepared in September 2024 (Appendix I, I196 to I240) evaluated the intersection's performance in the "Horizon Year" of 2037 by applying wide growth rates to current traffic volumes resulting from historical and projected growth along the SR 2 corridor, while also estimating nearby traffic network conditions resulting from a full buildout of the IEC. 2037 was chosen as the horizon year, as it represents the timeframe by which the IEC development will achieve full build-out. It was determined that growth in traffic demand would decrease the intersection's Level of Service (LOS). LOS analyzes roadways and intersections by categorizing traffic flow and assigning a quality rating based on performance measures such as vehicle speed, density, and congestion. LOS assigns grades A through F, with A being the best (free flow traffic) and F being the worst (breakdown in flow/gridlock). Traffic performance of an intersection is also measured by the volume-to-capacity ratio. A volume-to-capacity ratio less than 0.85 signifies good performance, and a value greater than 1.00 indicates the intersection cannot serve the traffic volume. The intersection LOS, delay, volume-to-capacity ratio, and queues are reported for movements at the intersection that are stop or yield controlled during the defined peak hours, including early AM, late AM, and PM.

The TIS determined that the proposed development will increase the amount of traffic traveling on Larrison Blvd. through the intersection by more than 20 times, and traffic traveling on SR 2 through the intersection will increase by nearly 2 times when compared to 2023 traffic volumes. The 2023 existing conditions analysis indicates that all movements operate at LOS C or better during the peak hours evaluated. As illustrated in Table 1 below, the introduction of the "2037 Horizon Year" traffic to the existing intersection configuration due to the IEC development results in significant motorist delay and queueing during each of the defined

peak hours evaluated. Moreover, the LOS analysis results in computational errors (i.e. beyond the LOS scale, A through F) along the northbound approach (Strawberry Rd.) and the southbound approach (Larrison Blvd.) due to the expected magnitude of the traffic queueing. The volume-to-capacity ratios for all peak hours exceeds 1.00 for the eastbound left turn, northbound approach, and southbound approaches. During the PM peak hour, vehicles turning left from SR 2 to Larrison Blvd. will incur a delay of more than 15 minutes, resulting in queues of up to 1,840 feet on the highway, which will significantly disrupt traffic flow. This amount of delay and queueing results in failed traffic operations and impedes free-flowing traffic along SR 2 in the vicinity of Larrison Boulevard.

Table 1: SR 2 at Larrison Boulevard – Existing and Forecasted Traffic Operations

Intersection & Movements	LOS (Delay, sec) [95th % Queue, ft] <v/c>		
	Early AM Peak Hour	Late AM Peak Hour	PM Peak Hour
2023 Existing Conditions			
Eastbound Left Turn	A (8.4) [<25] <0.05>	B (11.6) [<25] <0.08>	B (14.7) [<25] <0.05>
Westbound Left Turn	-	-	A (8.8) [<25] <0.00>
Northbound Approach	B (10.0) [<25] <0.01>	C (22.1) [<25] <0.04>	C (16.4) [<25] <0.01>
Southbound Approach	B (13.4) [<25] <0.07>	C (21.0) [<25] <0.15>	C (24.9) [<25] <0.21>
2037 Forecasted Conditions (Existing Infrastructure)			
Eastbound Left Turn	F (529.9) [1638] <2.11>	F (361.1) [1,003] <1.72>	F (999.8) [1,840] <3.14>
Westbound Left Turn	A (8.8) [<25] <0.04>	D (27.7) [150] <0.73>	B (11.4) [30] <0.30>
Northbound Approach	Computation Error[1]	Computation Error[1]	Computation Error[1]
Southbound Approach	Computation Error[1]	Computation Error[1]	Computation Error[1]

[1]Excessive delay results in error when calculating results for this movement, but it is assumed to operate at LOS F with a v/c ratio of 1 or greater

The introduction of additional traffic is expected to also decrease intersection safety. Significant safety problems do not exist at the intersection under its current configuration and traffic volumes. However, traffic operations are anticipated to decrease with the introduction of additional traffic through the intersection to the extent that it negatively impacts safety. Crash data for the intersection for 2025, the year in which construction of industrial facilities at the intersection began, is not yet available. Though crash data is not available, failed traffic operations and excessive queueing due to projected additional traffic to the intersection (without improvements) is expected to increase the potential for additional crashes and safety concerns at the intersection.

Purpose: The purpose of the proposed project is to increase or maintain the operational efficiency of the SR 2 at Larrison Blvd./Strawberry Rd. intersection at a LOS C or better, both in the construction year and the Horizon Year of 2037, and to reduce anticipated crash potential by maintaining the existing free-flow conditions on SR 2.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: St. Joseph Municipality: N/A

Limits of Proposed Work: From 0.32 mile north to 0.22 mile south of SR 2 along Larrison Blvd./Strawberry Rd., and from 0.65 mile west to 0.54 mile east along SR 2.

Total Work Length: 1.73 Mile(s) Total Work Area: 80 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 LaPorte District, with funding from the FHWA and other sources, intends to proceed with the following intersection improvement project involving SR 2 at its intersection with Larrison Blvd./Strawberry Rd. (Des. Nos. 2401424, 2401505, and 2401506). Proposed roadway work is programmed under lead Des. No. 2401424, and the proposed bridge work is programmed under Des. Nos. 2401505 (northbound bridge) and 2401506 (southbound bridge).

Elements of the project are anticipated to receive federal, state, local, and private funding. Federal and state dollars will be allocated to project construction activities only, which may also utilize local and/or private dollars. Project engineering and right-of-way (ROW) will be funded only by local and/or private dollars.

Location:
The proposed project construction/ROW activities are located in St. Joseph County, along SR 2 at Larrison Blvd./Strawberry Rd., approximately 2.5 miles south of U.S. 20. Specifically, the project area is located in Sections 6, 7, and 18, Township 37 North, Range 1 East, and in Section 12, Township 37 North, Range 1 West in Olive Township as depicted on the Lydick U.S. Geological Survey 1:24,000 scale quadrangle map (Appendix B, B2). The limits of construction and proposed ROW extend approximately 0.32 mile north and 0.22 mile south of SR 2 along Larrison Blvd. and Strawberry Rd., respectively, and approximately 0.65 mile west and 0.54 mile east along SR 2.

The project area extends along SR 2 approximately 0.55 mile east and 0.65 mile west of the intersection, and along Larrison Blvd./Strawberry Rd. approximately 0.89 mile north and 0.52 mile south of the intersection. The project area extends along Fillmore Rd. from 0.03 mile west of Larrison Blvd. to 0.16 mile east of Larrison Blvd.

Existing Conditions:
The existing intersection has insufficient capacity for forecasted future traffic demands primarily resulting from ongoing and planned industry within the adjacent and surrounding IEC. See the *Purpose and Need* section above for more information.

SR 2 is an east-west route functionally classified as a principal arterial roadway. SR 2 is an Indiana Heavy Haul Route and part of the National Highway System (NHS). SR 2 maintains free-flow traffic at the intersection with Larrison Blvd. to the north and Strawberry Rd. to the south, which are both stop-controlled at the intersection. The typical cross section of SR 2 consists of four travel lanes, two eastbound and two westbound. The travel lanes are 12 feet wide and separated by a mowed grass median within the project area. Two turn lanes are present along SR 2 within the project area, including an eastbound SR 2 to northbound Larrison Blvd. left turn lane as well as a westbound SR 2 to southbound Strawberry Rd. left turn lane. Additionally, three truck acceleration lanes are located along SR 2 to service eastbound (left-turning) and westbound (right-turning) traffic from Larrison Blvd. and eastbound (right-turning) traffic from Strawberry Rd. Outside shoulders are paved and vary from approximately 4 to 10 feet in width. Inside shoulders are paved and vary from 0 to 4 feet in width. The posted speed limit along SR 2 throughout the project area is 60 miles per hour (mph).

Larrison Blvd., located north of SR 2, is a north-south county road functionally classified as a major collector roadway. The typical cross section of Larrison Blvd. consists of two 11- to 12-foot-wide travel lanes, one northbound and one southbound, with a minimum 6-foot-wide paved outside shoulders. Approaching the intersection to westbound SR 2, Larrison Blvd. gains a 12-foot-wide right turn lane. The posted speed limit along Larrison Blvd. is 40 mph.

Strawberry Rd., located south of SR 2, is a north-south county road functionally classified as a local roadway and consists of two 10-foot-wide travel lanes, one northbound and one southbound, with no discernable shoulder. The speed limit along Strawberry Rd. is 35 mph and not posted within the project area.

Snowberry Rd., located 0.5 mile east of the Larrison Blvd./Strawberry Rd. intersection, is a north-south county road functionally classified as a local roadway. Snowberry Rd. consists of two 10-foot-wide travel lanes, one northbound and one southbound, with no discernable shoulder. The intersection of Snowberry Rd. with SR 2 is two-way stop controlled with free-flow traffic along SR 2. The speed limit along Snowberry Rd. is 40 mph and not posted within the project area.

There are no pedestrian facilities within the project area. The drainage system within the project area consists of roadside ditches and multiple small structures extending parallel to and underneath SR 2, which ultimately convey drainage to Niespodziany Ditch. Culvert CV 002-072-74.20 carries SR 2 over Niespodziany Ditch approximately 0.24 mile west of the subject intersection. Adjacent land use consists of maintained roadside vegetation, agricultural fields, industrial areas, residential areas, and wooded areas. See Appendix B, page B3 for an aerial map of the project area.

Approximately 17 existing INDOT-owned small structures are located within the project construction limits, not including underdrains. The largest of which, CV 002-071-74.20, is a 136-foot-long, three-sided reinforced concrete box (RCB) structure with a 14-foot span, 8.0-foot rise, and 12-inch sump that carries SR 2 over Niespodziany Ditch. This structure was replaced in 2025 and is assumed to be in excellent condition. Culvert CLV-38119 is a 125-foot-long, 36-inch by 24-inch diameter concrete pipe that outlets to an unnamed tributary (UNT) 1 to Niespodziany Ditch (also called Borkowski Ditch) underneath SR 2 near Snowberry Rd.

All other small structures within the project area (CLV-38091, CLV-38097, CLV-94983, CLV-94894, CLV-94975, CLV-38099, CLV-38103, CLV-38101, CLV-38109, CLV-40637, CLV-38111, CLV-38113, CLV-38115, CLV-38117, and CLV-40641) are pipes 15 inches in diameter or smaller. Eight existing INDOT-owned small structures will not be impacted by the project (CLV-38091, CLV-94975, CLV-38099, CLV-38103, CLV-38101, CLV-38109, CLV-40637, and CLV-38117). No existing small structures along Larrison Blvd./Strawberry Rd. are located within the project area. Additional details regarding small structures can be found in the *Bridges and/or Small Structures* section of this EA and in Appendix I, I1 to I3.

Preferred Alternative:
The project involves improvements to the intersection at Larrison Blvd./Strawberry Rd. and SR 2 under lead Des. No. 2401424. The preferred alternative involves conversion of the existing stop-controlled intersection to a grade-separated Diverging Diamond Interchange (DDI). The DDI will require the construction of four new interchange ramps and two new bridges along Larrison Blvd., as well as removal of direct access between Snowberry Rd. and SR 2. See Appendix B, pages B13 to B88 for the preliminary roadway plans, and Appendix B, pages B88 to B101 for the preliminary bridge plans.

The DDI will feature two grade-separated bridges, one northbound (Str. No. 002-71-10841) and one southbound (Str. No. 002-71-10842), to carry Larrison Blvd./Strawberry Rd. over SR 2. The northbound bridge work is programmed under Des. No. 2401505 and the southbound bridge work is programmed under Des. No. 2401506. The structure types will be two-span continuous composite beam bridges. The bridges will feature lengths of 98.0 feet, out-to-out widths of 57.0 feet and clear roadway widths of 54.0 feet. Each bridge will carry two 13.0-foot-wide travel lanes plus a 14.0-foot-wide interchange ramp entrance/exit lane. The bridges will be constructed approximately 163 feet (southbound) and 274 feet (northbound) west of the existing intersection for maintenance of traffic (MOT) and impact minimization purposes. The bridges will feature mechanically-stabilized earth (MSE) wall abutments at each end. The interchange will require the installation of new traffic signals to control intersecting traffic along Larrison Blvd./Strawberry Rd. New streetlights will be installed atop the new bridges. Ingress and egress between SR 2 and Larrison Blvd./Strawberry Rd. will be achieved via four one- to two-lane interchange ramps which each split into two separate ramps at the tie-ins to Larrison Blvd./Strawberry Rd. Ramp lane widths range from 12 to 30 feet wide with 2- to 4- foot-wide inside shoulders and 4- to 8-foot-wide outside shoulders. Interchange and roadway work apart from the bridges is programmed under Des. No. 2401424.

Larrison Blvd. and Strawberry Rd. will be widened within the construction limits with an additional travel lane in each direction to support interchange traffic. Beyond the bridges, in both the northbound and southbound directions, Larrison Blvd. and Strawberry Rd. will consist of two 12- to 15-foot-wide travel lanes and a 12- to 16-foot-wide entrance/exit lane separated from the travel lanes by a painted gore. Directional travel will be divided by a vegetated ditch of varying width. Pavement sections will include 2-foot-wide shoulders with curb-and-gutter. The new maximum widths of Larrison Blvd. and Strawberry Rd. are variable beyond the bridges and will measure approximately 97.3 feet (north of bridge) and 53.8 feet (south of bridge) wide, respectively.

The proposed cross section of SR 2 will consist of four 12-foot-wide travel lanes, two eastbound and two westbound, plus an additional outside lane to the east and west of the bridges with a painted gore for interchange ramp entrance/exit. The outside shoulders on SR 2 will vary in width from 8 feet to 10 feet wide and inside shoulders will be 4 feet wide. The grass median will be maintained.

Access modifications between Snowberry Rd. and SR 2 are necessary for interchange construction and operation. Snowberry Rd. will be dead-ended immediately south of SR 2 in order to build the eastbound SR 2 acceleration/merge lane and an adjacent drainage ditch, which will replace the Snowberry Rd pavement immediately south of existing SR 2. North of SR 2, Snowberry Rd. will have barricades introduced, thereby eliminating access between the north leg of Snowberry Road and SR 2. The Snowberry Rd. access removal is anticipated to be completed during the final phases of construction of the interchange project.

Drainage structures along SR 2, Larrison Blvd., and Strawberry Rd. will be lengthened, replaced, or otherwise modified as needed. Culvert CV-002-071-74.20, which carries SR 2 over Niespodziany Ditch, will be lengthened and riprap will be added. The north (upstream) side of the existing structure will be lengthened with 23.5 feet of concrete box culvert with 14-foot span and 8-foot rise. The south (downstream) side of the existing structure will be lengthened with 130.0 feet of concrete box culvert with 18-foot span and 8-foot rise. An additional 4.5 feet on the south side will consist of a width transition between the existing structure and new extension. Approximately 39.6 cubic yards (cyd) of riprap in total will be added at both ends of the lengthened structure, including

12.2 cyd at the north (upstream) end and 27.4 cyd at the south (downstream) end. See Appendix I, I1 to I3 for a list of new and modified existing small structures.

Approximately 14,871 linear feet (LF) of new drainage ditches will be added, located north and south of SR 2 beyond the proposed interchange ramps, along the outside of the proposed interchange ramps, east and west of Larrison Blvd. and Strawberry Rd., and perpendicular to the west side of Strawberry Rd. near the southern terminus of the project. Additionally, six new stormwater detention areas will be constructed. Four stand-alone detention basins, one in each infield of the interchange, will be connected to the drainage ditches via new small structures. Two in-line ditch basins with outlet structures will be constructed, one located just west of Snowberry Rd., north of SR 2, and one located southwest of the existing intersection, perpendicular to Niespodziany Ditch. The new roadside drainage areas will be four feet in depth. Most stormwater drainage areas will eventually outlet directly to Niespodziany Ditch; however, areas to the far east of the project, approaching Snowberry Rd., will outlet to UNT 1 to Niespodziany Ditch, which drains to Niespodziany Ditch outside the project area to the south. Several new small structures will be installed to support the interchange detention areas and other roadside drainage. See Appendix I, I1 to I3 for a complete list of new and modified existing small structures.

The maintenance of traffic (MOT) plan is anticipated to require multiple phases of construction as well as a temporary closure of Strawberry Rd. with a detour route. See the *Maintenance of Traffic (MOT) During Construction* section for more information, as well as Appendix B, page B29 for detailed MOT phase information.

Other locally and/or privately funded construction projects are planned in support of the IEC and are located nearby or adjacent to the project. These projects include, but are not limited to, addition of cul-de-sacs at Snowberry Rd., proposed additional widening along Larrison Blvd., north of the INDOT-owned facility within the construction limits; a signalized employee entrance drive to the GM/Samsung facility and Kuert Concrete north of the project construction limits; a proposed roundabout to service employee entrance/exit from the Amazon facility southwest of the project construction limits; and proposed additional bank stabilization on the north (upstream) side of Niespodziany Ditch north of the project construction limits, supporting a re-alignment of Niespodziany Ditch which is currently in progress. Limited details of some of these projects appear on the project plans. These locally and/or privately funded construction projects do not contribute to the independent operations of the interchange, and their impacts are not covered by this EA.

Anticipated ecological impacts from the project include 336.5 linear feet (LF) (0.053 acre) of permanent stream impacts, 6 LF (0.0016 acre) of temporary stream impacts, 0.09 acre of permanent wetland impacts, and 2.68 acres of tree clearing. The project is expected to require approximately 48.32 acres of fee-simple new permanent ROW, 30.20 acres of excess new permanent ROW, and 0.27 acre of temporary ROW. ROW is expected to be acquired from industrial areas containing wetlands (zoned as industrial or agricultural); agricultural land (zoned as agricultural); county-owned land (zoned as commercial or agricultural); and residential land including wooded areas (zoned as agricultural). The project is expected to require the total acquisition of six parcels, including one county-owned property located along Larrison Blvd. and five residential properties, all located north of SR 2, east of Larrison Blvd., west of Snowberry Rd. The five residential property acquisitions will require relocation. Residential property impacts have been avoided and minimized to the extent practicable by shifting intersection design west, nearer to existing Amazon and GM/Samsung development areas and away from residential properties. Complete avoidance of residential property relocation is not possible while accomplishing the purpose and need of the project due to the proximity of residential properties to the existing intersection and the need for limited access around the planned interchange.

Among the potential project alternatives considered, the preferred alternative best meets the LOS, safety, and free-flow requirements for the project while minimizing the footprint of the project. Other alternatives did not meet the purpose and need of the project, had fundamental design flaws, and/or did not meet LOS requirements overall or for certain movements. Alternative options avoiding wetland, stream, tree clearing, and/or property relocation impacts would, at minimum, require an at-grade intersection improvement or significant re-alignment of SR 2, which were determined to be infeasible for the needs of the intersection. See the *Other Alternatives Considered* section for more information. The preferred alternative avoided and minimized impacts to ecological and community resources, namely by shifting the proposed interchange west of the existing Larrison Blvd./Strawberry Rd. alignment, which minimized distance from ongoing industrial developments (i.e., Amazon and GM/Samsung facilities) and increased distance from residences, Snowberry Rd., and ecological resources such as wooded areas.

The preferred alternative meets the purpose and need by improving the SR 2 at Larrison Blvd./Strawberry Rd. intersection such that current and projected future traffic demands are supported via maintaining LOS C or better.

Logical Termini/Independent Utility:
The termini of this project occur along SR 2 at Larrison Blvd./Strawberry Rd., approximately 2.5 miles south of U.S. 20. The project encompasses approximately 0.32 mile north and 0.22 mile south of SR 2 along Larrison Blvd./Strawberry Rd., and approximately

0.65 mile west and 0.54 mile east along SR 2. The termini of the project primarily includes, but is not limited to, the portion of the work subject to INDOT involvement/federal funding. The north/south termini along Larrison Blvd./Strawberry Rd., and the east/west termini along SR 2 represent the logical transition points from the proposed INDOT/federally funded interchange back to existing SR 2, Larrison Blvd., and Strawberry Rd, and fall completely within the investigated project area. The termini also include the non-federally funded ROW required for the project, as well as the removal of access between Snowberry Rd. and SR 2, which is required due to the interchange construction. The selected termini are logical as they encompass the full area of federally-funded operational impact associated with the proposed interchange, capture all necessary geometric transitions, and do not preclude further improvements along SR 2 or Larrison Blvd./Strawberry Rd.

The proposed intersection improvement at Larrison Blvd./Strawberry Rd. and SR 2 remains independent from any other proposed action. The proposed project is anticipated to operate in conjunction with other proposed local/private (not state or federally funded) roadway improvements nearby. However, the proposed intersection improvement does not rely on the completion of any other project in order to be constructed or to operate as intended. Improvements to local routes are warranted aside from any improvements introduced at SR 2 and Larrison due to the nearby ongoing and future industrial developments of the IEC. Should the nearby local projects not be completed, the proposed improvement alone would maintain free-flow traffic along SR 2 while enabling functional access to Larrison Blvd., Strawberry Rd., and nearby industrial areas. This project provides the operational efficiency and safety required to meet the purpose and need of the project without relying on any other project.

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.

An alternatives analysis was completed for the project by Lochmueller Group on November 3, 2025 (Appendix I111 to I156) and concurred by INDOT ESD on November 4, 2025 (Appendix I, I157). A summary of the alternatives analysis is provided below.

Alternatives Analysis

Project alternatives were analyzed in order to determine the recommended preferred alternative. The alternatives analysis included two phases, including an initial feasibility screening (Tier I analysis) and subsequent detailed screening (Tier II analysis). Results of these analyses assisted in the identification of the recommended preferred alternative. The analyses examined a range of alternatives at the intersection, including the no-build alternative, at-grade alternatives, and grade-separated alternatives, which are listed below.

1) No-Build
2) At-Grade Intersection Improvements
3) Partial Cloverleaf A Interchange (PARCLO-A)
4) Partial Cloverleaf B Interchange (PARCLO-B)
5) Standard Diamond Interchange (SDI)
6) Diverging Diamond Interchange (DDI)
7) Contraflow Left Turn Interchange (CLTI)
8) Displaced Left Turn Interchange (DLTI)
9) Single Point Urban Interchange (SPUI)

These alternatives represent a reasonable range of alternatives for the SR 2 at Larrison Blvd./Strawberry Rd. Intersection Improvement Project and were evaluated in order to identify the alternative that minimizes impacts to the social and natural environment while best meeting the purpose and need for the project.

The initial feasibility screening (Tier I analysis) identified five of the original nine potential alternatives as infeasible. The No Build, At-Grade Intersection, PARCLO-A, PARCLO-B, and DLTI Alternatives were determined to be infeasible due to incompatibility with the project's purpose and need and/or fundamental design flaws, and therefore were not advanced as reasonable alternatives. The remaining four alternatives, the SDI, DDI, SPUI, and CLTI alternatives, were determined to be feasible and reasonable and therefore advanced to detailed screening (Tier II analysis). Further details of the Tier II alternatives (other than the DDI preferred alternative) are listed below:

Standard Diamond Interchange (SDI) Alternative:
The SDI Alternative is a grade-separated interchange configuration in which the ingress/egress points to the bridge utilize conventional signal-controlled intersections. An SDI at this location would require two 3-lane bridges or a single 6-lane bridge. Additionally, in order to accommodate the projected traffic, it was determined that an SDI at the project location would require three straight ramps, and a dual loop ramp to accommodate the southbound to eastbound movement and triple westbound right turn lanes at the end of the westbound exit ramp.

Contraflow Left Turn Interchange (CLTI) Alternative:
The CLTI Alternative is a grade-separated, signal-controlled interchange configuration which utilizes crossover movements, similar to a DDI. Left turn movements are separated from through traffic, which allows opposing left turners to utilize the same signal phase. Left turn lanes cross over so that concurrent left turners will experience opposing traffic to their right. This alternative would require dual left turn lanes to accommodate the southbound to eastbound movement, triple eastbound left turn lanes at the end of the eastbound exit ramp, and dual westbound right turn lanes at the end of the westbound exit ramp. The northbound bridge would require 5 lanes and the southbound bridge would require 3 lanes. Alternatively, a single 8-lane bridge to accommodate both directions could be constructed.

Single Point Urban Interchange (SPUI) Alternative:
The SPUI Alternative is a grade-separated interchange configuration in which all of the major ramp turning movements occur in one central signal-controlled intersection on the overpass, rather than utilizing multiple signals. This alternative would require dual left turn lanes to accommodate southbound to eastbound movement, dual eastbound left turn lanes at the end of the eastbound exit ramp, dual westbound right turn lanes at the end of the westbound exit ramp, and dual westbound left turn lanes at the start of the westbound exit ramp.

The detailed screening analyzed the four Tier II alternatives in terms of six broad categories including Traffic, Cost, Footprint/ROW, Environmental Resources, Community, and Safety. The Tier II alternatives could not be meaningfully distinguished via costs, footprint/ROW, environmental impacts, or community impacts. Safety was similar for each alternative, but the DDI was determined to be the safest. Traffic operations were appreciably different between the alternatives, and the DDI Alternative best met the traffic/operations requirements for the project.

With other aspects of the alternatives relatively similar, traffic and safety considerations emerged as the primary factors differentiating the alternatives. Therefore, the Diverging Diamond Interchange Alternative is recommended as the preferred alternative for the SR 2 at Larrison Blvd./Strawberry Rd. Intersection Improvement Project.

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

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

ROADWAY CHARACTER:

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

Name of Roadway: SR 2
Functional Classification: Principal Arterial
Current ADT: 20,600 VPD (2027) Design Year ADT: 40,700 VPD (2037)
Design Hour Volume (DHV): 3,900 Truck Percentage (%): 4
Designed Speed (mph): 60 Legal Speed (mph): 60

	Existing		Proposed	
Number of Lanes:	6		6	
Type of Lanes:	Through (4), Accel. (3), Turn (1)		Through (4), Ramp Entrance/Exit (2)	
Pavement Width:	88	ft.	112 to 152	ft.
Shoulder Width:	28	ft.	28	ft.
Median Width:	18	ft.	18	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

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

Name of Roadway: Larrison Blvd./Strawberry Rd.
Functional Classification: Major Collector
Current ADT: 6,500 VPD (2027) Design Year ADT: 23,500 VPD (2037)
Design Hour Volume (DHV): 3,880 Truck Percentage (%): 5
Designed Speed (mph): 35 Legal Speed (mph): 40

	Existing		Proposed	
Number of Lanes:	3		6	
Type of Lanes:	Through (2), Turn (1)		Through (4), Ramp Exit/Entrance (2)	
Pavement Width:	44 to 62	ft.	108	ft.
Shoulder Width:	20	ft.	28	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

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

County St. Joseph Route SR 2 Des. No. 2401424, 2401505, & 2401506

Name of Roadway	Snowberry Rd.				
Functional Classification:	Local Road				
Current ADT:	100	VPD (2023)	Design Year ADT:	10	VPD (2037)
Design Hour Volume (DHV):	18	Truck Percentage (%)	3		
Designed Speed (mph):	40	Legal Speed (mph):	40		

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Through (2)		Through (2) (Dead End)	
Pavement Width:	20	ft.	20	ft.
Shoulder Width:	0	ft.	0	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

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

BRIDGES AND/OR SMALL STRUCTURE(S):

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

Structure/NBI Number(s): 002-71-10841 Sufficiency Rating: N/A
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	N/A		Continuous Composite Beam Bridge	
Number of Spans:	N/A		2	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	54.0	ft.
Outside to Outside Width:	N/A	ft.	57.0	ft.
Shoulder Width:	N/A	ft.	14.0 total	ft.

Structure/NBI Number(s): 002-71-10842 Sufficiency Rating: N/A
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	N/A		Continuous Composite Beam Bridge	
Number of Spans:	N/A		2	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	54.0	ft.
Outside to Outside Width:	N/A	ft.	57.0	ft.
Shoulder Width:	N/A	ft.	14.0 total	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.

The DDI will feature two new bridges, one northbound (Des. No. 2401505, Str. No. 002-71-10841) and one southbound (Des. No. 2401506, Str. No. 002-71-10842), which will carry Larrison Blvd. and Strawberry Rd. over SR 2. The project will also modify nine existing small structures and construct 172 new small structures, which include pipes, inlets, and manholes. See Appendix I, I1 to I3 for a tabulated list of small structures and associated work and resource impacts.

The new bridges will be two-span continuous composite beam bridges, one northbound (Str. No. 002-71-10841) and one southbound (Str. No. 002-71-10842). The bridges will feature lengths of 98.0 feet, out-to-out deck widths of approximately 57.0 feet and clear roadway widths of 54.0 feet. Each bridge will carry two travel lanes plus an interchange ramp entrance/exit lane. The interchange will require the installation of new traffic signals to control intersecting traffic along Larrison Blvd./Strawberry Rd., north and south of SR 2. Ingress and egress between SR 2 and Larrison Blvd./Strawberry Rd. will be achieved via four single-lane interchange ramps. The bridges will be constructed approximately 163 feet (southbound) and 274 feet (northbound) west of the existing intersection for MOT and impact minimization purposes.

CV 002-071-74.20 is a 136-foot-long, three sided RCB with a 14-foot span, 8.0-foot rise, and 12-inch sump that carries SR 2 over Niespodziany Ditch. This structure was replaced in 2025 and is assumed to be in excellent condition. The north (upstream) side of the existing structure will be lengthened with 23.5 feet of concrete box culvert with 14-foot span and 8-foot rise. The south (downstream) side of the existing structure will be lengthened with 130.0 feet of concrete box culvert with 18-foot span and 8-foot rise. An additional 4.5 feet on the south side will consist of a transition between the existing structure and the new extension. Riprap will be added at both ends of the lengthened structure. 39.6 cyd of riprap will be added at both ends of the lengthened structure, including 12.2 cyd at the north (upstream) end and 27.4 cyd at the south (downstream) end.

Culvert CLV-38119 is a 125-foot-long, 36-inch by 24-inch concrete pipe underneath SR 2 that drains to UNT 1 to Niespodziany Ditch. All other small structures within the project area (CLV-38091, CLV-38097, CLV-94983, CLV-94894, CLV-94975, CLV-38099, CLV-38103, CLV-38101, CLV-38109, CLV-40637, CLV-38111, CLV-38113, CLV-38115, CLV-38117, and CLV-40641) are pipes 15 inches in diameter or smaller. CLV-38091, CLV-94975, CLV-38099, CLV-38103, CLV-38101, CLV-38109, CLV-40637, and CLV-38117 are not anticipated to be impacted by the project. No existing small structures along Larrison Blvd./Strawberry Rd. are located within the project construction limits.

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).		

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

The MOT for the project is expected to take place in three phases. At least one lane of traffic in each direction will remain open along SR 2 and Larrison Blvd. for the duration of project construction. The MOT will require temporary closure of Strawberry Rd. with a detour route; daytime/nighttime rolling lane closures along SR 2; use of lane crossovers to shift traffic along SR 2; use of temporary

signals for shifting traffic on Larrison Blvd. and/or Strawberry Rd.; and/or construction of temporary roadways along Larrison Blvd. The detour route and timing of the detour has not been finalized, and will be established by the progressive design build (PDB) team. The detour route is expected to involve Inwood Rd., Tamarack/Tulip Rd., and SR 2, and would involve approximately 5.8 travel miles and 8 minutes of travel time. Strategies for access to properties within the project area have not been finalized, but will be coordinated with adjacent owners throughout construction by the PDB team. Access to Kuert Concrete and the GM/Samsung facility along Larrison Blvd., the Amazon facility along SR 2, and the Amazon/Sunbelt Rentals facility along Strawberry Rd. is expected to be maintained throughout project construction. SR 2 access for the five residential properties subject to relocation, located north of SR 2, will not be maintained since those properties will be abandoned prior to the start of construction. Access to the residential property south of SR 2 is located along Snowberry Rd.; access to Snowberry Rd. will be maintained for this property. Access to all other properties within the project area, and residences east of Snowberry, will be maintained. Construction is expected to begin in early 2026. Various phases of the MOT are expected to be in place through the duration of construction, which is expected to be completed in late 2027. Pedestrian facilities are not located in the project area, and an MOT plan for pedestrian traffic is not anticipated. The MOT will be implemented per the *Manual on Uniform Traffic Control Devices (MUTCD)* guidelines. See below and Appendix B, page B29 for detailed phase information.

Phase 1 Construction:

Phase 1 will include construction of all off-line improvements as well as construction of the two new bridges, ramp tie-ins to SR 2, temporary pavement for Phase 2 construction, and closure of Strawberry Rd. for construction of the eastbound entrance ramp. Larrison Blvd. shall remain open to traffic during Phase 1.

Phase 1A:

Construction:

- Construct the outside bridge piers.
- Construct MSE Walls at bridges and along the roadway.
- Construct realigned Larrison Blvd from the bridge pier north to just before connecting into the existing roadway (or construct in Phase 1C). The proposed roadway should be tied into the existing to use for Phase 2.
- Construct realigned Strawberry Rd from the bridge pier south to just before connecting into the existing roadway.
- Construct northwest (NW) Ramp from realigned Larrison Blvd west to just before connecting into SR 2.
- Construct southwest (SW) Ramp from realigned Strawberry Rd west to just before connecting into SR 2.
- Construct northeast (NE) Ramp from just east of existing Larrison Blvd east to just before connecting into SR 2.
- Construct southeast (SE) Ramp from just east of existing Strawberry Rd east to just before connecting into SR 2.
- Construct temporary crossover for MOT required in Phase 1B.
- Construct temporary roadway connector along NE Ramp for tie-in to Larrison Blvd. to use for Phase 2 (or construct in Phase 1C).

Traffic:

- No lane closures on SR 2, Larrison Blvd, and Strawberry Rd.
- Close outside shoulders along SR 2 for working room for construction of bridge piers, MSE Walls, and ramp construction.

Phase 1B

Construction:

- Construct the bridge center median piers.
- Construct the SW Ramp and SE Ramp tie-ins to SR 2.
- Construct the south half of bridges over SR 2.

Traffic:

- Close the EB SR 2 lanes and shift EB traffic to WB lanes via crossover constructed in Phase 1A.
- Maintain turning movements at SR 2 and Larrison Blvd/Strawberry Rd.
- Maintain access to AWS Construction Entrances in SW quadrant.

Phase 1C

Construction:

- Construct north half of bridges over SR 2.
- Construct the NW Ramp and NE Ramp tie-ins to SR 2.
- Construct realigned Larrison Blvd from the bridge pier north to just before connecting into the existing roadway. The proposed roadway should be tied into the existing to use for Phase 2 (or construct in Phase 1A).
- Construct temporary roadway connector along NE Ramp for tie-in to Larrison Blvd. to use for Phase 2 (or construct in Phase 1A).

Traffic:
- Close the WB 2 lanes and shift all traffic to the EB lanes via crossover constructed in Phase 1A.
- Maintain turning movements at SR 2 and Larrison Blvd/Strawberry Rd.
- Maintain access to AWS Construction Entrances in SW quadrant.

Phase 1D

Construction:
- Bridge construction over SR 2.
- Construct connection of the SE Ramp across Strawberry Rd.
- Remove existing Strawberry Rd.

Traffic:
- Work on the north half of the bridge, and the ramp tie-in will likely continue during this phase.
- Maintain crossover MOT as necessary for Phase 1C.
- Close Strawberry Rd. and detour traffic. The closure of Strawberry Rd. to be coordinated with AWS to minimize the impacts to construction and employee traffic to the south of SR 2. This work should be phased to coincide with the completion of the bridge work.

Phase 2 Construction:

Construction:
- Construct tie-in on the NE Ramp through Larrison Blvd.
- Remove existing roadway of Larrison Blvd.

Traffic:
- Shift traffic from existing Larrison Blvd. to new interchange.
- Shift Traffic from existing Strawberry Rd. to new interchange.
- Traffic to utilize interchange with the NW, SW, and SE ramps open to traffic.
- WB Traffic to Larrison Blvd. to utilize the NE ramp and temporary pavement to access Larrison Blvd.

Phase 3 Construction:

Construction:
- Complete removal of existing pavement, removal of temporary roadway and access points, removal of temporary crossovers, final median grading, and any incidental construction.

Traffic:
- Short term lane restrictions as necessary for construction.

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. The bridge construction located west of the existing intersection was designed to allow continued use of Larrison Blvd./Strawberry Rd. during project construction.

In their early coordination responses on March 18 and July 1, 2025, the Olive-Hudson Fire Department offered the following recommendations: maintain minimum 12-foot lanes during construction to accommodate emergency vehicles. Temporary access routes and dedicated emergency turnarounds should be provided, especially near critical sites like the GM/Samsung and AWS campuses. Detour planning and signal control must prioritize emergency response capabilities. All temporary closures and signals should comply with NFPA 1091 and FEMA USFA guidelines to ensure safe passage for emergency vehicles. This has been added as a commitment for additional consideration in the *Environmental Commitments* section of this EA.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: $ 2,310,008 (2025-27) Right-of-Way*: $ 2,300,000 (2026) Construction $ 34,400,000 (2026-28)

Anticipated Start Date of Construction: Spring of 2026

*Note: All right-of-way is 100% locally and/or privately funded.

RIGHT OF WAY:

Land Use Impacts	Amount (acres) Permanent	Temporary
Residential	5.87	0.0
Industrial	29.75	0.0
Agricultural	2.00	0.0
Forest (Residential. Does not include all tree clearing)	0.75	0.0
Wetlands (Industrial)	0.09	0.0
Other: County	9.86	0.27
Other: Excess ROW (Residential and County)	30.20	0.0
TOTAL	78.52	0.27

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

The apparent existing ROW extends approximately 75 to 110 feet north and 70 to 155 feet south of the SR 2 centerline; approximately 45 feet east and 85 feet west of the Larrison Blvd. centerline; and approximately 25 feet east and 15 to 105 feet west of the Strawberry Rd. centerline. Land use within the apparent existing ROW includes roadway, maintained and unmaintained roadside vegetation, wetlands, and streams.

The project requires approximately 48.32 acres of fee-simple new permanent ROW. New permanent ROW will be acquired from all four quadrants of the intersection, from parcels including industrial (formerly agricultural) land, existing agricultural land, county-owned land, residential land, and forested land. Forested land acreage was subtracted from residential, and wetlands acreage was subtracted from industrial. The project also requires approximately 0.27 acre of temporary ROW, located northeast of the existing intersection, which consists of county-owned land. The project requires the total acquisition of five residential properties (10.52 excess acres), all located in the northeast quadrant of the SR 2 and Larrison Blvd. intersection, and one county-owned parcel (19.68 excess acres) located along Larrison Blvd. These acquisitions result in an additional 30.20 acres of excess ROW required for the project. Excess ROW is being acquired due to the affected properties being unusable by the original owner once the home is removed, and/or the loss of access to the properties from the establishment of limited access ROW, which renders parcels landlocked. Work for the project will not occur within the excess ROW area. The total of new permanent ROW and excess ROW is 78.52 acres.

The ROW acreages reported above represent the most up-to-date understanding of ROW needs for the project. The ROW requirements for the project have been refined as project design has progressed, and vary from acreages reported in other preliminary documentation cited by and attached to this EA document, particularly the early coordination letters (Appendix C, C1 to C12) and the Roadway and Bridge Engineering Assessments (Appendix I, I173 and I194), both of which reported different acreages of permanent and temporary ROW and did not quantify excess ROW. The need for excess ROW is typically not identified until later in the design process.

The project is utilizing early acquisition of ROW under 23 CFR Part 710.501, which may be completed prior to completion of the NEPA process. All ROW for this project is being acquired using 100% local and/or private funds. No federal or state funds have been or will be used for ROW acquisition or related costs, including relocation assistance and administrative expenses. Early acquisition offers were first presented on October 16, 2025, and have been issued to owners of all eleven parcels affected by the project. As of the date of this document, seven of the eleven parcels have been acquired.

The project sponsor recognizes that acquisition of ROW prior to completion of the NEPA process must comply with applicable federal regulations, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act; 49 CFR Part 24) and FHWA NEPA regulations (23 CFR Part 771). Compliance with these regulations, including early acquisitions, has been strictly followed. Any property owners displaced by this project have been or will be offered relocation assistance benefits in accordance with the Uniform Act. No construction, demolition, or other ground-disturbing activity have yet occurred, and will not occur until the NEPA process is complete and the FHWA has issued the appropriate environmental clearance.

To ensure compliance with NEPA and 23 CFR Part 710.501, the early acquisitions of real property is adhering to the following requirements:

- Property acquisitions and any relocations must be completed lawfully and comply with all applicable federal regulations. All property and relocation proceedings are being made in accordance with the Uniform Act, Title VI of the Civil Rights Act, and other federal regulations, primarily 23 CFR Part 710.
- Acquisitions must not include Section 4(f) property. The State Historic Preservation Officer (SHPO) concurred with the Section 106 "No Historic Properties Affected" finding and supporting 800.11(d) documentation on September 9, 2025. No National Register of Historic Places (NRHP) eligible or listed properties, publicly owned recreational resources, or wildlife/waterfowl refuges were identified within the project area. Therefore, no impact to Section 4(f) resources have occurred or will occur as a result of ROW acquisition related to this project.
- Acquisitions must not influence the environmental review process, including the need to construct the project, the consideration of alternatives, or the design/location selection of the project. Early acquisition did not influence the location, design, or alternative choice of the project because all reasonable alternatives take place at the same intersection with relatively similar footprints, therefore utilizing the same parcels. The early acquisition did not influence the need to construct the project because the adjacent industrial development and associated traffic which drive the need for the project are independent of any early acquisition.

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

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

SECTION A - EARLY COORDINATION:

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

Early coordination letters were initially sent on March 14, 2025 (Appendix C, C1 to C5). Agency Re-Coordination letters were sent on May 30, 2025 to detail a change in project funding from federal funding to state funding (Appendix C, C6 to C11). A follow-up letter to the Agency Re-Coordination letter was sent on July 1, 2025 to indicate the inclusion of federal funding for the project once again (Appendix C, C12).

Agency	Date Sent	Date Response Received	Appendix C
Federal Highway Administration (FHWA) - Indiana Division	March 14; May 30; & July 1, 2025	No Response Received	N/A
U.S. Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS)	March 14; May 30; & July 1, 2025	March 18; June 2; July 1; August 5; & September 3, 2025	C23 to C28
U.S. Department of Housing and Urban Development, Chicago Regional Office	March 14; May 30; & July 1, 2025	No Response Received	N/A
U.S. Army Corps of Engineers (USACE), Detroit District	March 14; May 30; & July 1, 2025	No Response Received	N/A
U.S. Environmental Protection Agency (EPA), Region 5	March 14; May 30; July 1; & August 5, 2025	September 3, 2025	C40 to C41
U.S. Fish and Wildlife Service (USFWS), Indiana Ecological Field Services Office	May 30 & July 1, 2025	June 18; July 1; & August 4, 2025	C42 to C94
INDOT LaPorte District Office, Environmental Section Manager	March 14; May 30; & July 1, 2025	No Response Received	N/A
INDOT LaPorte District Office, Project Manager	March 14; May 30; & July 1, 2025	No Response Received	N/A
INDOT Environmental Services Division	March 14; May 30; & July 1, 2025	No Response Received	N/A
INDOT Post-Construction Stormwater Management	August 5, 2025	No Response Received	N/A
Indiana Department of Natural Resources, Division of Fish and Wildlife (IDNR DFW)	March 14; May 30; & July 1, 2025	April 11; May 30; & July 1, 2025	C31 to C36

Indiana Department of Environmental Management (IDEM) Wetlands and Stormwater Program	March 14; May 30; & July 1, 2025	No Response Received	N/A
Indiana Geological and Water Survey (IGWS)	March 14; May 30; & July 1, 2025	March 14, 2024	C13 to C14
St. Joseph County Highway Department	March 14; May 30; & July 1, 2025	No Response Received	N/A
St. Joseph County Economic Development Commission	March 14; May 30; & July 1, 2025	No Response Received	N/A
St. Joseph County Redevelopment Commission	March 14; May 30; & July 1, 2025	No Response Received	N/A
St. Joseph County Surveyors Office / Drainage Board	March 14; May 30; & July 1, 2025	May 8; May 12 & July 1, 2025	C37 to C39
St. Joseph County Board of Commissioners	March 14; May 30; & July 1, 2025	No Response Received	N/A
St. Joseph County Council	March 14; May 30; & July 1, 2025	March 23, 2025	C29 to C30
St. Joseph County Township Trustee, Olive Township	March 14; May 30; & July 1, 2025	No Response Received	N/A
St. Joseph County Emergency Management Agency	March 14; May 30; & July 1, 2025	No Response Received	N/A
St. Joseph County 911	March 14; May 30; & July 1, 2025	No Response Received	N/A
St. Joseph County Sheriff Department	March 14; May 30; & July 1, 2025	No Response Received	N/A
St. Joseph County Parks and Recreation	March 14; May 30; & July 1, 2025	No Response Received	N/A
St. Joseph County MS4	March 14; May 30; & July 1, 2025	No Response Received	N/A
St. Joseph County Floodplain Administrator	March 14; May 30; & July 1, 2025	No Response Received	N/A
Michiana Area Council of Governments (MACOG)	March 14; May 30; & July 1, 2025	No Response Received	N/A
South Bend Memorial Hospital	March 14; May 30; & July 1, 2025	No Response Received	N/A
New Prairie United School Corporation	March 14; May 30; & July 1, 2025	No Response Received	N/A
New Carlisle Emergency Medical Services Department	March 14; May 30; & July 1, 2025	No Response Received	N/A
New Carlisle, Olive-Hudson Fire Department	March 14; May 30; & July 1, 2025	March 18; April 22; & July 1, 2025	C15 to C22

In their early coordination responses on March 18 and July 1, 2025, the Olive-Hudson Fire Department offered recommendations for the project, including emergency access and egress, traffic control and MOT, hazardous materials and fire prevention, drainage and flood prevention, utility coordination, lighting and visibility, workforce safety and emergency response planning, public awareness and communication, and Opticom installation for emergency vehicles. These recommendations were provided to the project design team for consideration and incorporation into the project design. These recommendations were added as commitments for consideration in the *Project Commitments* section of this document.

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

SECTION B – ECOLOGICAL RESOURCES:

	Presence	Impacts	
		Yes	No
Streams, Rivers, Watercourses & Other Jurisdictional Features	X	X	
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: 2,147 Linear feet Total impacted stream(s): 336.5 (Permanent) Linear feet

Stream Name	Classification	Total Size in Project Area (linear feet)	Perm. Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
Niespodziany Ditch	Perennial	1,904	223.5	41.6715034, -86.4669181, NW to SE, likely Waters of the U.S. (WOTUS), Appendix F
UNT 1 to Niespodziany Ditch	Ephemeral	243	113.0	41.6718220, -86.4530368, W to S, not likely WOTUS, Appendix F

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

Based on the desktop review, the aerial map of the project area (Appendix B, B3), and the RFI report (Appendix E, E1 to E10), there are 25 streams, rivers, watercourses, or other jurisdictional features within the 0.5-mile search radius. There are four streams, rivers, watercourses, or other jurisdictional features within or adjacent to the project area. That number was updated to two by the site visits on June 6, 7, and 13, 2024 by Lochmueller Group.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology, Waterway Permitting, and Stormwater Office (EWPSO) on February 11, 2025. Please refer to Appendix F, pages F1 to F11 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that two streams, Niespodziany Ditch and UNT 1 to Niespodziany Ditch, are located within the project area. The USACE makes all final determinations regarding jurisdiction. USACE and Lochmueller Group conducted a field visit to review water resources on August 21, 2025.

Niespodziany Ditch is a perennial stream that flows northwest to southeast through the project area. The stream is carried under SR 2 via CV 002-071-74.20. The stream crosses the project area in two different areas; approximately 1,904 LF of the stream is located within the project area in total. The ordinary high water mark (OHWM) is 11.0 feet wide and 0.8 feet deep. Based on a qualitative analysis, the quality of the stream would be considered average due to channelized construction, steep banks, heavily vegetated riparian areas, and moderate diversity of substrate. Niespodziany Ditch would be considered a perennial, relatively permanent water (RPW) with a downstream connection with the Kankakee River, a Traditional Navigable Waterway (TNW), approximately 5.2 river miles southeast of the project area. Due to its downstream connection to a TNW, Niespodziany Ditch would likely be subject to USACE jurisdiction under Section 404 of the Clean Water Act. Niespodziany Ditch is a St. Joseph County Regulated Drain. As of this EA, Niespodziany Ditch is in the process of being re-aligned north of the project area.

UNT 1 to Niespodziany Ditch is an ephemeral roadside stream located south of SR 2 and west of Snowberry Rd. UNT 1 to Niespodziany Ditch is an erosional channel located within a roadside drainage swale. UNT 1 to Niespodziany Ditch is approximately 243 LF in length, including the driveway culvert. UNT 1 to Niespodziany Ditch receives drainage from the adjacent roadway, the SR 2 median via CLV-38117, areas north of SR 2 via CLV-38119, and residential areas. The OHWM is 1.0 foot wide and 0.25 feet deep. UNT 1 to Niespodziany Ditch would be considered poor quality due to poor riparian habitat, poor substrate, and high disturbance. UNT 1 to Niespodziany Ditch is considered an ephemeral non-RPW with an eventual downstream connection to Niespodziany Ditch, an RPW, southwest of the project area. Due to lack of relatively permanent flow and location within a roadside drainage swale, UNT 1 to Niespodziany Ditch would not likely be subject to USACE jurisdiction under Section 404 of the Clean Water Act.

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.

Permanent impacts to Niespodziany Ditch total approximately 223.5 LF (0.05 acre) due to extension of the existing pipe and placement of riprap. Permanent impacts to Niespodziany Ditch include 153 feet of new encapsulation. Temporary impacts to Niespodziany Ditch total approximately 6 LF (0.0016) acre due to dewatering. Permanent impacts to UNT 1 to Niespodziany Ditch total approximately 113.0 LF (0.003 acre) due to roadway construction and roadside drainage work. Temporary impacts to UNT 1 to Niespodziany Ditch are not anticipated.

The project will likely require a USACE Section 404 Nationwide Permit (NWP) and an IDEM Individual Section 401 Water Quality Certification (WQC), which will be determined during the permitting phase. Due to the need for encapsulation greater than 150 LF, mitigation will likely be required and will be determined during permitting.

Three impaired stream segments of Niespodziany Ditch are located within the project area. Niespodziany Ditch is listed as impaired for Impaired Biotic Communities (IBC) and *E. coli*. Concerning IBC, Best Management Practices (BMPs) will be used to avoid further degradation to the stream. Concerning *E. coli*, workers who are working in or near water with E. coli should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

The IDNR DFW responded on April 11, May 30, and July 1, 2025 with recommendations to consider facilitating wildlife movements for transportation projects; to incorporate wildlife crossing/utilization for small structure/bridge design; to incorporate bank stabilization measures for stream work; to revegetate all bare and disturbed areas; to not work in the waterway from April 1 through June 30 without prior approval; to not excavate in the stream channel beyond the limits of the permit application or below elevations to maintain aquatic organism passage; to use minimum 6-inch graded riprap; to not deposit construction debris in the waterway; and to seed and protect all disturbed streambanks and slopes (Appendix C, C31 to C34). The St. Joseph County Surveyor/Drainage Board responded to early coordination on May 8, 2025, indicating that plans should reflect updated field conditions and must be sensitive to the community role of Niespodziany Ditch. St. Joseph County Surveyor/Drainage Board requests continued communication regarding impacts to Niespodziany Ditch (Appendix C, C37). All applicable recommendations are included in the Environmental Commitments section of this EA document.

Open Water Feature(s)	**Presence**	**Impacts**	
		Yes	**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 (Appendix B, B3), and the RFI report (Appendix E, E1 to E10), there are three open water features within the 0.5-mile search radius. There is one potential open water feature within the project area, which is a new detention pond located north of SR 2 and west of Niespodziany Ditch. The feature was not present during the site visits on June 6, 7, and 13, 2024 by Lochmueller Group. Water was not visible within the feature during the August 21, 2025 site visit. The southern pond embankment is located approximately 50 feet north of the proposed ROW limits and approximately 80 feet north of the construction limits. Therefore, no impacts are expected.

Indiana Department of Transportation

County St. Joseph Route SR 2 Des. No. 2401424, 2401505, & 2401506

	Presence	Impacts Yes	Impacts No
Wetlands	X	X	

Total wetland area: 0.66 Acre(s) Total wetland area impacted: 0.09 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 (Perm.)	Comments (i.e. location, likely Water of the US, appendix reference)
Wetland A	PEM2E	0.02	0.02	41.67174871, -86.46802484, not likely WOTUS, Appendix F
Wetland B	PEM2E	0.01	0.01	41.67216186, -86.46725846, likely WOTUS, Appendix F
Wetland C	PEM2E	0.06	0.06	41.67183739, -86.4538454, not likely WOTUS, Appendix F
Wetland D	PFO1E	0.47	0.00	41.675341, -86.461768, not likely WOTUS, Appendix F
Wetland E	PEM2B	0.10	0.00	41.679829, -86.463086, not likely WOTUS, Appendix F

Wetlands (*Mark all that apply*)	Documentation	ESD Approval Dates
Wetland Determination	X	February 11, 2025
Wetland Delineation	X	February 11, 2025
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.	X

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

Based on the desktop review, the aerial map of the project area (Appendix B, B3), and the RFI report (Appendix E, E1 to E10), there are 14 wetlands within the 0.5-mile search radius. There is one wetland within or adjacent to the project area. That number was updated to five by the site visits on June 6, 7, and 13, 2024 by Lochmueller Group.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT EWPSO on February 11, 2025. Please refer to Appendix F, pages F1 to F11 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that five wetlands, Wetlands A, B, C, D, and E, are located within the project area. The USACE makes all final determinations regarding jurisdiction. USACE and Lochmueller Group conducted a field visit to review water resources on August 21, 2025.

Wetland A is a 0.02-acre palustrine, emergent, non-persistent, seasonally flooded/saturated (PEM2E) wetland located south of SR 2, west of Niespodziany Ditch. Wetland A would be considered poor quality due to its small size, location adjacent to the road, high level of disturbance, and presence of invasive species. Wetland A would not likely be subject to USACE jurisdiction under Section 404 of the Clean Water Act. Wetland A would likely be considered isolated. The entirety of Wetland A (0.02 acre) is anticipated to be permanently impacted due to work to the roadway.

Wetland B is a 0.01-acre PEM2E riparian wetland located north of SR 2 on the eastern bank Niespodziany Ditch. Wetland B would be considered poor quality due to its small size and presence of invasive species. Wetland B would be subject to USACE jurisdiction under Section 404 of the Clean Water Act. The entirety of Wetland B (0.01 acre) is anticipated to be permanently impacted due to work to the roadway and to CV 002-071-74.20.

Wetland C is a 0.06-acre PEM2E wetland located south of SR 2 and west of Snowberry Rd. Wetland C would be considered poor quality due to its small size, high disturbance, and presence of invasive species. Wetland C would not be considered adjacent to an RPW and would not be subject to USACE jurisdiction under Section 404 of the Clean Water Act. Wetland C would be considered isolated. The entirety of Wetland C (0.06 acre) is anticipated to be permanently impacted due to work to the roadway.

Wetland D is a 0.47-acre palustrine, forested, broad-leaved deciduous, seasonally flooded/saturated (PFO1E) wetland located north of SR 2 and east of Larrison Blvd. Wetland D would be considered average quality due to its moderate size, dominance of native species, forested structure, and heavy human disturbance (adjacent woodlot is a recovering dump). Wetland D would not be subject to USACE jurisdiction under Section 404 of the Clean Water Act. Wetland D would be considered isolated. Impacts to Wetland D are not anticipated.

Wetland E is a 0.10-acre palustrine, emergent, non-persistent, seasonally saturated (PEM2B) wetland located west of Larrison Blvd. and north of Filmore Rd. Wetland E would be considered poor quality due to high disturbance via the adjacent roadway and industrial development, small size, and presence of invasive species. Wetland E would not be subject to USACE jurisdiction under Section 404 of the Clean Water Act. Wetland E would be considered isolated. Impacts to Wetland E are not anticipated.

In total, approximately 0.09 acre of permanent impacts to wetlands are anticipated. Temporary impacts to wetlands are not anticipated. The project will likely require a USACE Section 404 NWP and an IDEM Individual Section 401 WQC, which will be determined during the permitting phase. Due to encapsulation greater than 150 LF, mitigation will likely be required and will be determined during the permitting phase.

Wetlands A, B, C, D, and E will be labeled on the design plans. Wetlands or portions of wetlands that are to be avoided will be marked as "Environmentally Sensitive Area - Do Not Disturb" on design plans. This is included as a firm commitment in the *Environmental Commitments* section of this EA document.

Impacts to wetlands were avoided and minimized to the extent possible while meeting the purpose and need of the project. Complete avoidance of wetland impacts was not practicable due to necessary work to the roadway and roadside drainage.

The IDNR DFW responded on April 11, May 30, and July 1, 2025 with recommendations to revegetate all bare and disturbed areas and not to excavate or place fill in any riparian wetland (Appendix C, C31 to C34). USFWS responded on June 18, 2025 recommending wetland impacts be avoided, and unavoidable impacts should be compensated for in accordance with USACE mitigation guidelines (Appendix C, C42). All applicable recommendations are included in the *Environmental Commitments* section of this EA document.

	Presence	Impacts	
		Yes	No
Terrestrial Habitat	X	X	

Total terrestrial habitat in project area: 63.11 Acre(s) Total tree clearing: 2.68 Acre(s)

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

Based on a desktop review, site visits on June 6, 7, and 13, 2024 by Lochmueller Group, and the aerial map of the project area (Appendix B, B3), there are terrestrial habitats within the project area consisting of maintained and unmaintained roadside vegetation, maintained lawn, wooded areas, fallow agricultural fields, and active agricultural fields. Dominant species within the project area include black cherry (*Prunus serotina*), hackberry (*Celtis occidentalis*), silver maple (*Acer saccharinum*), American crabapple (*Malus coronaria*), Eastern cottonwood (*Populus deltoides*), white mulberry (*Morus alba*), Callery pear (*Pyrus calleryana*), bush honeysuckle (*Lonicera maackii*), glossy buckthorn (*Frangula alnus*), Autumn olive (*Elaeagnus umbellata*), staghorn sumac (*Rhus typhina*), Canada goldenrod (*Solidago canadensis*), common milkweed (*Asclepias syriaca*), crownvetch (*Securigera varia*), curly dock (*Rumex crispus*), red clover (*Trifolium pratense*), daisy fleabane (*Erigeron annuus*), tall fescue (*Schedonorus arundinaceus*), Kentucky bluegrass (*Poa pratensis*), reed canarygrass (*Phalaris arundinacea*), and orchardgrass (*Dactylis glomerata*).

Total impacts to terrestrial habitat will equal approximately 63.11 acres. Terrestrial habitat impacts include removal of vegetation and earth grading of roadside vegetation, lawn areas, recently cleared and graded fallow agricultural fields, and active agricultural fields, as well as tree clearing of individual trees, overgrown areas, and wooded areas. Terrestrial habitat impacts are necessary in order to expand the existing roadway and to add new interchange elements including ramps, bridges, and drainage within the project construction limits. Impacts to terrestrial habitat have been minimized and avoided to the extent practicable via selection of the preferred alternative with the smallest footprint that meets the purpose and need of the project. Complete avoidance of terrestrial impacts is not compatible with interchange construction at the SR 2 at Larrison Blvd./Strawberry Rd. intersection.

Tree removal is anticipated to total approximately 2.68 acres and will occur within the proposed fee-simple ROW areas. Tree clearing is expected to primarily occur in the northeast quadrant of the existing intersection, with other limited clearing areas in the northwest, southwest, far east and far south areas of the project. Tree removal is expected to occur within 100 feet of the existing roadway (1.32 acre), between 100 and 300 feet of the existing roadway (1.06 acre), and beyond 300 feet of the existing roadway (0.30 acre).

The IDNR DFW responded on April 11, May 30, and July 1, 2025 with recommendations to avoid and minimize impacts to botanical resources; to minimize impacts to wooded areas, particularly the area east of Larrison Blvd.; to develop a mitigation plan for unavoidable tree removal; to seed and stabilize disturbed areas; to mitigate tree removal at appropriate ratios and at proper locations; and to not cut any trees suitable for Indiana Bat or Northern Long-eared Bat roosting (3 inches or greater diameter-at-breast height, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30 (Appendix C, C31 to C34). All applicable recommendations are included in the *Environmental Commitments* section of this EA 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, E1 to E10), completed by Lochmueller Group on January 3, 2025, the IDNR St. Joseph County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR DFW early coordination response letter dated April 11, 2025, and re-coordination responses on May 30, 2025 and July 1, 2025, (Appendix C, C31 to C36), the Natural Heritage Program's Database has been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. An INDOT 0.5-mile bat review occurred on January 28, 2026. A review of the USFWS database did not indicate the presence of threatened or endangered bat species in or within 0.5-mile of the project area.

Indiana 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, C45 to C57). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*). Other species were generated in the IPaC species list along with the Indiana bat and are discussed below.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS.

The project will require tree clearing during the Indiana bat active season (April 1 to September 30) and/or during the Indiana bat pup season (May 15 to July 31). A site visit occurred on January 6, 7, and 12, 2026, and an Indiana Bat Tree Clearing Habitat Assessment was completed on January 16, 2026, which examined Indiana Bat habitat suitability of all tree removal areas within the project action area. The Habitat Assessment concluded that no suitable habitat for the Indiana Bat was present within the project action area (Appendix C, C73 to C89).

Culvert inspections occurred on June 6, 2024 and found no evidence of bats or bat use. Evidence of birds was found on CV 002-071-74.20. Structure (i.e., building) inspections occurred on July 17, 2025 (external only) and found no evidence of bats or bat use. Evidence of birds was found on one structure located at 30675 IN-2. USFWS Bridge/Structure Assessments shall take place no earlier than two years prior to the start of construction. If construction will begin after June 6, 2026, an inspection of the structures 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. This firm commitment is included in the *Environmental Commitments* section of this document.

An effect determination key was completed on January 28, 2026, and based on the responses provided, the project was found to "May Affect-Not Likely to Adversely Affect (MA-NLAA)" the Indiana bat (Appendix C, C58 to C69).

INDOT verified the effect finding and submitted to USFWS on January 28, 2026. On January 29, 2026, USFWS concurred with the "Not Likely to Adversely Affect" finding (Appendix C, C70 to C72). Below AMMs and commitments are included as firm commitments in the *Environmental Commitments* section of this EA document:

- General AMM 1: Ensure all operators, employees, and contractors working in areas of Indiana bat, NLEB, or TCB suitable habitat are aware of all Transportation Agency environmental commitments, including all applicable AMMs.
- Approximately 15 buildings will be removed as a result of the project. Prior to any demolition, the structures will be inspected externally and internally for bats or evidence of bats. If bats or evidence of bats are found, coordination will occur with INDOT ESD and the local USFWS field office within two working days of the discovery. If further coordination is needed, no demolition shall occur until coordination is concluded with INDOT ESD and USFWS.

Other Federally Listed Species
The official species list generated from IPaC indicated three other species present within the project area: whooping crane (*Grus americana*), salamander mussel (*Simpsonaias ambigua*), and monarch butterfly (*Danaus plexippus*). The whooping crane is listed as endangered wherever found, except where listed as an experimental population according to the Environmental Conservation Online System (https://ecos.fws.gov/ecp/species/758). The whooping crane is listed as an experimental population in this location. Therefore, the whooping crane was not considered as part of this project. The salamander mussel is listed as proposed endangered. The monarch butterfly is listed as proposed threatened. The project location does not overlap the proposed critical habitat of the salamander mussel or monarch butterfly, and the project will not jeopardize their continued existence. Therefore, no further coordination is needed with USFWS.

Migratory Birds
Structure CV 002-071-74.20 (41.671946, -86.467194) shows evidence of use (i.e., nests) by a bird species (family *Hirundinidae*) protected under the Migratory Bird Treaty Act (MBTA) during the June 6, 2024 inspection. The home at 30675 SR 2 (41.672369 -86.460746) has shown evidence of use (i.e., nests) by a bird species (family *Turdidae*) protected under the MBTA during the July 17, 2025 inspection. Avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 – April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1 – September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the Recurring Special Provision (RSP) 107-C-273 "Migratory Bird Protection". This firm commitment is included 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 topographic map of the project area (Appendix B, B2) and the RFI report (Appendix E, E1 to E10), there are no karst features identified within or adjacent to the project area. In the early coordination response dated March 14, 2024, the IGWS did not indicate that karst features exist in the project area (Appendix C, C13 to C14). IGWS did identify a 1% annual chance flood hazard, moderate liquefaction potential, and high potential for encountering sand and gravel resources at the project location. Response from IGWS has been communicated with the designer on March 14, 2025. No impacts are expected.

SECTION C – OTHER RESOURCES

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

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

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

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

Wellhead Protection Area and Source Water
IDEM's Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on January 31, 2025 by Lochmueller Group. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

Water Wells
The IDNR Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed on July 21, 2025 by Lochmueller Group. The nearest well is located along Larrison Blvd. north of SR 2. No wells were located during the topographic survey. The well will not be affected because it is likely located outside the project construction limits. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that a well will be affected, a cost to cure will likely be included in

the appraisal to restore the wells. This firm commitment is included in the *Environmental Commitments* section of this EA document.

Urban Area Boundary
Based on a desktop review of the IDEM MS4 Boundaries Map for Indiana (https://www.in.gov/idem/cleanwater/ms4s-boundaries-map-for-indiana/) by Lochmueller Group on July 21, 2025, this project is located in an Urban Area Boundary (UAB). Early coordination letters were sent on March 14, May 30, & July 1, 2025, to the St. Joseph County MS4 Coordinator. The MS4 coordinator did not respond within the 30-day time frame. All required stormwater management control Best Management Practices (BMPs) will be installed, inspected, maintained, and subsequently removed for all earth disturbing activity areas. These items will follow INDOT Standard Specifications for Stormwater Management

Public Water System
Based on site visits on June 6, 7, and 13, 2024 by Lochmueller Group, the aerial map of the project area (Appendix B, B3), and the project plans (Appendix B, B13 to B101), the project is located in an area where there is a public water system. A watermain serving the GM/Samsung facility has been installed within the north portion of the project area, with plans to install additional watermain lines along the northwest quadrant of the project area. The existing watermain was recently constructed and was not identified on the project plans. The public water systems may conflict with the project and result in temporary disruptions to service. These disruptions, if realized, will be temporary in nature and service will be restored upon completion of construction in the area. Utility coordination with South Bend Water by the project team is ongoing and will continue throughout project development.

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

If applicable, indicate the Floodplain Level?

Level 1 [ ] Level 2 [ ] Level 3 [X] 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.

Based on a desktop review of the IDNR Indiana Floodway Information Portal website (https://www.in.gov/dnr/water/surface-water/indiana-floodplain-mapping/indiana-floodplain-information-portal/) by Lochmueller Group on December 4, 2024, and the RFI report (Appendix E, E1 to E10), this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, F16). Early coordination letters were sent on March 14, May 30, & July 1, 2025, to the local Floodplain Administrator. The Floodplain Administrator did not respond within the 30-day time frame. The project is expected to involve construction of additional lanes and interchange ramps within the regulatory floodplain, as well as lengthening of the existing drainage structure over Niespodziany Ditch (CV 002-071-74.20) within the regulatory floodplain. This project qualifies as a Category 3 per the current *INDOT Procedural Manual for Preparing Environmental Documents,* which states that the modifications to drainage structures included in this project will result in an insubstantial change in their capacity to carry flood water. This change could cause a minimal increase in flood heights and flood limits. These minimal increases will not result in any substantial adverse impacts on the natural and beneficial floodplain values; they will not result in substantial change in flood risks or damage; and they do not have substantial potential for interruption or termination of emergency service or emergency routes; therefore, it has been determined that this encroachment is not substantial.

A Construction in Floodway (CIF) Permit will likely not be required from the IDNR. Work is occurring within the regulated floodway of Niespodziany Ditch; however, the project likely meets the requirements of the CIF Rural Bridge Exemption and will be determined during project permitting.

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

Total Points (from Section VII of CPA-106/AD-1006*) 168

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

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

Based on a desktop review, site visits on June 6, 7, and 13, 2024 by Lochmueller Group, and the aerial map of the project area (Appendix B, B3), the project will convert 63.1 acres of farmland as defined by the Farmland Protection Policy Act, including 62 acres of Prime and Unique farmland and 1.1 acres of Statewide Important farmland. Early coordination letters were sent on March 14, May 30, & July 1, 2025 to the USDA NRCS. Coordination with NRCS resulted in a score of 168 on the NRCS AD-1006 Form (Appendix C, C28). Farmland acreage reported on the AD-1006 form is greater than the ROW required for the project because data submitted to NRCS reflected a conservate estimate of ROW needs for the project, which was further refined after submission. 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.

Prime farmland as well as statewide/local important farmland is present at the project location. The surrounding area, particularly to the west of Larrison Blvd./Strawberry Rd. immediately adjacent to and within the project area, has recently been converted from agriculture to industry and is therefore no longer active farmland. The substantial extant industrial infrastructure investment is unlikely to revert to farmland. Active farmland still exists in the northeast and southeast quadrant of the existing intersection. The preferred alternative will result in the direct conversion of some farmland; namely for ramp construction and roadway widening in the southeast quadrant, and a strip of ROW for roadway widening in the northeast quadrant. The present project does not prevent the farming use of active agricultural land beyond the construction/ROW areas required for the interchange. However, the remaining agricultural areas west of Snowberry Rd. are expected to eventually become industrial land as part of the IEC.

Avoidance of impacts to farmland is not feasible for the present project due to the location of the site and the amount of farmland in/near the project. The site location at SR 2 and Larrison Blvd./Strawberry Rd. is the only feasible location for the project, the purpose of which is to meet future forecasted traffic demands from adjacent industrial areas which are currently being constructed. While a range of alternatives were investigated for the project, all feasible alternatives would involve similar grade-separated interchanges with similar footprints located at the subject intersection location. In order to meet the purpose and need of the project, the impacts to farmland cannot be avoided. Efforts to minimize the impacts to farmland will be taken including shifting the location of the interchange to the west relative to the existing intersection to minimize the distance from other ongoing developments. NRCS responded to AD-1006 submission and the above reasoning on September 3, 2025, concurring with this assessment and adding no further comments (Appendix C, C27).

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 [X] No Adverse Effect [ ] Adverse Effect [ ]

Eligible and/or Listed Resources Present

NRHP Building/Site/District(s) [ ] Archaeology [ ] NRHP Bridge(s) [ ]

Documentation Prepared (mark all that apply)		**ESD Approval Date(s)**	**SHPO Approval Date(s)**
APE, Eligibility and Effect Determination	X	January 28, 2025, August 11, 2025	March 3, 2025, September 9, 2025
800.11 Documentation	X	August 11, 2025	September 9, 2025
Historic Properties Report or Short Report	X	January 28, 2025	March 3, 2025
Archaeological Records Check and Assessment			
Archaeological Phase Ia Survey Report	X	January 29, 2025	March 3, 2025
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.

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

Area of Potential Effect (APE):
The APE is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE encompasses all resources immediately adjacent to the project limits and those that may not be immediately adjacent but that have a proximate viewshed of the project. Depending on viewshed, which is limited in some areas by vegetation, from the project limits the APE extends an additional 961 feet north on Larrison Blvd., 895 feet east on SR 2, 1,511 feet south on Strawberry Rd., and 1,380 feet west on SR 2. The original archaeological APE is defined as the 185.2-acre survey area encompassing the SR 2 and Larrison Blvd./Strawberry Rd. intersection investigated for the presence of archaeological resources. As the actual INDOT-sponsored portion of the project was later defined, which is the only portion funded by the FHWA, the original archaeological APE was subsequently reduced to a 127.3-acre survey area.

Coordination with Consulting Parties:
Consulting parties were identified in accordance with the INDOT *Cultural Resources Manual* and through consultation with INDOT Cultural Resource Office (CRO). Early coordination was initiated on December 18, 2024 with an email to invited consulting parties (Appendix D, D28 to D34). The email asked consulting parties to review the early coordination letter attached to the email and via IN SCOPE, which is INDOT's Section 106 Consultation and Outreach Portal Enterprise document website (http://erms.indot.in.gov/Section106Documents/). The following is a list of invited organizations and individuals and the date of their response. Those who indicated they wished to serve as consulting parties are identified in bold. Please note, the State Historic Preservation Officer (SHPO) is considered an automatic consulting party.

Section 106 Invited Consulting Parties	**Date of Response**
SHPO	January 17, 2025; March 3, 2025; August 6, 2025; September 9, 2025
MACOG	N/A
St. Joseph County Commissioners	N/A
St. Joseph County Historian	N/A
St. Joseph County Highway Engineer	N/A
The History Museum	N/A
Historic Preservation Commission of South Bend/St. Joseph County	N/A
Indiana Landmarks – Northern Regional Office	December 20, 2024; June 2, 2025
Indiana Lincoln Highway Association	N/A
Michiana Jewish Historical Society	N/A
South Bend Area Genealogical Society	N/A
Eastern Shawnee Tribe of Oklahoma	March 26, 2025; September 16, 2025
Forest County Potawatomi Community	January 8, 2025
Miami Tribe of Oklahoma	N/A

Peoria Tribe of Indians of Oklahoma	N/A
Pokagon Band of Potawatomi Indians	N/A
Shawnee Tribe	February 19, 2025; August 20, 2025
Turtle Mountain Band of Chippewa Indians	January 31, 3035; June 9, 2025; August 18, 2025
Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians	September 5, 2025

Bold text indicates accepted consulting party status.

In an email dated December 20, 2024, Indiana Landmarks (Northern Regional Office) responded to the early coordination materials. They expressed no concerns regarding historic properties within the APE and indicated that they did not need any additional information, nor did they further want to participate in the Section 106 process for the undertaking. See Appendix D, D35 for a copy of the communication.

In an email dated January 8, 2025, the Forest County Potawatomi Community (FCPC) responded to the early coordination materials and stated, in part, "… the FCPC Trabal Historic Preservation Officer (THPO) is pleased to offer a finding of No Historic Properties affected of significance to the FCPC, however, we do wish to remain as a consulting party for this project." See Appendix D, D36 for a copy of the communication.

In a letter dated January 17, 2025, Indiana SHPO staff found no additional consulting parties that should be invited beyond those that had already been invited to be consulting parties. The SHPO staff did ask to be notified of those who accepted consulting party status in the next communication. See Appendix D, D37 for a copy of the communication.

No additional comments were received from consulting parties regarding the identification of historic properties. The Historic Property Short Report (HPSR) and Phase Ia Archaeology Report were uploaded to IN SCOPE, and an email was sent to consulting parties notifying them of the availability of the report online on January 30, 2025 (Appendix D, D38 to D44). See the *Archaeology* and *Historic Properties* sections below for more information.

In an email dated January 31, 2025, the Turtle Mountain Band of Chippewa Indians (TMBCI) responded to the distribution of the HPSR and Phase Ia stating, in part, "TMBCI THPO office concur no affect to historic or cultural properties will occur during Projects: 2401424, 2401505, 2401506." See Appendix D, D45 for a copy of the correspondence.

In an email dated February 19, 2025, the Shawnee Tribe responded to the distribution of the HPSR and Phase Ia stating, in part, "We have no issues or concerns at this time." See Appendix D, D46 for a copy of the correspondence.

In a letter dated March 3, 2025, the SHPO staff agreed with the recommendations of the HPSR, stating, in part, the following, "… we agree with the conclusions in the HPSR that there are no previously recorded National Register of Historic Places ("NRHP") listed or eligible resources located within the APE." In addition, SHPO concurred with the Contributing ratings of the seven newly identified properties within the HPSR located within the project's APE. In addition, SHPO stated, "The area of potential effects ("APE") proposed in the HPSR appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur." In that same letter, the SHPO staff concurred with the recommendations within the Phase Ia Archaeology Report noting that, "… no further archaeological investigations appear necessary at the proposed project area." SHPO recommended that the portions of sites 12SJ0615, 12SJ0617, and 12SJ0618 that lie outside the survey area be marked on plans as areas to avoid. See Appendix D, D47 to D48 for a copy of the communication.

In a letter dated March 26, 2025, the Eastern Shawnee Tribe of Oklahoma responded to the distribution of the HPSR and Phase Ia stating, in part, "… the project proposes NO Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee Tribe." See Appendix D, D49 for a copy of the correspondence.

On June 2, 2025, a letter was sent to all the original consulting parties notifying them that the project would only be receiving state funding not federal funding. The letter also informed consulting parties that the project would be pulled from Section 106 review due to clearance under Indiana Code § 14-21-1- 18(a) and (b). See Appendix D, D50 to D55 for a copy of the communication and letter.

In an email dated June 2, 2025, Indiana Landmarks (Northern Regional Office) responded to the distribution of the letter stating, in part, "We support a finding of no historic properties effected." They also asked not to receive additional information regarding the project. See Appendix D, D56 for a copy of the correspondence.

In an email dated June 9, 2025, the TMBCI responded to the distribution of the letter, stating, "TMBCI THPO office concur no effect to historic properties during this upgrade project Des. numbers: 2401424, 2401505, and 2401506." See Appendix D, D57 for a copy of the correspondence.

On July 7, 2025, a letter was sent to all the original consulting parties notifying them that the project would be receiving federal funding and as such Section 106 will once again apply to the project. See Appendix D, D58 to D63 for a copy of the communication and letter.

In an email dated July 8, 2025, the TMBCI responded to the distribution of the letter, stating, "Defer to the nearest THPO/SHPO office." See Appendix D, D64 for a copy of the correspondence.

In a letter dated August 6, 2025, the SHPO staff responded to the distribution of the letter reiterating their previous comments on the HPSR and Phase Ia Archaeology Report. In addition, they asked for aerial maps to be included in future letters. See Appendix D, D65 to D66 for a copy of the correspondence.

Archaeology:
A Phase Ia archaeological reconnaissance survey was conducted by Cultural Resource Analysts, Inc. (CRA) from June 3 to 13, 2024. An excerpt from the report is located in Appendix D, D70 to D71.The original archaeological APE is defined as the 185.2-acre survey area encompassing the SR 2 and Larrison Blvd./ Strawberry Rd. intersection investigated for the presence of archaeological resources. As the actual INDOT-sponsored portion of the project was later defined, which is the only portion funded by the FHWA, the original archaeological APE was subsequently reduced to a 127.3-acre survey area (shown as "project area" within the USGS Topographic map in Appendix D, D11).

A records review revealed a portion of the investigation area had been previously surveyed. One previously recorded archaeological site (12SJ541) and seven newly identified archaeological sites (12SJ613-12SJ619) were investigated within the larger survey area. Site 12SJ541 is a historical farmstead. Site 12SJ616 is a historical artifact scatter. Sites 12SJ613, 12SJ614, and 12SJ618 are historical farmsteads. Sites 12SJ615 and 12SJ617 are historical residences. Site 12SJ619 is a precontact isolated find of indeterminate temporal/cultural affiliation.

Sites 12SJ541, 12SJ614, 12SJ616, and 12SJ619 are entirely within the larger survey area and are not recommended eligible for the NRHP. Intact archaeological deposits were not found at the portions of Sites 12SJ615, 12SJ617, and 12SJ618 within the larger survey area, and no further archaeological investigations are recommended, provided that the portions of the sites outside of the proposed project area are avoided. The surveyed limits of these sites should be clearly marked so that unsurveyed portions are avoided by all ground-disturbing project activities. Sites 12SJ615, 12SJ617, and 12SJ618 are located within the actual INDOT-sponsored portion of the project, which is the only portion funded by the FHWA. Possible intact archaeological deposits were identified at Site 12SJ613. The site was not fully assessed for its inclusion in the NRHP. Therefore, if it cannot be avoided by the proposed construction activities, it is recommended that a Phase II NRHP evaluation be conducted at Site 12SJ613. Site 12SJ613 will be avoided by this undertaking as it is located outside the federally funded project area for the current undertaking.

In a letter dated March 3, 2025, the SHPO staff concurred with the recommendations within the Phase Ia Archaeology Archaeological Reconnaissance Survey noting that, "… no further archaeological investigations appear necessary at the proposed project area." SHPO recommended that the portions of sites 12SJ0615, 12SJ0617, and 12SJ0618 that lie outside the survey area be marked on plans as areas to avoid. This firm commitment is included in the *Environmental Commitments* section of this document. See Appendix D, D47 to D48 for a copy of the communication.

Historic Properties:
The NRHP, Indiana Register of Historic Sites and Structures (State Register), the Indiana Historic Sites and Structures Inventory (IHSSI), the SHAARD, the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM), and the St. Joseph County Interim Report (2006) were consulted. No resources currently listed in the NRHP are located within the APE. No cemeteries were located within the APE.

The *Indiana Historic Bridge Inventory Volume 2: Listing of Historic and Non-Historic Bridges* (February 2009) by Mead & Hunt was reviewed. No bridges eligible for listing in the NRHP are located within the project area.

A Lochmueller Group historian who meets the Secretary of the Interior's Professional Qualification Standards, performed a site inspection of the project area on July 25, 2024. No previously surveyed IHSSI resources were documented and seven newly identified above-ground resources with a recommended rating of Contributing were recorded within the APE. No resources rated Notable or Outstanding are present within the APE. No bridges surveyed in the Indiana Historic Bridge Inventory are within the APE. Three Non-Contributing resources older than 50 years of age and significantly altered are also present within the APE. An HPSR, based on the results of the July 25, 2025 aboveground field survey, was completed, in which no properties were recommended as eligible for listing in the NRHP. See Appendix D, D14 to D24 for photographs from this field review and Appendix D, D68 to D69 for a

summary of the HPSR completed for this project.

Documentation Findings:
On January 30, 2024, INDOT CRO, acting on behalf of the FHWA, issued a finding of "No Historic Properties Affected" (Appendix D, D3). The signed finding and supporting 800.11(d) documentation were sent to consulting parties on February 1, 2024. The SHPO staff concurred with the "No Historic Properties Affected" finding on September 9, 2025. (Appendix D, D72 to D73).

Additional correspondence by consulting parties regarding the finding were received. The TMBCI concurred with the finding on August 18, 2025 (Appendix D, D74 to D75). The Shawnee Tribe concurred with the finding on August 20, 2025 (Appendix D, D76). The Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians added no additional comments in correspondence dated September 5, 2025 (Appendix D, D77). The Eastern Shawnee Tribe indicated to continue the project as planned on September 16, 2025 (Appendix D, D78).

Public Involvement:
To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of "No Historic Properties Affected" was published in the *South Bend Tribune* on August 13, 2025 offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on September 12, 2025. The text of the public notice and the affidavit of publication appear in Appendix D, D79 to D82. No comments were received.

This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

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

	Evaluations Prepared
Programmatic Section 4(f)	☐
"De minimis" Impact	☐
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, E1 to E10), there is one potential 4(f) resource located within the 0.5-mile search radius. The resource, SR 2 Greenway, is a potential trail segment which crosses the project area located parallel to SR 2. According to additional research and by the site visits on June 6, 7, and 13, 2024 by Lochmueller Group, the potential trail does not have any existing ROW or easement and is not listed in the St. Joseph County Parks 2024-2028 Master Plan. In FHWA's Section 4(f) Policy Paper (July 20, 2012), the answer to Question #25 regarding planned Section 4(f) properties stipulates "Section 4(f) applies when the land is one of the enumerated types of publicly owned lands and the public agency that owns the property has formally designated and determined it to be significant for park, recreation area, or wildlife and waterfowl refuge purposes. Evidence of formal designation would be the inclusion of the publicly owned land, and its function as a Section 4(f) property into a city or county Master Plan. A mere expression of interest or desire is not sufficient." Therefore, no Section 4(f) resources exist in the project area, and no 4(f) use is expected.

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

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

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

A review of 6(f) properties on the INDOT ESD website revealed a total of 34 properties in St. Joseph County (Appendix I, I241). 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)?	X	
Is a hot spot analysis required (CO/PM)?		X

Location in STIP: By Reference to TIP

Name of MPO (if applicable): MACOG

Location in TIP (if applicable): MACOG TIP Page 6 of 15 (Appendix H, H1)

Level of MSAT Analysis required?

Level 1a [ ] Level 1b [ ] Level 2 [X] 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.

STIP/TIP

The FY 2026-2030 STIP listing is based on the lead DES number in the contract. The lead DES number for this contract is 2401424. The FY 2026-2030 STIP includes DES number 2401424 by reference to the FY 2026-2030 MACOG Transportation Improvement Program (TIP), which was approved for incorporation into the STIP on August 28, 2025 (Appendix H, H1 to H5).

Attainment Status

This project is located in St. Joseph County, which is currently a maintenance area for Ozone, under the 1-Hour Ozone (1979) NAAQS (revoked) and the 8-Hour Ozone (1997)-NAAQS, which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, Et. Al. Decision. The project is not conformity-exempt. The project's design concept and scope are accurately reflected in both the MACOG 2050 Transportation Plan (TP) and the 2026-2030 TIP and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.

Mobile Source Air Toxics (MSAT)

The purpose of this project is to mitigate future traffic concerns resulting from the IEC development by constructing an interchange at the SR 2 at Larrison Blvd./Strawberry Rd. intersection. The project is proposed to be constructed to accommodate traffic to and from the IEC and is not anticipated to result in meaningful potential MSAT effects or vehicle mix. The proposed interchange is being constructed at an existing intersection between a state route and a local route. The AADT along the project corridor is forecast to be less than 140,000, at 40,700 vpd in the project's design year (2037) compared to 20,600 vpd in the construction year (2027).

For each reasonable alternative in this EA, the amount of MSAT emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. The VMT anticipated for each of the feasible alternatives could be slightly higher than that for the No-Build Alternative. The interchange could facilitate new development that attracts trips that would not otherwise occur in the area. This increase in VMT means MSAT under the Build Alternatives would potentially be higher than the No Build Alternative in the study area.

Localized differences in MSAT between the reasonable alternatives is anticipated to be minimal. The reasonable alternatives all involve relatively similar interchanges at a single intersection location, and therefore it is expected there would be no appreciable difference in overall MSAT emissions between the feasible alternatives. Additionally, the project location is rural, and apart from the adjacent industrial developments being constructed in the surrounding area, receptors of MSAT emissions in the project area are minimal, consisting of three residential homes located near Snowberry Rd.

Moreover, Environmental Protection Agency (EPA) regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect and national trend analyses, total annual emission rates for priority MSATs are expected to decline substantially over the long term, even as vehicle-miles of travel continue to increase. These reductions reflect the ongoing turnover of the vehicle fleet to cleaner technologies and the effectiveness of current federal emissions and fuel standards, as described in FHWA's Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents dated January 18, 2023. As a result, background MSAT levels are anticipated to decrease over time, reducing the potential for even minor MSAT emissions associated with the proposed project.

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: October 15, 2025

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.

Lochmueller Group completed a Highway Noise Analysis (Noise Analysis) for the project on October 10, 2025 (Appendix I, I4 to

I109)., which was approved by INDOT ESD on October 15, 2025 (Appendix I, I110). The Noise Analysis identified eight single-family residential receptors and three commercial/industrial receptors (the temporary Sunbelt Rental Facility, the Amazon Data Center building, and Kuert Concrete) within 500 feet from the edge of the pavement within the study area. All other receptors were greater than 500 feet from SR 2.

A total of eleven receptor points were included in the existing condition model to represent eight Noise Abatement Category (NAC) Category B residential dwellings, Kuert Concrete (NAC Category F), Sunbelt Rental (NAC Category F), and Amazon Data Center (NAC Category F). Traffic noise levels were evaluated for the existing (2025) and projected (2045) traffic volumes for the preferred alternative.

This report evaluated potential noise impacts for the proposed improvements in compliance with the FHWA Procedures for Abatement of Highway Traffic Noise and Construction Noise as presented in the Code of Federal Regulations, Title 23 Part 772 (23 CFR 772) and the INDOT Traffic Noise Analysis Procedure (2022). Under these requirements, a noise-sensitive receptor is considered impacted when design year noise levels modeled using FHWA's Traffic Noise Model (TNM) approach or exceed the NAC for the activity category within which the receptor is classified, or when design year noise levels are at least 15 decibels (dB) greater than existing noise levels as modeled by TNM. "Approach" is defined as "come within 1 dB of" the NAC.

Using 2025 base condition traffic data the existing condition TNM 2.5 model results indicate that roadway traffic noise impacts are currently being experienced at five single-family residential dwellings along the north side of SR 2.

The DDI design was modeled using Traffic Noise Model (TNM) 2.5 and 2045 peak hour traffic volumes to predict the hourly Leq (Leq(h)) levels for the project in the design year. The five residences along the north side of SR 2 east of Larrison Boulevard were excluded from the design year analysis since these would be relocations under the SR 2 DDI project. The SR 2 DDI Project noise analysis predicted that Category B impacts (approach or greater than the 67 decibel (dB(A)) NAC threshold) can be expected at the three remaining single-family residential dwellings. In modeling the No-Build Alternative, it was demonstrated that with the significant increase in forecasted traffic due to IEC development in the area, each of these three residences were also predicted to be impacted in 2045.

When noise barriers are considered for abatement of noise impacts, FHWA and INDOT require they meet the following feasibility and reasonableness standards:

- Engineering feasibility means there are no structural, utility, drainage, sight line or other engineering-based impediments to constructing the wall.
- Acoustic feasibility means that the barrier provides a 5 dB(A) noise reduction for the majority of impacted receptors.
- Social reasonableness considers the views of benefited property owners and residents: if a barrier can be designed that meets other feasibility and reasonableness standards, the owners and residents of the receptors benefiting from the barrier are polled to determine whether they want the barrier to be constructed. Based on the poll results, INDOT and FHWA determine whether the barrier will be constructed.
- Economic reasonableness is defined by INDOT as limiting a barrier's surface area to no greater than 1,000 square feet per benefited receptor if the majority of receptors in the neighborhood were not constructed before the roadway being analyzed, or 1,250 square feet per benefited receptor if the majority were constructed before the roadway.
- Acoustic reasonableness means the barrier meets the noise reduction design goal, which INDOT defines as achieving at least 7 dB(A) of noise reduction for a majority of benefited first-row receptors.

The use of noise barrier walls for the three impacted residences was not considered to be feasible or reasonable since too few receptors would be benefitted and driveway access to SR 2, in part, restricted the horizonal limits of barrier wall installation.

Based on the studies thus far accomplished, the State of Indiana has not identified any locations where noise abatement is likely. Noise abatement at these locations is based upon preliminary design criteria. Noise abatement has not been found to be feasible and reasonable based on property access considerations and the inability to meet the square footage per benefited receptor criteria. A reevaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is feasible and reasonable, the abatement measures might be provided. The final decision on the installation of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement processes.

INDOT will incorporate highway traffic noise consideration in on-going activities for public involvement in the highway program.

Upon completion of the environmental document phase, the noise study will be provided directly to the county's planning unit by the environmental preparer and/or member of the project team. If the project is in a municipality that has a planning unit, a noise study

will also be provided to the municipality's planning unit. INDOT Environmental Services Division shall be copied on this correspondence. This firm commitment is included in the *Environmental Commitments* section of this document.

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.

Current development within the project area consists of three large-scale industrial developments (AWS, GM/Samsung, and Kuert Concrete), a temporary construction equipment rental facility (Sunbelt Rentals), and 10 residential properties. Other land within the project area includes wooded areas and agricultural land. The project area is located nearby the Town of New Carlisle. No neighborhoods, schools, emergency services, or other community facilities are located within or adjacent to 0.5 mile of the project. There are currently no pedestrian facilities or alternative transportation routes/lanes within the project area. The area surrounding the intersection is experiencing rapid industrial development in association with the IEC.

The project complies with local and regional development patterns in the area. The project is listed in the MACOG 2050 TP. SR 2 is an Indiana Heavy Haul Route and is part of the NHS serving as a major route for regional connectivity by providing east-west access into and out of St. Joseph County and South Bend. This project is located within/adjacent to the IEC and will facilitate access to nearby future and ongoing industrial developments while maintaining vital connectivity along SR 2. Completion of the project allows for continued economic/industrial development in the area through the IEC and for access into/out of South Bend, New Carlisle, St. Joseph County, and the greater region despite rapidly increasing traffic volumes. The preferred alternative proposes to maintain free flow traffic along SR 2, which coincides with other planned and programmed improvements along SR 2 which maintain or achieve free flow traffic along SR 2 west of South Bend.

The project is not anticipated to result in substantial impacts to community cohesion. The project is located near South Bend and New Carlisle, but outside of any incorporated place. While there are controversial elements of the IEC as a whole, the current project is a response to projected major traffic volume increases at the subject intersection, some of which are already realized as the IEC is being constructed.

The project will shift some local traffic to new routes. The intersection of SR 2 and Snowberry Rd. is anticipated to be closed, requiring vehicles that previously crossed SR 2 at this intersection to travel to the new interchange or other crossings instead. These shifts will generally involve short distances, with travel delays expected to be minimal, creating only a minor inconvenience for the travelling public.

The project, as part of a larger trend of industrial development in the region, could result in substantial impacts to the local tax base or property values. The IEC, of which the present project is a contributing part, is expected to bring new jobs and new industry to the region. The present project could lead to additional development in the area that would not occur in a no-build scenario. The industrial, agricultural, and residential acreage being converted to ROW for this project specifically contributes a small percentage of the total tax base and property value in the region, but in combination with other developments in the area, could reasonably result in an overall increase in the local tax base and property values.

Five residential relocations are expected to be required for the project. Five additional residential properties are located within the project area but will not be relocated. One other property is located within the project construction limits, but is not anticipated to require relocation. Access to this property is located on Snowberry Rd, from which direct access to SR 2 will no longer be available, and strip ROW along the SR 2 roadway will be acquired from this property, both of which are unlikely to substantially change taxable value of the property. The properties subject to relocation are located within an area anticipated to eventually become developed in

association with the IEC. The properties are not part of a larger neighborhood or other organized community. The remaining properties within the project area are disconnected from the relocation properties via a combination of major and minor roadways, moderate to long distances (0.22 mile to 0.5 mile), visual obstacles like woodlands, and lack of community connectivity such as pedestrian infrastructure or shared property lines. Therefore, the property acquisition/relocations required for the project are not anticipated to affect the community cohesion of the remaining properties within the project area.

Festivals are located near the project area. According to the Indiana Festivals website (https://indianafestivals.org/), the South Bend/Mishawaka Convention and Visitors Bureau website (https://www.visitsouthbend.com/), and the Hometown Days website (https://www.hometowndays.net/) accessed on April 15, 2025 by Lochmueller Group, two festivals are known to occur near the project. Sugar Camp Days occurs in March of each year, at Bendix Woods County Park just west of the project area. Hometown Days occurs in the Town of New Carlisle generally in July of each year. Access to these events is located outside the project area, and at least one through lane in each direction along SR 2 is expected to remain open for the duration of the project. Beyond a minor inconvenience to motorists due to potential lane closures along SR 2, no impact to these events is anticipated.

The project complies with St. Joseph County's 2012 Americans with Disabilities Act (ADA) Transition Plan (https://www.sjcindiana.gov/DocumentCenter/View/3276/ADA-Transaction-Plan-PDF). The project will not infringe on people with disabilities' ability to participate or enjoy community programs, services, or activities. No sidewalks or buildings warranting ADA compliance are present within the project area or planned as part of the project.

Public Facilities and Services

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

Based on a desktop review, the aerial map of the project area (Appendix B, B3), and the RFI report (Appendix E, E1 to E10), there is one trail segment and two pipelines located within 0.5 mile of the project. There is one potential trail segment within the project area. The trail segment, a potential trail segment associated with SR 2 Greenway, is located parallel to SR 2. The potential trail segment is not currently constructed, does not have any existing ROW or easement, and is not listed in the St. Joseph County Parks 2024-2028 Master Plan. Therefore, no impacts are expected. Access to all properties will be maintained during construction.

Based on the project plans (Appendix B, B14), utilities identified within the project area include communication, electric, gas, sanitary sewer, water, and petroleum lines. Utility relocations are expected to be required for the project. Coordination with utility entities is ongoing and will continue through project development.

Coordination with St. Joseph County Parks and Recreation Department occurred on March 14, 2025, May 30,2025, and July 1, 2025. No response was received.

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.

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: 5 Businesses: 0 Farms: 0 Other: 0

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

The project is anticipated to require five property relocations. All five properties are residential and located in the northeast quadrant of SR 2 and Larrison Blvd. Avoidance and minimization for property relocations were considered for the selection of the preferred project alternative. Interchanges were the only feasible alternatives at the SR 2 at Larrison Blvd./Strawberry Rd. intersection, and the homes' close proximity to the interchange would be incompatible with limited access requirements and safe traffic flow for any of the interchange alternatives. Avoidance of the acquisition of all five properties would not be possible for any feasible and reasonable alternative that meets the purpose and need of the project.

Early acquisition is occurring on the project. All ROW, regardless of early acquisition, will proceed with 100% local and/or private

funding. St. Joseph County and/or private entities are not anticipated to seek federal reimbursement for the ROW purchase. The same parcels would be relocated for the Traditional Diamond Interchange, Partial Cloverleaf A/B, Displaced Left Turn, Contraflow Left Turn, and the Single Point Urban Interchange alternatives. However, the total amount of ROW acquisitions from the impacted parcels would vary depending on the alternative.

Independent of the residential relocations, the intersection improvement project is needed to address forecasted capacity issues along SR 2 and Larrison Blvd./Strawberry Rd. The No-Build and At-Grade intersection improvement alternatives would not have required the property relocations but were dismissed because the forecasted LOS requirements of the intersection would not be met. See the *Other Alternatives Considered* section for more information.

The acquisition and relocation program will be conducted in accordance with 49 CFR 24 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. Relocation resources are available to all residential and business relocatees without discrimination. No person displaced by this project will be required to move from a displaced dwelling unless comparable replacement housing is available to that person.

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)	X
Design/Specifications for Remediation required?	

Date RFI concurrence by INDOT SAM (if applicable): January 3, 2025

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

Based on a review of the geographic information systems (GIS) and available public records, the RFI was completed on January 3, 2025 by Lochmueller Group and INDOT Site Assessment & Management (SAM) provided their concurrence on January 3, 2025 (Appendix E, E1 to E10). One leaking underground storage tank, one landfill, and two institutional controls are located within 0.5 mile of the project area.

One institutional control site, Lon Newton Dump, 56400 Strawberry Rd., New Carlisle, Indiana, AI ID 33411, is located within the project area. It appears that dumping of solid waste (construction/demolition waste) has occurred at the site. The site has a history of IDEM and health department site inspections and violations dating back to 1993 including Letters of Warning of open dumping violations and a Cease and Desist order issued on February 1, 1994. There is an Environmental Restrictive Covenant (ERC) placed on this property, dated December 5, 2013. No soil or groundwater sampling in the area of the site has occurred. Based on the history of violations at the site, it is possible that dumping of other types of waste occurred over the years that may have impacted groundwater in the area. Groundwater is presumed to flow southwesterly toward Niespodziany Ditch and the project area.

Coordination with IDEM Office of Land Quality (OLQ) occurred January 15, 2025 regarding the Lon Newton Dump Site. IDEM OLQ responded on January 24, 2025 recommending a Phase II Environmental Site Assessment (ESA) (Appendix E, E11 to E13). Coordination with INDOT SAM occurred following coordination with IDEM OLQ, who responded on February 26, 2025 indicating that INDOT SAM concurs that a Phase II ESA is warranted (Appendix E, E14 to E16).

The Phase II Limited Subsurface Investigation was completed on May 29, 2025 for the Lon Newton Dump Site (Appendix E, E17 to E93). Arsenic, barium, chromium, and lead were detected at concentrations above the laboratory reporting limits but below the IDEM Risk-based Closure Guide (R2) Published Levels (PLs) in each of the soil samples collected from the Site. No other contaminants of concern (COCs) were detected in the soil samples collected from the Site. Groundwater was not detected and therefore groundwater samples were not collected. It was concluded that the soils to be excavated in the proposed work area surrounding these boring locations can either be reutilized in the area that it originated and/or used as fill off-Site per the IDEM Uncontaminated Soil Nonrule Policy Document or transported off-site to a designated landfill as non-hazardous waste. If groundwater is encountered and

management of groundwater is determined necessary during construction activities in the proposed work area, containerized groundwater should be analyzed prior to disposal to determine if the groundwater can be transported off-Site as non-hazardous waste. This is a firm project commitment included in the *Environmental Commitments* section of this EA document.

The contaminants of concern (COCs) detected in the soil samples collected at the Lon Newton Dump Site are not present at concentrations that pose a risk to workers during anticipated construction and subsurface activities. Site conditions have been assumed to be consistent with the results of the investigation across the working area. However, if conditions are encountered during subsurface activities that appear to differ from the results of the Phase II investigation (i.e., stained soils, odors, etc.), then additional environmental assessment 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)	X
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)	X
Isolated Wetlands	
Construction Stormwater General Permit (CSGP) (Formerly Rule 5)	X
Other	
IN Department of Natural Resources	
Construction in a Floodway	
Navigable Waterway Permit	
Other	
Mitigation Required	X
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."

A Section 404 Nationwide Permit (NWP) from USACE will be required due to impacts due to streams and wetlands considered Waters of the U.S.

An Individual Section 401 WQC from IDEM will likely be required due to impacts to streams and wetlands considered Waters of the U.S. and/or Waters of the State, including greater than 150 LF of new stream encapsulation.

A Construction Stormwater General Permit (CSGP) (formerly Rule 5 Permit) will likely be required from the IDEM as land disturbance will be greater than one acre.

Mitigation for impacts to Waters of the U.S. and/or Waters of the State will likely be required due to greater than 150 LF of new stream encapsulation and will be determined during permitting.

The project requires work to a St. Joseph County Regulated Drain (Niespodziany Ditch). St. Joseph County will require notification of the work.

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

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

ENVIRONMENTAL COMMITMENTS

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

Firm:

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT LaPorte District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3. Any work in a wetland area within right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the U.S. Army Corps of Engineers permit. (INDOT ESD)
4. Three impaired stream segments of Niespodziany Ditch are located within the project area. Niespodziany Ditch is listed as impaired for Impaired Biotic Communities (IBC) and *E. coli*. Concerning IBC, Best Management Practices (BMPs) will be used to avoid further degradation to the stream. Concerning *E. coli*, workers who are working in or near water with E. coli should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure. (INDOT SAM)
5. Project plans should reflect updated field conditions and must be sensitive to the community role of Niespodziany Ditch. Continued communication between Lochmueller Group, St. Joseph County Surveyor/Drainage Board, INDOT, and Lawson Fisher and Associates will occur regarding impacts to Niespodziany Ditch. (St. Joseph County Drainage Board)
6. Wetlands A, B, C, D, and E will be labeled on the design plans. Wetlands or portions of wetlands that are to be avoided will be marked as “Environmentally Sensitive Area - Do Not Disturb” on design plans. (INDOT ESD)
7. USFWS Bridge/Structure Assessments shall take place no earlier than two years prior to the start of construction. If construction will begin after June 6, 2026, 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 ESD)
8. General AMM 1: Ensure all operators, employees, and contractors working in areas of Indiana bat, NLEB, or TCB suitable habitat are aware of all Transportation Agency environmental commitments, including all applicable AMMs. (USFWS)
9. Approximately 15 buildings will be removed as a result of the project. Prior to any demolition, the structures will be inspected externally and internally for bats or evidence of bats. If bats or evidence of bats are found, coordination will occur with INDOT ESD and the local USFWS field office within two working days of the discovery. If further coordination is needed, no demolition shall occur until coordination is concluded with INDOT ESD and USFWS. (USFWS)
10. Structure CV 002-071-74.20 (41.671946, -86.467194) has shown evidence of use (i.e., nests) by a bird species (family *Hirundinidae*) protected under the Migratory Bird Treaty Act (MBTA) during the June 6, 2024 inspection. The home at 30675 SR 2 (41.672369 -86.460746) has shown evidence of use (i.e., nests) by a bird species (family *Turdidae*) protected under the MBTA during the July 17, 2025 inspection. Avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 – April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1 – September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the Recurring Special Provision (RSP) 107-C-273 “Migratory Bird Protection”. (USFWS)
11. Should it be determined during the right-of-way phase that a well will be affected, a cost to cure will likely be included in the appraisal to restore the wells. (INDOT LaPorte District)
12. The portions of archeology sites 12-Sj-0615, 12-Sj-0617, and 12-Sj-0618 outside the survey area will be clearly marked on the project plans as “Environmentally Sensitive Area – Do Not Disturb.” The portions of archaeological sites 12-Sj-0615, 12-Sj-0617, and 12-Sj-0618 that lie outside the proposed project area must either be avoided or subjected to further

archaeological investigations. If avoidance is not feasible, a plan for further archaeological investigations will be submitted to the SHPO for review and comment. (INDOT CRO)

13. Upon completion of the environmental document phase, the noise study will be provided directly to the county's planning unit by the environmental preparer and/or member of the project team. If the project is in a municipality that has a planning unit, a noise study will also be provided to the municipality's planning unit. INDOT Environmental Services Division shall be copied on this correspondence. (INDOT ESD)
14. If groundwater is encountered at the Lon Newton Dump site (56400 Strawberry Rd., New Carlisle, IN), and management of groundwater is determined necessary during construction activities in the proposed work area, containerized groundwater should be analyzed prior to disposal to determine if the groundwater can be transported off-site as non-hazardous waste. (INDOT SAM)

For Further Consideration:

1. Maintain minimum 12-foot lanes during construction to accommodate emergency vehicles. Temporary access routes and dedicated emergency turnarounds should be provided, especially near critical sites like the GM/Samsung and AWS campuses. (Olive-Hudson Fire Dept.)
2. Detour planning and signal control must/should prioritize emergency response capabilities. All temporary closures and signals should comply with NFPA 1091 and FEMA USFA guidelines to ensure safe passage for emergency vehicles. (Olive-Hudson Fire Dept.)
3. Construction involving potential ignition sources (e.g., welding) must follow strict fire safety protocols. Any hazardous materials present must be identified, monitored, and communicated to NCFD in advance. (Olive-Hudson Fire Dept.)
4. Stormwater systems should be evaluated to support fire suppression operations and ensure emergency access remains viable during heavy rainfall or flooding. (Olive-Hudson Fire Dept.)
5. Fire hydrants and water infrastructure must remain unobstructed. Utility locations, especially gas and fuel lines, should be clearly marked and documented to avoid fire hazards and ensure firefighter safety. (Olive-Hudson Fire Dept.)
6. Adequate lighting must be maintained within work zones to support nighttime emergency operations. Clear, reflective fire safety signage should be installed throughout the area. (Olive-Hudson Fire Dept.)
7. All workers should receive fire safety training, and a site-specific emergency response plan should be developed and shared with NCFD. Ongoing coordination is encouraged throughout the project's lifecycle. (Olive-Hudson Fire Dept.)
8. Ensure timely communication with local residents and businesses regarding construction impacts and emergency considerations. This will assist both responders and the public in adjusting to temporary traffic and access changes. (Olive-Hudson Fire Dept.)
9. Install an Opticom emergency vehicle preemption system at the improved intersection. Opticom enables emergency vehicles to control traffic signals using an infrared emitter, granting them a green light while turning other lanes red. This system dramatically improves safety and reduces emergency response times by minimizing intersection delays. Opticom can also be expanded to support public transit signal priority in the future. Incorporating this system at the SR 2/Larrison Blvd. intersection aligns with national best practices and advances both public and responder safety. (Olive-Hudson Fire Dept.)
10. Align the road along or through previously disturbed and degraded areas and disturb as narrow an area as possible to minimize negative impacts. Avoid tree removal to the greatest extent possible. Plant native hardwood trees to replace the vegetation destroyed during construction. (IDNR DFW)
11. At the proposed site location, the roadway expansion impacting the wooded area on the east side of Larrison Boulevard should be minimized as much as feasible to reduce impacts to this habitat area. (IDNR DFW)
12. Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Riprap may be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to northern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. (IDNR DFW)
13. The new, replacement, or rehabbed structure should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. Upgrading wildlife passage for replacement/rehabilitated structures is recommended whenever possible to improve wildlife/vehicle safety. Where feasible, white-tailed deer passage should be incorporated into replacement structures. (IDNR DFW)
14. Minimum structure dimensions for white-tailed deer passage are 20 feet of width clearance (overall span of the structure) and 8 feet of height clearance measured from the ordinary high-water mark (OHWM). Bank lines must be maintained or restored within structures to allow for wildlife passage above the OHWM. All wildlife passage designs must include a smooth level pathway preferably 3 feet wide but a minimum of 1-2 feet in width composed of natural substrate (soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. The width and location of the wildlife pathway is dependent on the wildlife species using the area. (IDNR

DFW)

15. There are several techniques and materials for incorporating wildlife passage into the design of a crossing structure. Coordination with a Regional Environmental Biologist to address wildlife passage issues before submitting a permit application (if required) is encouraged to avoid delays in the permitting process. The following links are good resources to consider in the design of stream crossing structures to maintain fish and wildlife passage: https://www.fs.usda.gov/ccrc/tool/fishxing-fish-passage-learning-systems https://www.fs.usda.gov/wildlifecrossings/library/index.php https://www.fhwa.dot.gov/clas/ctip/wildlife_crossing_structures/ https://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf (IDNR DFW)
16. If box or pipe culverts are used, the bottoms should be buried to a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the bankful width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width/length) of 0.25; and have stream depth and water velocities during low-flow conditions that are approximate to those in the natural stream channel. (IDNR DFW)
17. Impacts to non-wetland forest of one acre or more in a rural or urban area should be mitigated at a minimum 2:1 ratio based on area of impact. Impacts to non-wetland forest under one acre but at least 0.10 acre in a rural or urban area should be mitigated at a minimum 1:1 ratio based on area of impact. Impacts under 0.10 acre in a rural area typically do not require mitigation or additional plantings beyond seeding and stabilizing disturbed areas, though there are exceptions for high quality habitat sites. Impacts under 0.10 acre in an urban area should be mitigated by replacing each mature tree removed (trees that are 10" diameter-at-breast height (dbh)) with two native trees of 3-gallon stock or larger. Seeding and stabilizing disturbed areas is required regardless of the impact amount and location. (IDNR DFW)
18. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR DFW)
19. Do not excavate in the stream channel beyond the limits identified in the application. Do not excavate below proposed elevations to maintain aquatic organism passage and avoid negative modification of habitat. (IDNR DFW)
20. Use minimum average 6-inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR DFW)
21. The Division of Fish and Wildlife recommends considering a more sustainable approach to stormwater management. A more sustainable approach should aim to rebuild the natural water cycle by using storage techniques (retention basins, constructed wetlands, raingardens, etc.) and recharging groundwater using infiltration techniques (infiltration basins or trenches, pervious pavement, etc.). The following links give a good overview of traditional and sustainable stormwater management systems and their pros and cons for consideration during the design of the proposed project: https://www.epa.gov/greeningepa/epa-facility-stormwater-management; https://www.epa.gov/greeningepa/stormwater-management-practices-epa-facilities. (IDNR DFW)

Attachment 2

Public Involvement Documentation

FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

GENERAL PROJECT INFORMATION

Road No./County:	State Road (SR) 2, Larrison Boulevard (Blvd.), Strawberry Road (Rd.) / St. Joseph County
Designation Number(s):	2401424, 2401505, 2401506
Project Description/Termini:	Intersection Improvement Project at the intersection of SR 2 and Larrison Blvd./Strawberry Rd., 2.5 miles south of United States Route (U.S.) 20

	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
X	**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

Erica Y. Tait Digitally signed by Erica Y. Tait Date: 2026.03.04 09:08:38 -05'00'

FHWA Signature and Date

Drew Passmore February 26, 2026

INDOT ESD Signature and Date

Certification of Public Involvement

Amber Thomas 4/27/2026

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date:

February 26, 2026

Name and Organization of CE/EA Preparer: Carson J. Hoogewerf, Lochmueller Group, Inc.

INDIANA DEPARTMENT OF TRANSPORTATION

LEGAL NOTICE OF PUBLIC HEARING

Des. Nos. 2401424, 2401505, 2401506

Proposed Improvements to State Road 2 at Larrison Boulevard/Strawberry Road in St. Joseph County

The Indiana Department of Transportation (INDOT) will host a public hearing on Monday, March 30, 2026, at New Prairie High School; 5333 N Cougar Rd, New Carlisle, IN 46552 (use north parking lot/Door W6). The purpose of the public hearing is to offer all interested persons an opportunity to comment on current preliminary design plans for the proposed interchange improvement project at S.R. 2 and Larrison Blvd./Strawberry Rd. in St. Joseph County, Indiana. Doors will open at 5:30 PM CT / 6:30 PM ET to view displays and meet the project team, followed by a presentation at 6 PM CT / 7 PM ET and an opportunity for public comment. The display area will remain open following the presentation. Project team members will be available before and after the presentation to answer questions and explain materials.

The project is needed to address expected increases in traffic due to ongoing and planned development in the area, including the Indiana Enterprise Center (IEC), a large industrial development located near the intersection. A recent traffic study shows that without improvements, the intersection is expected to experience significant congestion, longer wait times, and increased safety concerns. The purpose of the project is to improve traffic flow, reduce delays, and enhance safety, while maintaining efficient travel along S.R. 2.

As proposed, the project involves converting the existing two-way stop-controlled intersection to a grade-separated interchange with a design referred to as a diverging diamond. The interchange will include construction of two bridges carrying Larrison Blvd. over S.R. 2, four single-lane interchange ramps, widening of Larrison Blvd. and Strawberry Rd., installation of new traffic signals north and south of S.R. 2, and removal of direct access between Snowberry Rd. and S.R. 2. S.R. 2 will maintain four 12-foot travel lanes with 8- to 10-foot outside shoulders and 4-foot inside shoulders. Stormwater detention basins will be constructed within interchange ramp infields, and drainage structures will be extended or replaced as necessary.

The project will require approximately 54 acres of limited access right-of-way (ROW), 1.4 acres of new permanent ROW, and 0.5 acre of temporary ROW. The project is expected to require the total acquisition of five properties located north of S.R. 2 and east of Larrison Blvd. Environmental considerations include approximately 3 acres of tree clearing, potential water resource impacts, and coordination related to hazardous materials, pipelines, and protected bat species habitat. No pedestrian facilities are currently present within the project area.

The maintenance of traffic (MOT) for the project will be implemented in phases. At least one lane of traffic in each direction on S.R. 2 will be maintained throughout construction. Temporary lane shifts, possible crossovers, and temporary closures or detours of Larrison Blvd. and/or Strawberry Rd. may be required. All traffic control will comply with the Manual on Uniform Traffic Control Devices (MUTCD). Access to properties will be maintained throughout construction. School corporations and emergency services will be notified of closures prior to construction. Construction is anticipated to begin in spring of 2026.

Federal, State, and local funds are proposed to be used for construction of this project. An Environmental Assessment has been prepared in accordance with the National Environmental Policy Act (NEPA). The

environmental document, along with preliminary design plans, will be available to view at the following locations:

- New Carlisle Olive Township Public Library – 408 Bray Street, New Carlisle, IN 46552
- INDOT Northwest District Office – 315 E Boyd Blvd, LaPorte, IN 46350
- INDOT Project Website - bit.ly/SR2LarrisonBlvd

Project materials can be accessed on INDOT's website, including the public hearing presentation. Persons with limited internet access may visit the locations listed above or contact the project team to request project information by mail: Lochmueller Group, Attn: Nicole Minton, 112 West Jefferson Blvd., Suite 500, South Bend, IN 46601, Nicole.Minton@lochgroup.com, (812) 759-4179.

Notice of Livestreamed Public Hearing:

In accordance with Indiana Code 5-14-1.5-2.9, INDOT is offering livestreams of all public hearings. You must register at the following link in order to participate in the livestream bit.ly/SR2LarrisonBlvdHearing. During the hearing, comments from livestream attendees will only be accepted in written electronic format, not verbally. A recording of the livestream will be posted to the INDOT YouTube page after the hearing and will also be linked to the project webpage listed above where project materials are also available. The recording will be available online for at least 90 days.

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during, and for a period of two (2) weeks following the hearing date will be evaluated, considered, and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to Nicole Minton with Lochmueller Group, using the contact information above. **We respectfully request that all comments be submitted by 5:00 PM CT on Tuesday, April 14, 2026.**

With advance notice, INDOT will provide accommodations for persons with disabilities with regards to participation and access to project information as part of the hearing process, including arranging auxiliary aids, interpretation services for the hearing impaired, services for the sight impaired, and other services as needed. In addition, INDOT will provide accommodations for persons of Limited English Proficiency (LEP) requiring auxiliary aids, including language interpretation services and document conversion. Should accommodation be required, please contact Nicole Minton with Lochmueller Group using the contact information above.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1)) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7), states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary," approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021.

USA TODAY CO.

LocaliQ

PO Box 630485 Cincinnati, OH 45263-0485

AFFIDAVIT OF PUBLICATION

Lochmueller Group
3502 Woodview TRCE # 150
Indianapolis IN 46268-3137

STATE OF INDIANA, COUNTY OF ST JOSEPH

The South Bend Tribune, a newspaper printed and published in the county of St Joseph, in the State of Indiana, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspaper in the issue dated:

SBN South Bend Tribune 03/15/2026, 03/22/2026
SBN southbendtribune.com 03/15/2026

and that the fees charged are legal.
Sworn to and subscribed before on 03/22/2026

Legal Clerk

Notary, State of WI, County of Brown

5.15.27

My commission expires

Publication Cost:	$199.20	
Tax Amount:	$0.00	
Payment Cost:	$199.20	
Order No:	12160440	# of Copies:
Customer No:	1332558	0
PO #:	LSBN0476859	

THIS IS NOT AN INVOICE!

Please do not use this form for payment remittance.

NANCY HEYRMAN
Notary Public
State of Wisconsin

Form Prescribed by State Board of Accounts

General Form No. 99P (Rev. 2002)

_____

To: SBN South Bend Tribune

(Government Unit)

_____County, Indiana _____

249 lines, 1.0000 columns wide which equals 249 equivalent lines at $0.40 per line @ 2 days	$199.20
Website Publication	$0.00
Charge for proof(s) of publication	$0.00
TOTAL AMOUNT OF CLAIM	$199.20

Acct #: 1332558

Ad #: 12160440

DATA FOR COMPUTING COST

Width of single column 1.53 in

Number of insertions 2

Size of type 7 point

Claim No. _____ Warrant No. _____

IN FAVOR OF

South Bend Tribune
635 S Lafayette Blvd, Ste 138
South Bend, IN 46601

I have examined the within claim and hereby certify as follows:

That it is in proper form.

That it is duly authenticated as required by law.

That is is based upon statutory authority.

That it is apparently (correct)

(incorrect)

_____

_____

$_____

On Account of Appropriation For

FED ID

83-2810977

Allowed _____, 20_____

In the sum of $_____

_____

I certify that the within claim is true and correct, that the services there-in itemized and for which charge is made were ordered by me and were necessary to the public business.

_____

_____

LEGAL NOTICE OF PUBLIC HEARING
Des Nos. 2401424, 2401565, 2401506
Proposed Improvements to State Road 2 at Larrison Boulevard/Strawberry Road in St. Joseph County
The Indiana Department of Transportation (INDOT) will host a public hearing on Monday, March 30, 2026, at New Prairie High School, 5327 N. Cougar Rd., New Carlisle, IN 46552 (use north parking lot/Door W6). The purpose of the public hearing is to offer all interested persons an opportunity to comment on current preliminary design plans for the proposed interchange improvement project at S.R. 2 and Larrison Blvd./Strawberry Rd. in St. Joseph County, Indiana. Doors will open at 5:30 PM CT / 6:30 PM ET to view displays and meet the project team, followed by a presentation at 6 PM CT / 7 PM ET and an opportunity for public comment. The display area will remain open following the presentation. Project team members will be available before and after the presentation to answer questions and explain materials.
The project is needed to address expected increases in traffic due to ongoing and planned development in the area, including the Indiana Enterprise Center (IEC), a large industrial development located near the intersection. A recent traffic study shows that without improvements, the intersection is expected to experience significant congestion, longer wait times, and increased safety concerns. The purpose of the project is to improve traffic flow, reduce delays, and enhance safety, while maintaining efficient travel along S.R. 2.
As proposed, the project involves converting the existing two-way stop-controlled intersection to a grade-separated interchange with a design referred to as a diverging diamond. The interchange will include construction of two bridges carrying Larrison Blvd. over S.R. 2, four single-lane interchange ramps, widening of Larrison Blvd. and Strawberry Rd., installation of new traffic signals north and south of S.R. 2, and removal of direct access between Snowberry Rd. and S.R. 2. S.R. 2 will maintain four 12-foot travel lanes with 8- to 10-foot outside shoulders and 4-foot inside shoulders. Stormwater detention basins will be constructed within interchange ramp infields, and drainage structures will be extended or replaced as necessary.
The project will require approximately 54 acres of limited access right-of-way (ROW), 1.4 acres of new permanent ROW, and 0.5 acre of temporary ROW. The project is expected to require the total acquisition of five properties located north of S.R. 2 and east of Larrison Blvd. Environmental considerations include approximately 3 acres of tree clearing, potential water resource impacts, and coordination related to hazardous materials, pipelines, and protected bat species habitat. No pedestrian facilities are currently present within the project area.
The maintenance of traffic (MOT) for the project will be implemented in phases. At least one lane of traffic in each direction on S.R. 2 will be maintained throughout construction. Temporary lane shifts, possible crossovers, and temporary closures or detours of Larrison Blvd. and/or Strawberry Rd. may be required. All traffic control will comply with the Manual on Uniform Traffic Control Devices (MUTCD). Access to properties will be maintained throughout construction. School corporations and emergency services will be notified of closures prior to construction. Construction is anticipated to begin in spring of 2028.
Federal, State, and local funds are proposed to be used for construction of this project. An Environmental Assessment has been prepared in accordance with the National Environmental Policy Act (NEPA). The environmental document, along with preliminary design plans, will be available to view at the following locations:
• New Carlisle Olive Township Public Library – 408 Bray Street, New Carlisle, IN 46552
• INDOT Northwest District Office – 315 E. Boyd Blvd, Lafayette, IN 46350
• INDOT Project Website - bit.ly/SR2LarrisonBlvd
Project materials can be accessed on INDOT's website, including the public hearing presentation. Persons with limited internet access may visit the locations listed above or contact the project team to request project information by mail: Lochmueller Group, Attn: Nicole Minton, 112 West Jefferson Blvd., Suite 500, South Bend, IN 46601, Nicole.Minton@lochgroup.com, (812) 759-4179.
Notice of Livestreamed Public Hearing:
In accordance with Indiana Code 5-14-1.5-2.9, INDOT is offering livestreams of all public hearings. You must register at the following link in order to participate in the livestream: bit.ly/SR2LarrisonBlvdHearing. During the hearing, comments from livestream attendees will only be accepted in written electronic format, not verbally. A recording of the livestream will be posted to the INDOT YouTube page after the hearing and will also be linked to the project webpage listed above where project materials are also available. The recording will be available online for at least 90 days.
Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during, and for a period of two (2) weeks following the hearing date will be evaluated, considered, and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to Nicole Minton with Lochmueller Group, using the contact information above. We respectfully request that all comments be submitted by 5:00 PM CT on Tuesday, April 14, 2026.
With advance notice, INDOT will provide accommodations for persons with disabilities with regards to participation and access to project information as part of the hearing process, including arranging auxiliary aids, interpretation services for the hearing impaired, services for the sight impaired, and other services as needed. In addition, INDOT will provide accommodations for persons of Limited English Proficiency (LEP) requiring auxiliary aids, including language interpretation services and document conversion. Should accommodation be required, please contact Nicole Minton with Lochmueller Group using the contact information above.
This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771.111(h)(1) states "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7), states, "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary," approved by the Federal Highway Administration, U.S. Department of Transportation on July 1, 2023.
March 19, 22 2026
LSBNO475815

State Road (SR) 2 at Larrison Blvd./Strawberry Rd. Intersection Improvement Project
INDOT Des. Nos. 2401424 (Lead), 2401505, 2401506
Project Mailing List

FEDERAL AGENCIES								
Name	**Title**	**Attn:**	**Agency/Company**	**Address 1**	**Address 2**	**City**	**State**	**Zip**
Erica Tait & Paige Story	FHWA Environmental Specialists		Federal Highway Administration - Indiana Division	Federal Office Building Room 254	575 North Pennsylvania Street	Indianapolis	Indiana	46204
John Allen	State Conservationist		US Natural Resources Conservation Service	6013 Lakeside Boulevard		Indianapolis	Indiana	46278
			Chicago Regional Office, US Department of Housing and Urban	Metcalfe Federal Building	77 West Jackson Boulevard, Room 2401	Chicago	Illinois	60604
			USEPA Region 5	77 West Jackson Boulevard		Chicago	Illinois	60604
Aaron Damrill	Chief Environmental Resources		US Army Corps of Engineers	Detroit District, Regulatory Michiana Branch	2422 Viridian Drive, Suite #200	South Bend	Indiana	46628

STATE AGENCIES								
Name	**Title**	**Attn:**	**Agency/Company**	**Address 1**	**Address 2**	**City**	**State**	**Zip**
Stewart Michels	Environmental Section Manager		INDOT Laporte District Office					
Mike Yacullo	Project Manager		INDOT Laporte District Office					
			Indiana Dept. of Natural Resources, Division of Fish and Wildlife	402 West Washington St, Room W273		Indianapolis	Indiana	46204
			INDOT Environmental Services	100 N. Senate Ave	ICGn 758-ES	Indianapolis	Indiana	46204
Graham Wrin	Section Chief, Wetlands and Stormwater Program		IDEM Wetlands and Stormwater Programs	100 N. Senate Avenue		Indianapolis	Indiana	46204

State Road (SR) 2 at Larrison Blvd./Strawberry Rd. Intersection Improvement Project
INDOT Des. Nos. 2401424 (Lead), 2401505, 2401506
Project Mailing List

LOCAL AGENCIES

Name	Title	Attn:	Agency/Company	Address 1	Address 2	City	State	Zip
Sky Medors	County Engineer		St. Joseph County Highway Department	227 W. Jefferson Blvd.	7th Floor	South Bend	Indiana	46601
Terry Bush	President		St. Joseph County Economic Development Commission	227 W Jefferson Blvd.	County-City Bldg 11th Floor	South Bend	Indiana	46601
Bill Schalliol	Executive Director of Economic Development		St. Joseph County Redevelopment Commission	227 W Jefferson Blvd.	County-City-Bldg 11th Floor	South Bend	Indiana	46601
		St. Joseph County Drainage Board	St. Joseph County Drainage Board	227 W Jefferson Blvd.	County-City Bldg, Suite 732	County-City Bldg, Suite 732	Indiana	46601
Derek Dieter	County Surveyor		County Surveyor's Office	227 W Jefferson Blvd.	County-City Bldg, Suite 732	County-City Bldg, Suite 732	Indiana	46601
Carl H. Baxmeyer	President/District 1 Comissioner		St. Joseph County Board of Commissioners	227 W Jefferson Blvd.		South Bend	Indiana	46601
Rafael Morton	District 2 Commissioner		St. Joseph County Board of Commissioners	227 W Jefferson Blvd.		South Bend	Indiana	46601
Tony Hazen	District 3 Commissioner		St. Joseph County Board of Commissioners	227 W Jefferson Blvd.		South Bend	Indiana	46601
Joseph Thomas	County Countil District A		St. Joseph County Council	227 W Jefferson Blvd.	Suitee 411	South Bend	Indiana	46601
Will Miller	Olive Township Trustee		St. Joseph County Township Trustees	102 Arch St.	PO Box 214	New Carlisle	Indiana	46552
Al "Buddy" Kirsits	Emergency Management Agency Director		St. Joseph County Emergency Management Agency	125 S. Lafayette Blvd	Floor 1	South Bend	Indiana	46601
			St. Joseph County 911	58266 Downey Ave		Mishawaka	Indiana	46544
William Redman	Sheriff		St. Joseph County Sheriff Department	401 W Sample Street		South Bend	Indiana	46601
Steve Slauson	Executive Director		St. Joseph County Parks and Recreation Department	50651 Laureal St		South Bend	Indiana	46601
			Michiana Area Council of Governments (MACOG) MPO	227 W Jefferson Blvd.		South Bend	Indiana	46601
John McMillen	EMS Coordinator		South Bend Memorial Hospital	615 N. Michigan St		South Bend	Indiana	46601
Lory Samford	Transportation Director		New Prairie United School Corporation	5327 N Cougar Rd		New Carlisle	Indiana	46552
Josh Schweizer	EMS Chief		New Carlisle Emergency Medical Services Department	204 E Michigan St	PO Box 89	New Carlisle	Indiana	46552
Robert Middlebrook	Fire Chief		New Carlisle, Olive-Hudson Fire Department	204 E Michigan St	PO Box 89	New Carlisle	Indiana	46552
Randy James	Floodplain Administrator		St. Joseph County	227 W Jefferson Blvd.		South Bend	Indiana	46601
			MS4 Coordinator	227 W Jefferson Blvd.	County-City Bldg. Room 732	South Bend	Indiana	46601
Jeff Rea	President and CEO		South Bend Regional Chamb	101 N. Michigan St.	Suite 300	South Bend	Indiana	46601
Marcy Kauffman	President		New Carlisle Town Council			New Carlisle	Indiana	46552

LOCAL ELECTED OFFICIALS

Name	Title	Attn:	Agency/Company	Address 1	Address 2	City	State	Zip
David Niezgodski	State Senator			200 W. Washington St.		Indianapolis	Indiana	46204
Maureen Bauer	State Represenative			200 W. Washington St.		Indianapolis	Indiana	46204
Rudy Yakym	Congressional Legislator			2410 Grape Road Suite 2A		Mishawaka	Indiana	46545
Todd Young	Congressional Legislator			251 North Illinois Street Suite 120		Indianapolis	Indiana	46204
Jim Banks	Congressional Legislator			1300 S Harrison St		Fort Wayne	Indiana	46802

ADJACENT PROPERTY OWNERS								
Name	**Title**	**Attn:**	**Agency/Company**	**Owner Address 1**	**Owner Address 2**	**City**	**State**	**Zip**
General Motors LLC				1233 WEST LOOP S, STE 1500		HOUSTON	Texas	77027-9108
SR 2 Ecodev LLC				30500 STATE ROAD 2		NEW CARLISLE	Indiana	46552-9607
Leona Doms				30294 STATE ROAD 2		NEW CARLISLE	Indiana	46552
Craig Alan				27375 EARLY RD		SOUTH BEND	Indiana	46628
Travis L Wallen				30441 STATE ROAD 2		NEW CARLISLE	Indiana	46552
Stanley J Michalski				30533 STATE ROAD 2		NEW CARLISLE	Indiana	46552
Jaqueline L Holler				30587 STATE ROAD 2		NEW CARLISLE	Indiana	46552
Mott Johm Living Trust				30637 STATE RD 2		NEW CARLISLE	Indiana	46552
Marcel P Coorman				30121 HURD ROAD		NEW CARLISLE	Indiana	46552-9612
Kenneth Sebasty JR				27920 US 20		NEW CARLISLE	Indiana	46552
Kenneth E Sebasty				P O BOX 178		NEW CARLISLE	Indiana	46552
Judy Meyer				30551 FILLMORE RD		NEW CARLISLE	Indiana	46552
William Gallion				5 Monte Vista Cr		CANDLER	orth Carolir	28715-9443
Todd Kaminski				29280 FILMORE RD		NEW CARLISLE	Indiana	46552

State Road 2 at Larrison Boulevard Intersection Improvement Project

INDOT Des. Nos. 2401424, 2401505, 2401506

Public Hearing – Monday, March 30, 2026 – New Prairie High School – New Carlisle, IN

Public Officials Sign-In Sheet

The sign-in sheets were made available for voluntary use by all attendees at the public hearing. Despite its title, those signing in below reflect general public attendance.

Name	Address	Email	Office
Jerry Wordeman	59705 Strawberry Rd North Liberty IN		
John C. Miller	528 West Elm NC In. 46552		
Bob Nowczynski	26440 Sandpiper Ct S.B. 46619		
David Niezgodski	4042 Scenic Drive So Bend		
Joe THOMAS	24538 rolling OA S.B. 46628		
Nick Oudhoff	WSBT 22		
Jessica Velez	South Bend Indiana		
Theresa Rybicki	30163 Grant Rd N.C 46550		
S. D. Humbarger	Hurd Road New Carlisle 46552		
Mary Countryman	52959 Timothy 46552		
Bob Humbarger	29987 Hurd Road		
Dan Gruso	325 Compton St. N.C.		

State Road 2 at Larrison Boulevard Intersection Improvement Project

INDOT Des. Nos. 2401424, 2401505, 2401506

Public Hearing – Monday, March 30, 2026 – New Prairie High School – New Carlisle, IN

Public Officials Sign-In Sheet

The sign-in sheets were made available for voluntary use by all attendees at the public hearing. Despite its title, those signing in below reflect general public attendance.

Name	Address	Email	Office
Bill Jasinski	57251 Poppy Rd SB IN		
Dave Barrick	715 N 229 W Valpo	[redacted]	
Jake Dammarell	8488 Georgia St Ste Q, Merrillville		
Lynn Bauer	1002 N. Halstead Dr LaPorte		
Caitlin Stover	227 W. Jefferson Blvd		
Ryan Cassidy	2422 Virginia St. Suit 200 SB		
Jessica Clark	112 W Jefferson Suite 500		

State Road 2 at Larrison Boulevard Intersection Improvement Project

INDOT Des. Nos. 2401424, 2401505, 2401506

Public Hearing – Monday, March 30, 2026 – New Prairie High School – New Carlisle, IN

Public Officials Sign-In Sheet

The sign-in sheets were made available for voluntary use by all attendees at the public hearing. Despite its title, those signing in below reflect general public attendance.

Name	Address	Email	Office
Steve Holifield	6782 E. 100 S. Mill Creek, IN 46365	[redacted]	County LaPorte Commissioner

State Road 2 at Larrison Boulevard Intersection Improvement Project

INDOT Des. Nos. 2401424, 2401505, 2401506

Public Hearing – Monday, March 30, 2026 – New Prairie High School – New Carlisle, IN

Public Officials Sign-In Sheet

The sign-in sheets were made available for voluntary use by all attendees at the public hearing. Despite its title, those signing in below reflect general public attendance.

Name	Address	Email	Office
TERRY OBRIEN	739 N FRANCES SB	[redacted]	
Bill Schrallhol	227 W Jefferson SB (1200) SB, IN 46601		
Phil Garrett	420 Lincolnway West Mishawaka		
Riley Thompson	55341 Wintergreen, New Carlisle		
Tim Greason	126 W FRONT, NEW CARLISLE		

Public Hearing

State Road 2 at Larrison Boulevard/Strawberry Road
Intersection Improvement
St. Joseph County
March 30, 2026
Des. Nos. 2401424, 2401505, 2401506

1

Presentation Topics

- Submit Public Comments
- Resource Locations
- Hearing Format
- Project Overview
- Existing Conditions
- Purpose and Need
- Environmental Process
- Intersection Types Studied
- Proposed Improvements
- Alternative Delivery Method
- Project Schedule
- Traffic During Construction
- Project Impacts
- PEL Study
- Next Steps
- Project Contacts

2

Submit Public Comments

Public Comment Form mailed to:	Nicole Minton, Lochmueller Group 112 W Jefferson Blvd, Suite 500 South Bend, IN 46601
Via e-mail:	nicole.minton@lochgroup.com
Online:	INDOT4U.com
Webinar:	via the Q and A function

All comments submitted will become part of the public record, and they will be entered into a transcript, reviewed, evaluated, and given full consideration during the decision-making process.

The comment period deadline to have your comment included in the project record is:

April 14, 2026

3

Project Resource Location

- New Carlisle Olive Township Public Library – 408 Bray Street, New Carlisle, IN 46552
- INDOT Northwest District Office – 315 E Boyd Blvd, LaPorte, IN 46350
- INDOT Project Website - bit.ly/SR2LarrisonBlvd

4

Public Hearing Format

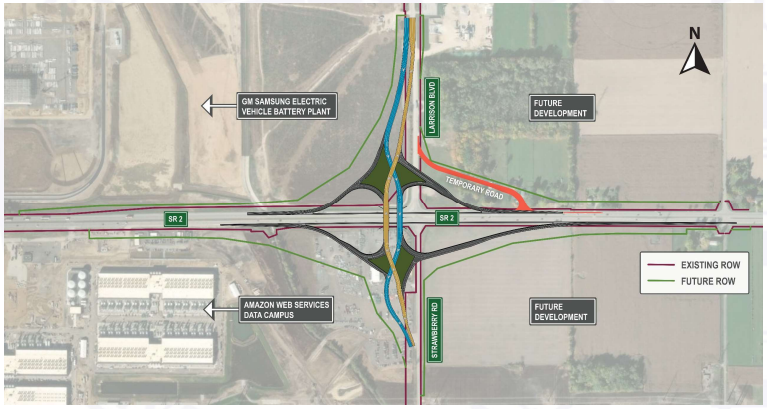
- Discussions with project team not submitted into public record for consideration
- Formal presentation
- Opportunity for verbal public comment
  - Comments transcribed
  - Responses available in environmental document
- Informal open house following comment period

SS1

5

Project Overview

SS1



6

tb2

Existing Conditions

- Capacity Constraints
- S.R. 2 Corridor - 4 Lanes
- Intersecting Roads:
  - Larrison Blvd (north)
  - Strawberry Rd. (south)
- Truck movements are not properly accommodated



7

Project Purpose and Need

The 2024 traffic study showed the existing intersection configuration would result in significant motorist **delay** and **queueing** with the added traffic generated by the IEC.

Traffic forecasts and modeling showed **gridlock** resulting from traffic to be introduced by the proposed development.

8

Project Purpose and Need

Improvements at the intersection of S.R. 2 and Larrison Boulevard are needed to:

- Meet future traffic demands resulting from the ongoing development within the Indiana Enterprise Center (IEC)
- Maintain operational efficiency of the intersection
- Maintain traveler safety through the intersection

9

Environmental Document

- **Environmental Process**
  - Establish purpose and need
  - Develop possible alternatives
    - The "Do Nothing" alternative is a baseline for comparison
  - Evaluate and screen alternatives
  - Identify a preferred alternative
  - Solicit public comment on environmental document and preliminary design plan
  - Address and consider public comment as part of NEPA decision-making process
  - Seek final NEPA decision

10

Design Advancements During Environmental Assessment

What has changed?

- Updated bridge span configuration to improve constructability
- Ramp alignments refined inward, reducing impacts to Niespodziany Ditch
- Maintenance of Traffic (MOT) updated through coordination with nearby developments and stakeholders

Why are these changes occurring?

- Advancements reflect ongoing design optimization by the Progressive Design-Build (PDB) team
- Incorporates stakeholder coordination and real-time construction considerations
- Results in a more efficient design with reduced environmental impacts

11

SS1

NEPA (National Environmental Policy Act)



12

Alternative Analysis

Do Nothing
(Two-way stop control)



Displaced Left Turn



Traditional
Diamond
Interchange



Contraflow
Left Turn



Partial Cloverleaf



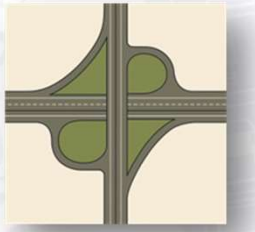
Single Point Urban
Interchange



13

Alternative Analysis

Partial Cloverleaf



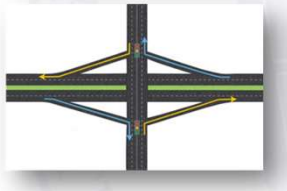
Displaced Left Turn



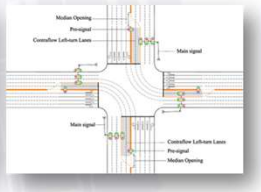
14

Alternative Analysis

Traditional
Diamond Interchange



Contraflow
Left Turn



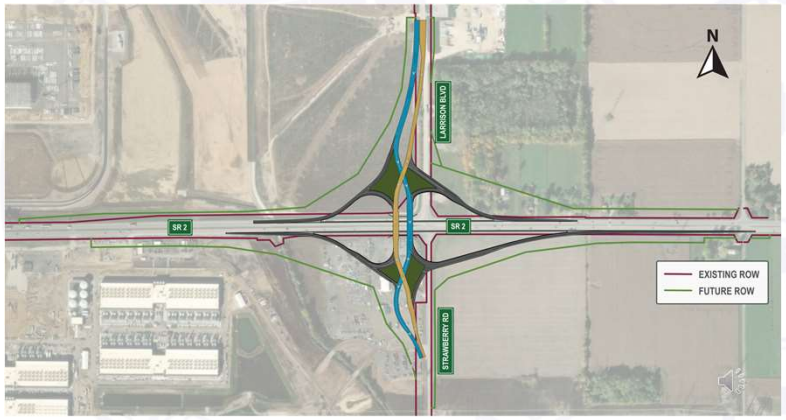
Single Point Urban
Interchange



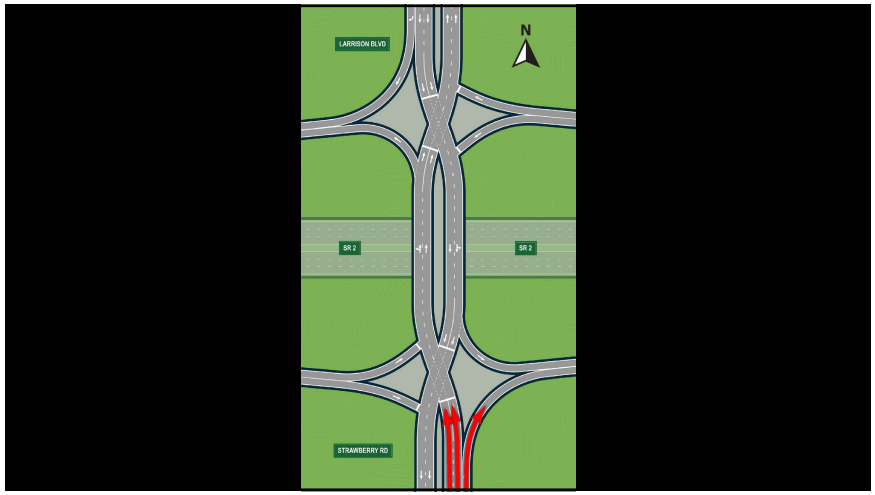
15

SS1

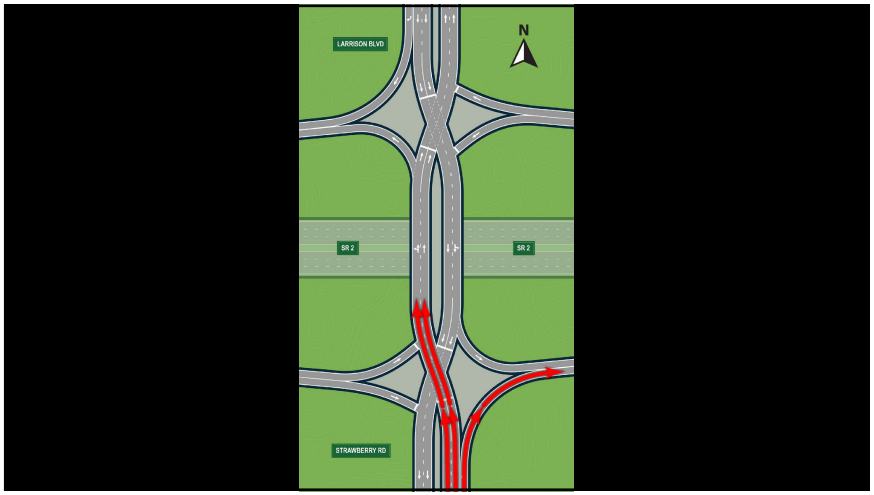
Proposed Improvement



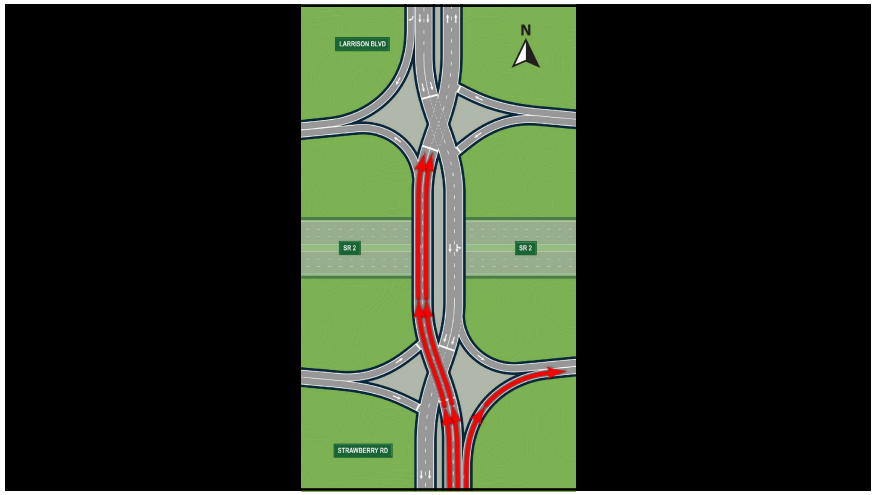
16


LARRISON BLVD
N
SR 2
SR 2
STRAWBERRY RD

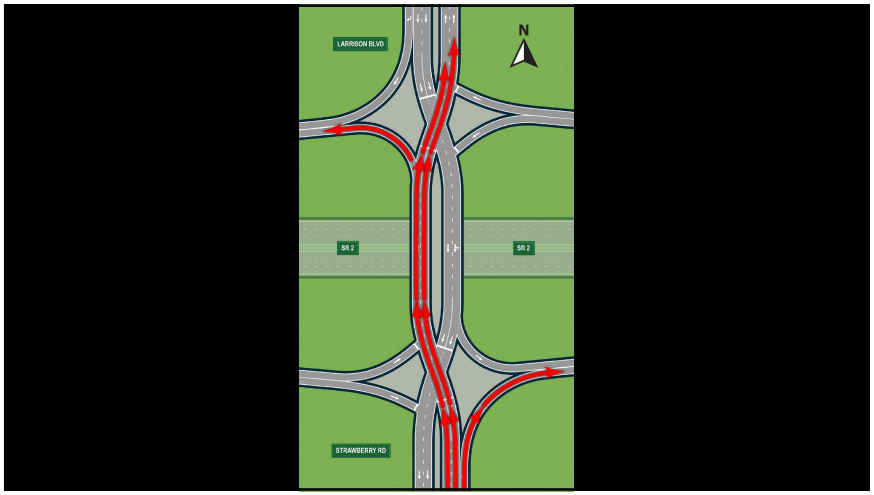
17


LARRISON BLVD
N
SR 2
SR 2
STRAWBERRY RD

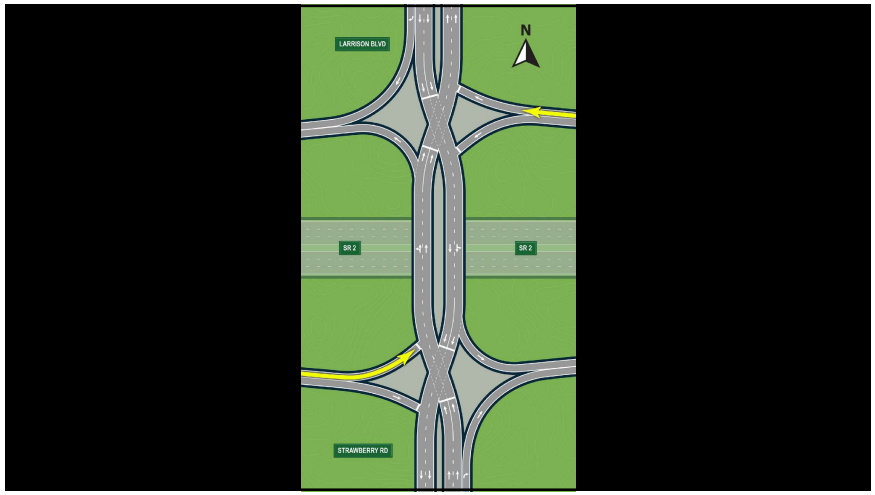
18


LARRISON BLVD
N
SR 2
SR 2
STRAWBERRY RD

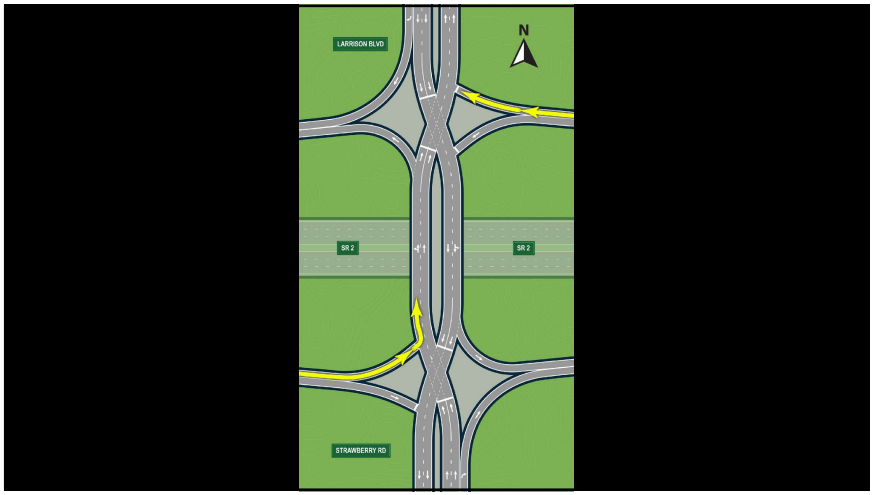
19


LARRISON BLVD
N
SR 2
SR 2
STRAWBERRY RD

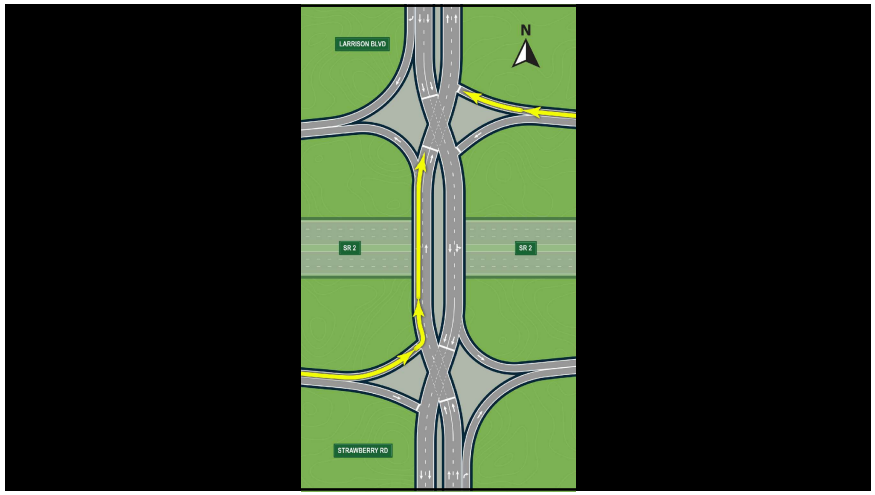
20


LARRISON BLVD
N
SR 2
SR 2
STRAWBERRY RD

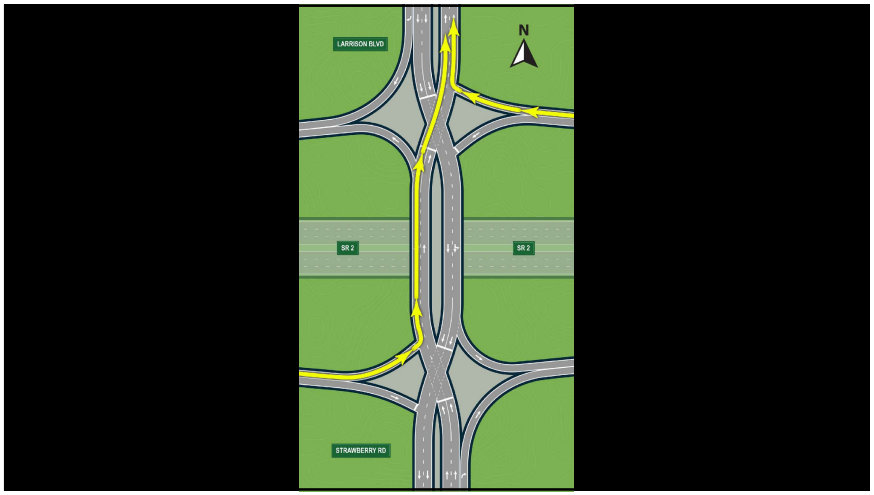
21


LARRISON BLVD
N
SR 2
SR 2
STRAWBERRY RD

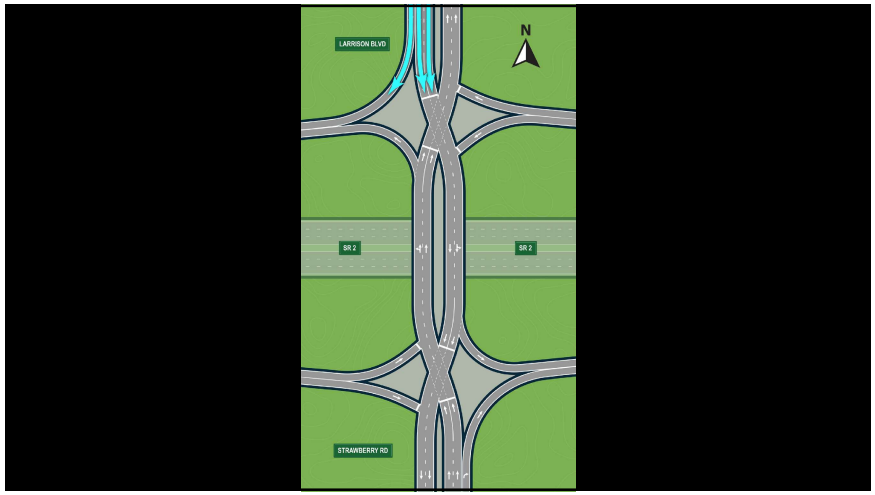
22


LARRISON BLVD
N
SR 2
SR 2
STRAWBERRY RD

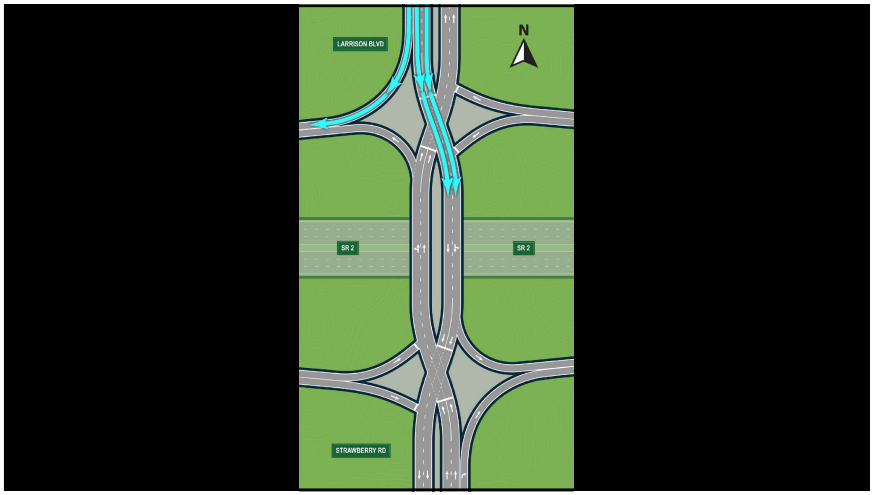
23


LARRISON BLVD
N
SR 2
SR 2
STRAWBERRY RD

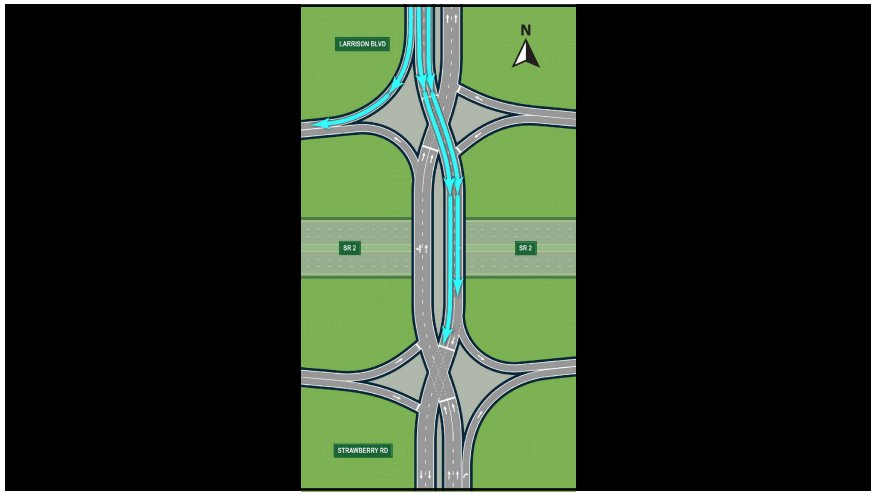
24


LARRISON BLVD
N
SR 2
SR 2
STRAWBERRY RD

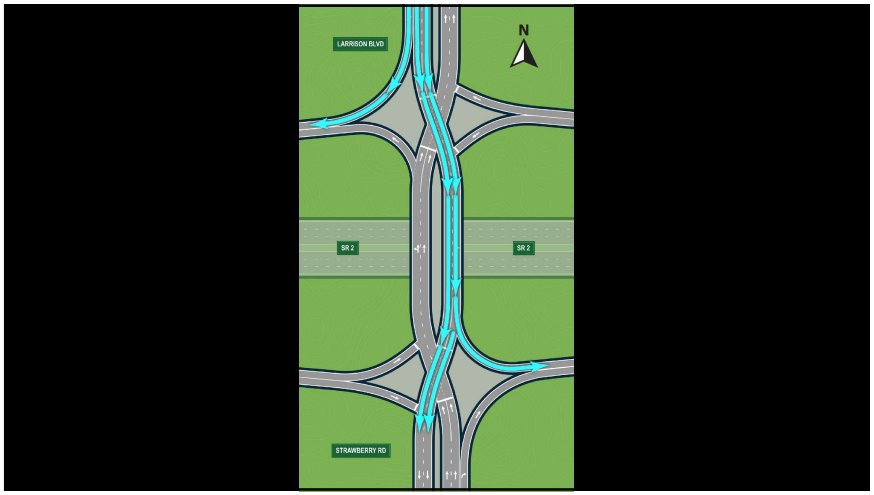
25


LARRISON BLVD
N
SR 2
SR 2
STRAWBERRY RD

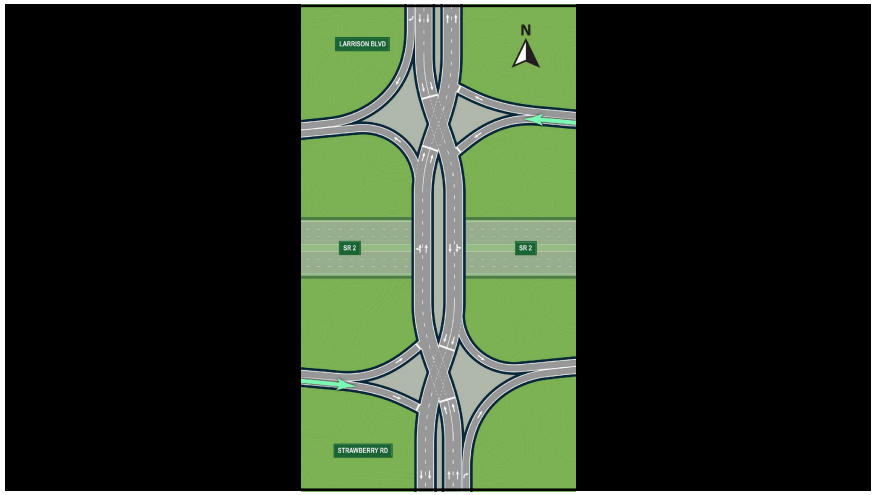
26


LARRISON BLVD
N
SR 2
SR 2
STRAWBERRY RD

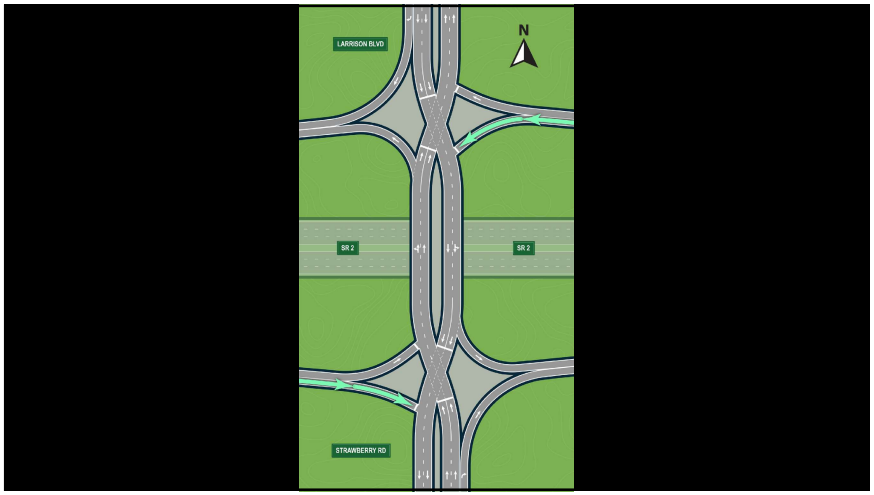
27


LARRISON BLVD
N
SR 2
SR 2
STRAWBERRY RD

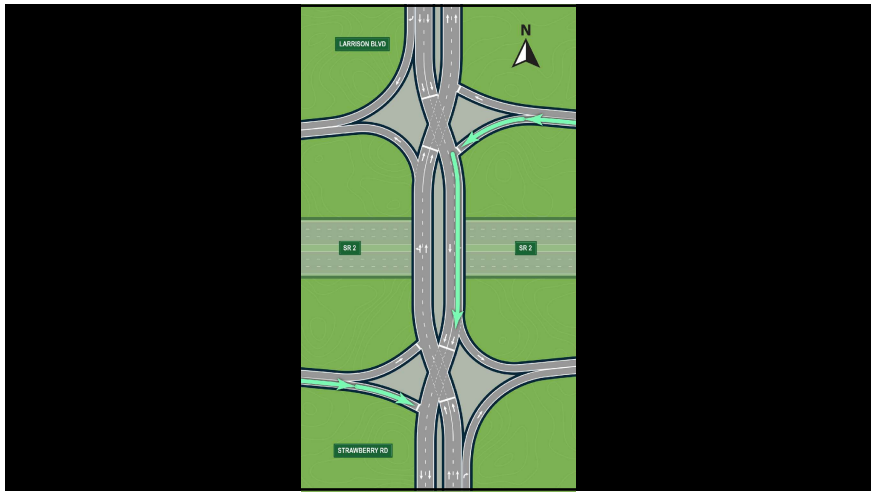
28


LARRISON BLVD
N
SR 2
SR 2
STRAWBERRY RD

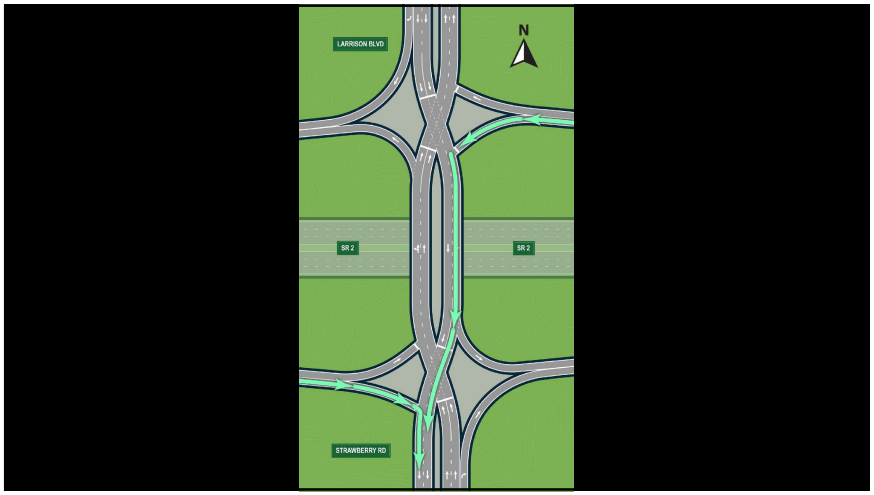
29


LARRISON BLVD
N
SR 2
SR 2
STRAWBERRY RD

30


LARRISON BLVD
N
SR 2
SR 2
STRAWBERRY RD

31


LARRISON BLVD
N
SR 2
SR 2
STRAWBERRY RD

32



33

Alternative Delivery

WHY: Deliver the project sooner while minimizing disruption

HOW: Progressive Design-Build, a collaborative design and construction approach

34

Alternative Delivery

- Contractor has been selected
- Better cost control
- Faster project completion
- More coordination, resulting in fewer surprises and delays

35

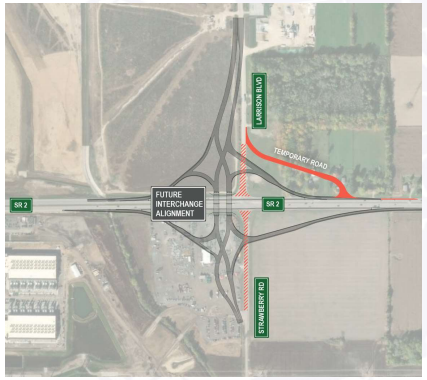
Project Schedule



36

SS1

Maintenance of Traffic (MOT)



- S.R. 2 will remain open throughout construction, with periods of reduced lanes or shifted traffic
- Access to all properties and businesses will be maintained throughout construction
- Access at Larrison Boulevard will be limited to right-in/right-out movements
- Some local roads will be temporarily closed or modified, including Strawberry Road
- Temporary roadways and ramps will be constructed to help maintain traffic flow
- Traffic patterns will change as construction progresses
- Temporary access points to Amazon are under coordination

37

Project Impacts

SS1

- Permanent ROW: 78.52 acres of permanent ROW
- Temporary ROW: 0.27 acre of temporary ROW
- Wetland Impacts: Approximately 0.09 acre
- Streams: Approximately 223 linear feet of Niespodziany Ditch.
- Tree Clearing: Approx. 2.68 acres anticipated
- No impact to bat roosting
- Property Acquisition: Expected acquisition of five properties

38

Historic Properties – Section 106

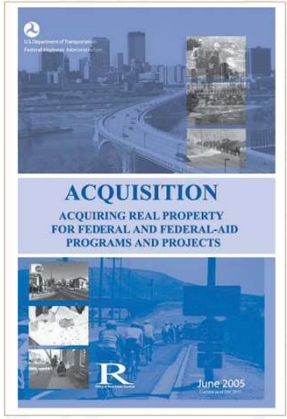
- **Section 106 Complete:** Impacts to historic resources evaluated within APE
- **No Historic Properties:** No NRHP-listed or eligible resources identified
- **Archaeology:** No further work needed; sensitive areas avoided
- **Coordination:** SHPO, tribes, and agencies concurred
- **Finding:** *No Historic Properties Affected*



39

FHWA Acquisition Requirements

- Uniform Act of 1970
  - All federal, state, & Local government must comply
  - Requires offer for just compensation



40

SR 2 PEL Study



41

Next Steps

- Public and project stakeholder input
  - Submit comments via postal mail, e-mail, or phone message
- INDOT review and evaluation
  - All comments are given full consideration during the decision-making process
  - Address comments, finalize and approve the environmental document, and complete the project design
- Communicate a decision
  - INDOT will announce the approval
  - Make project documents accessible
- Questions? Contact the Public Involvement Team cb1

42

cb3

Comments due April 14, 2026

Written Comments

By Email nicole.minton@lochgroup.com

By Mail Nicole Minton, 112 W Jefferson Blvd, Suite 500, South Bend, IN 46601

Website www.INDOT4U.com

Webinar Q and A function

Voice Recorded Message

INDOT Customer Service (855) 463-6848

43

Thank You

44

Welcome to State Road 2 & Larrison Blvd.

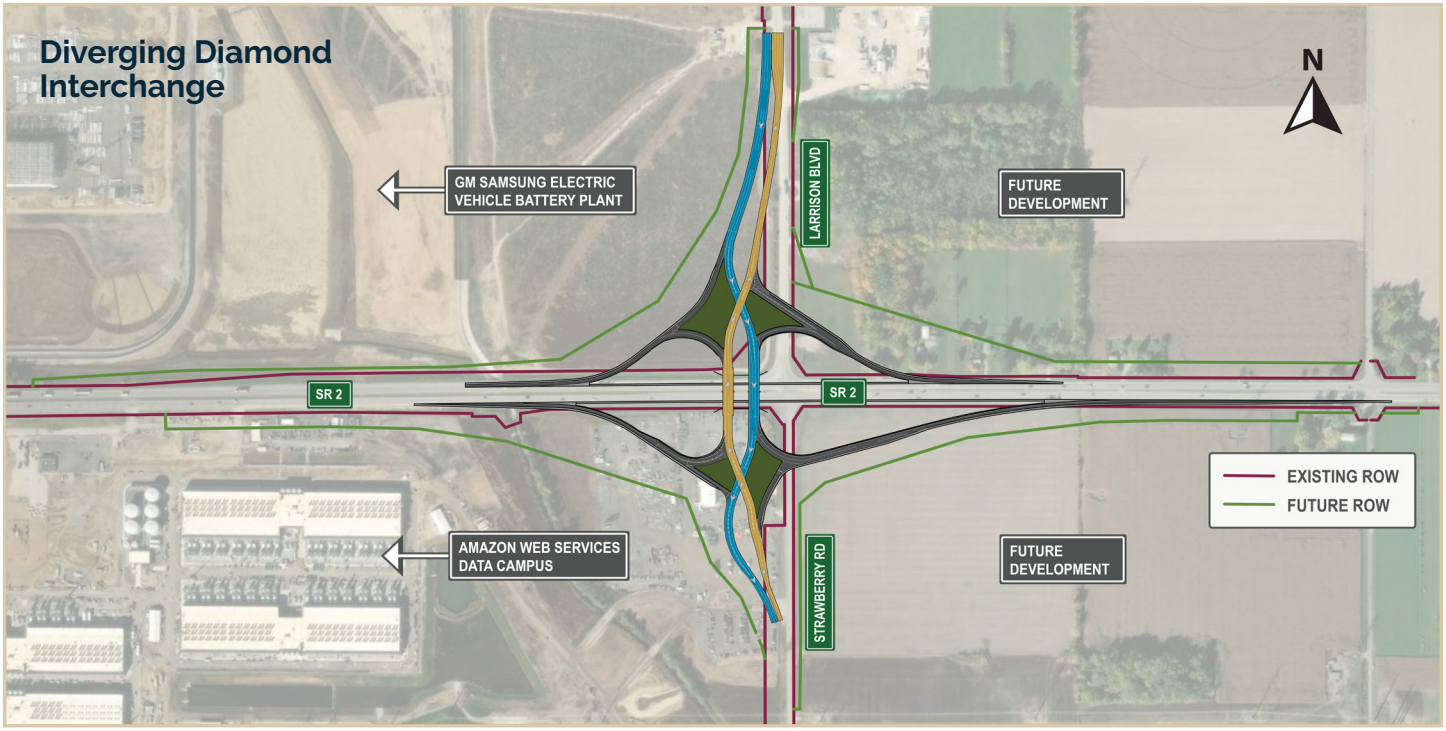
PUBLIC HEARING

DESIGN ADVANCEMENT AND NEXT STEPS

Handout provided to Public Hearing attendees (pg. 1)

March 30, 2026

The project will construct a grade-separated interchange at S.R. 2 and Larrison Boulevard. Since the 2025 Public Information Meeting, the design has advanced and the preferred interchange type—a Diverging Diamond Interchange (DDI)—has been confirmed.



Project Purpose & Need

A 2024 traffic study showed that without improvements, the intersection would experience significant motorist delays and queueing. As development continues, forecasts show gridlock conditions during peak hours with the current intersection configuration.

Recent Project Updates

Preferred Interchange configuration confirmed (DDI)

Design advancements, including minor refinements to geometry

Ongoing coordination with nearby developments

What to Expect During Construction

- S.R. 2 will remain open throughout construction, with periods of reduced lanes or shifted traffic
- Access to all properties and businesses will be maintained throughout construction
- Access at Larrison Boulevard will be limited to right-in/right-out movements
- Some local roads will be temporarily closed or modified, including Strawberry Road
- Temporary roadways and ramps will be constructed to help maintain traffic flow
- Traffic patterns will change as construction progresses
- Temporary access points to Amazon are under coordination

Handout provided to Public Hearing attendees (pg. 2)

Here's how a Diverging Diamond Intersection (DDI) works:

After all options were considered, **a Diverging Diamond Interchange was determined to be the most efficient in handling the anticipated traffic.** The Diverging Diamond Interchange is also the most cost-effective of the grade-separated alternatives.

1. **Drivers briefly shift to the left side of the road as they pass through the interchange.**
2. **This allows for free-flowing left turns onto the highway without waiting at a signal.**
3. **As drivers exit the interchange, they shift back to the right side of the road.**
4. **Signs, signals, and pavement markings guide vehicles safely through the crossing.**

Project Schedule

This project is being delivered through a Progressive Design-Build method, which allows for faster implementation and early contractor involvement.



Progressive Design-Build Method

Why: Deliver the project sooner while minimizing disruption

How: Design and construction advance in parallel and adapt to ongoing coordination.

When: Operational by the end of 2027/Planned completion Spring of 2028

- **Contractor already engaged**
- **Better cost control**
- **Faster project completion**
- **More coordination, resulting in fewer surprises and delays**

Submit written comments to the contact information below by 5:00 PM CT on Tuesday, April 14, 2026.

Nicole Minton
Public Outreach Manager
812-759-4179

112 W Jefferson Blvd., Ste 500,
South Bend, IN 46601
Nicole.Minton@lochgroup.com

Scan code for info

In the Matter Of:

SR 2 and LARRISON INDOT PUBLIC HEARING

Transcript of Public Comments

March 30, 2026

StewartRichardson
DEPOSITION SERVICES

800.869.0873 | www.StewartRichardson.com

REPORTING DRIVEN BY EXCELLENCE – *Since 1975*

INDIANAPOLIS | CARMEL | EVANSVILLE | FORT WAYNE | SOUTH BEND | CHESTERTON

THE INDIANA DEPARTMENT
OF TRANSPORTATION

PUBLIC HEARING REGARDING

STATE ROAD 2 and LARRISON BOULEVARD DESIGN ADVANCEMENT

(Des. Nos. 2401424, 2401505, 2401506)

PROCEEDINGS

The above matter was taken before me, Julie-Samantha Smith, a court reporter and Notary Public in and for the State of Indiana, County of LaPorte, at New Prairie High School, 5333 North Cougar Road, New Carlisle, Indiana, on Monday, March 30, 2026, at 6:00 o'clock p.m. CST.

STEWART RICHARDSON & ASSOCIATES
Registered Professional Reporters
(800) 869-0873

APPEARANCES

FOR INDOT:

Adam Parkhouse, Director of Stakeholder Services
Cassandra Bajek, Public Relations Director

FOR LOCHMUELLER GROUP:

Nicole Minton, Public Outreach Manager
Sam Smith, Public Relations Specialist

SPEAKERS:

Bob Humbarger
Dan Caruso
Mary Countryman
Steve Holifield
Amber Schwartz

MR. PARKHOUSE: With that said, we're going to go ahead and open public comment and we'll start with Mary Countryman.

MS. COUNTRYMAN: Actually, I'd rather not go now because I'm writing more notes.

MR. PARKHOUSE: Okay. I'll come back to you. That's fine.

MS. COUNTRYMAN: Thank you.

MR. PARKHOUSE: And the second person on my list is, I apologize, Bob with a T perhaps.

MR. HUMBARGER: Humbarger.

MR. PARKHOUSE: Okay. If you could state your name and address for us.

MR. HUMBARGER: Bob Humbarger, 29987 Hurd Road, Olive Township.

I don't understand why Snowberry's direct access to State Road 2 needs to be closed. Access to the east could be on to the acceleration line from the diverging diamond. If closed, going New Carlisle from our Strawberry -- or Snowberry property via east to Grant to Tulip would add two miles and four minutes, plus whatever eastern dog bone crossing with State Road 2 east of 2. To go New Carlisle via -- going south to Hurd, then west to Strawberry, then back north to the diverging

diamond would add two and a half miles and five minutes every trip.

Snowberry could also be a location for a presentation and bicycle crossing because you don't have one on the diverging diamond, which is understandable. But one promise of the IEC promotion was the eventual trail system within the IEC and access to the relocated South Shore Station. Without any pedestrian crossing, those of us south of State Road 2 will have to drive to the north side just to walk or bike there. Are you providing any public parking for the north side for this purpose? Is the overflow provision for the storm water detention basins only designed to meet the current code?

In the Midwest, the frequency and severity of the heaviest one percent of days has increased 45 percent, source NCEI. Frequency and severity events are now projected to increase an additional 40 percent by 2070.

The Niespodziany Ditch is already being overtasked from water from Amazon; however, even before Amazon, the torrent of water after extreme rainfall events resulted in many of our crops being flooded. Does your design include future increases

for extreme weather events that are coming? The Niespodziany can't handle all the extra water in those extreme events.

Loss of homes and trees is unconscionable. There is open ground on the south side of State Road 2 opposite the houses on the north. If the diverging diamond were moved just a little south, there would be plenty of room for State Road 2 and exit and acceleration lanes to have curved around these properties. Like so many other losses by people of southern Olive Township caused by the IEC, here again, we the people who live here on the south side are the sacrificial lambs to the State of Indiana and St. Joe County and some of the richest people in the world.

MR. PARKHOUSE: Thank you, sir. Thank you for that comment. Thank you for being here tonight.

I have Dan; if you could state your name and address.

MR. CARUSO: Dan Caruso, 305 Compton Street, New Carlisle.

I don't think it's any secret to most people in here that I am not for this project. I have not been for this project. I think it's unnecessary. And especially now with the news from General

Motors over the weekend that they have pushed -- delayed or probably not -- they're not going to meet the December 31st, 2027, completion date of their project, which impacts -- if they go to -- from battery production to transmission production, which is what my friends in labor tell me is what's happening there, it will take that workforce down from 1,600 to about 250. We have over 5,000 people, construction workers, daily coming in and out of here, daily.

I understand the count -- the study that INDOT did was in 2024. 2024 is when all of us witnessed this nonsense. I mean, nobody knew. Honestly, Mr. Schalliol has been honest about it, that we haven't done any redevelopment for 20, 30, 40 years. Things have just crumbled around here, and this was kind of -- I call us the crash test dummy, and we've been pretty dumb. And I think it would be -- the only thing that this -- at this point, that this intersection would serve would be to lure, attract for the regional chamber of commerce for economic development to bring more industrial sprawl into this rural area to change our community into an industrial madhouse, and we would just lose our way of living.

And I'm glad Mr. Humbarger brought up the trails. The trails are a big deal right now. We're working up around the dinosaur museum, Shirley Heinze Land Trust, trying to tie all this in for people to get out and do recreational things. And as Bob just said, if you live south of 2 in this area, you're not going to be able to get on your pedal bike and pedal up across 2 up to the north area.

I honestly think with what's happened at GM, that this count was taken at the wrong time. Take the count again now. I really think at the most we need a dog bone intersection like in LaPorte County at 2 and 20 right there, that did wonders. I used to live in Rolling Prairie. That did wonders for that intersection; there were wrecks there all the time. It's great now. But just the dog bone.

I know you don't like to use traffic lights, but we have them -- I just drove over to Muncie and going across those roads to and from Muncie, there were traffic lights in 65-mile-an-hour zones everywhere. You stop, you sit, somebody's turning, somebody's turning, you're going straight. You could use traffic lights here. I just don't think -- I think the state could save themselves

50 -- the state would save 31 million, St. Joe County would save 12 million, and Amazon would save 7 million. Save your money. It would be better spent elsewhere. I don't think we need this diverging diamond intersection.

Thank you.

MR. PARKHOUSE: Thank you, Mr. Caruso. Thank you for being here.

Ma'am, please state your name and address.

MS. COUNTRYMAN: Mary Countryman, 52959 Timothy Road, New Carlisle.

A dog bone interchange would be better than a diverging diamond in the following ways: Reducing speeds at ramps; forcing drivers to slow down, lowering injury rates. Studies have shown that dog bone and roundabout designs can reduce accidents as much as 63 percent or more. Accident injuries are lowered as much as 84 percent.

And a dog bone interchange is far less confusing than a DDI. A dog bone wouldn't require electricity, as in traffic lights. There is less lane confusion with a dog bone. I've watched several videos of the DDI and every video I've seen has only clear roads and no snow.

And in the literally hundreds of comments I've

read, the snow on the diverging diamond brings up comments of when snow comes, the lane lines, it's a mess. There are comments of turning left on red being a problem; comments of so many vehicles are unnecessarily stopped, wasting fuel and causing more pollution; multiple comments of traffic being backed up and being at a standstill because of the lights.

A dog bone, like at the 2 and 20 intersection, would prevent traffic standstills. Dog bone roundabouts are better at handling irregular traffic patterns, better than a DDI. A dog bone overpass should slow traffic while keeping it moving with less stop time, compared to the diamond with higher traffic speeds. It goes against our intuitive training of driving that we've all been taught of stay to the right when driving. And the left side just -- the maneuvers are awkward.

A dog bone would force drivers to slow down, acting as a traffic-calming measure. If safety is important, a diverging diamond may reduce accidents by 50 percent and a study of the dog bone interchange in Carmel, Indiana, showed an 84 percent reduction in injury crashes and a 63 percent reduction in crashes overall.

The GM battery plant traffic should not be a consideration as GM authority, per their website, quote "GM, Samsung SDI Battery Plant No Longer Has an Opening Target Date," end quote.

The DDIs are designed to manage speed and guide passenger cars, but they're difficult for heavy trucks and oversized loads to navigate. Designs most often include concrete barriers and lighting to produce sight lines for navigating, especially at night. And I'm curious on the cost of this. And I'll repeat what he has already said: The two-year-old traffic study that was done when GM was actively doing their construction.

And how many stoplights are there? I'm looking at the little diagram that you guys had up there and the stoplights. I'm thinking: Geez, how many people are going to be running stoplights at that, especially in the wintertime when people start sliding through the intersections. Those look like really close intersections, they're like they're just accidents waiting to happen.

The reduced lanes shifted during construction means more accidents, more traffic will shift to Highway 20 going through downtown New Carlisle, and those of us that either live near the downtown or

we go into New Carlisle often, it's awful. With the construction on 2, it's awful. And I just fear that more kids are going to get killed going across Michigan Street, or otherwise known as 20.

Future development is being acquired by St. Joe County was what I was told out in the other room, and it was on that map. How has this property -- has this property already been rezoned? Is this property already going through the proper processes, the steps required for rezoning? Or are these properties and those plans for them already a done deal?

Is this a done deal? Is this whole diamond -- diverging diamond, is this a done deal? Because people are speaking up, but is it an already done deal? Because you already had -- did I understand that correctly, there's already contractors for this? Is that...

MR. PARKHOUSE: So there's what we call an alternative delivery method, but -- so, yes, there's a contractor, but the final design is not finalized yet, not as of -- we have to -- the public hearing has to come before that and the feedback.

MS. COUNTRYMAN: Like I said, the land,

it's -- well, I was told that: Well, that's future development that's going to happen. I said: Well, who says that? That hasn't gone through any rezoning, not that I seen; maybe I missed it. But it's just -- there's too much guessing on future development and nothing is guaranteed. The GM Battery Plant is already an example of that.

And I agree with Mr. Caruso, a dog bone is a better idea for this, it's better suited. You wouldn't need traffic lights. What happens when the lights go out? Half the people driving can't understand when the traffic lights go out and there's a four-way stop and the lights are flashing, so many people are trying to -- they can't even handle that. They don't understand the first person to your right, they don't understand that. So with all those extra intersections in there, if the lights go out, what's happening then? It looks like it would be a mess to plow. I cannot imagine that for drivers.

Thank you.

MR. PARKHOUSE: Thank you, ma'am.

That was the end of the everyone that signed up to speak. I'll open it up to the floor now just by show of hands if somebody wold also like to make

a comment. Start with the gentleman in the back.

Again, as loud as you can for our court reporter.

MR. HOLIFIELD: LaPorte County Commissioner, President Steve Holifield, 6782 East 100 South, Mill Creek. I've been following this project since the start because this will affect our county next door. I'm a firm believer of preservation of farmland. Some of these people here that -- the dog bone would be a smaller footprint, and I hope you guys will consider something like that, especially now that GM is not going to be around. And apparently it's going to lose, what, 1,400 jobs out of that apparently is what's coming through, from what I hear.

So I would just like to hope that you guys consider other alternative interchanges to conserve some more farmland.

MR. PARKHOUSE: Thank you. Thank you for being here tonight.

Anybody else?

Yes. If you can rise.

CITIZEN: Well, just real quick. I don't -- from my understanding, I don't think that GM has said they're just stopping and that whole -- you

know, from however many jobs going down dramatically, I don't think that that has been determined at this point. I mean, just for the record.

MR. PARKHOUSE: Sure. Thank you.

Anybody else like to make a public comment at this time? Again, pointing out that if you don't make a comment here tonight, and you wish to, all the other ways we talked about, you can submit via e-mail, or we have comment forms also.

MS. SCHWARTZ: My name is Amber Schwartz, 29199 Johnson Road, Olive Township.

So obviously something needs to be done. I am a mom of eight kids who go to New Prairie. There is no safe way to get our kids, driving, to cross the highway currently, unless they go into LaPorte County to the dog bone. Currently, we have school buses not picking up students on the highway because it is so dangerous.

My question is: While this -- all this construction is taking place, where are we rerouting all the traffic to? Because the Amazon workers currently use the back roads like they are highways. It is insanely dangerous. For years people have dumped their stray animals out here on

our roads, and they've become farm cats and we have an overpopulation issue out here anyway, and now they're just roadkill constantly.

So I would love to know where all of this extra traffic is going to go, because they're going to try and bypass all of the lane closures on 2. How are our students going to get to school safely with all these lane closures? Last year, miserable. I've got an 18-year-old that, you know, learned to drive last year. I've got a 16-year-old this year, 15-year-old and a 14-year-old. So the entire duration of this project, are we rerouting through LaPorte County? Are we going to be notified when the roads are closed?

I feel like there's so many unanswered questions, and while we do need to do something, add either a dog bone or DDI, whatever it is, I feel like the public needs to know more about what is going to be going on on our back roads and how we are going to prevent the optional use of stop signs south of Highway 2 for the Amazon workers that are currently not being patrolled very heavily at all. Instead of policing the drivers that are hitting 70/80 miles an hour down Tulip Road, we dropped the speed limit. Dropped the speed limit,

don't patrol it, but we dropped the speed limit because that made them listen and they go so much slower. That was not -- that was facetious.

So I would love to know the plan outside of how we're going to safely get across the highway. And I would like to see more forethought from INDOT, St. Joe County because, in my opinion, all of this should have been thought through before Amazon was allowed to start building. It is absolutely insane. I can tell how well the roads are during the winter by how fast the Amazon traffic goes past my house.

It is -- you know, if there's fog, if there's snow, if there's ice -- and there's some other great points: Snow removal, our area loses power more than any other area that I've ever lived in, our area loses power. So lights across the highway, I feel like that's an important thing.

But other than that, yeah, I would like to see more of a forethought to how we're going to reroute this traffic that is coming on these smaller roads. If you've driven down Strawberry -- anybody who's driven down Strawberry knows that road can't handle a two-lane truck route coming towards the south. It's just -- it's not even feasible right now. So

I would love to see what the plans are for everything south of the highway where we're diverting this traffic, or north of the highway where they're diverting on 20. I feel those are really important questions to answer -- not to me, but really important questions to answer and divulge to the public about how we're going to handle all of this and future projects that plan to come to St. Joe County.

MR. PARKHOUSE: Thank you. Great comments. Thank you for being here tonight.

Anybody else like to make a comment at this time?

Okay. Like I said, if you walk out of here and you think of something that you wish you said, there's other avenues available: E-mail, we have comment forms -- comment box, so feel free to take advantage of that.

Again, the project team, basically anybody wearing a name tag, will be available here as long as you need to, either in this room or out where we started the day, out in the little cafeteria area where we have the tarp, so feel free to go out there or what have you.

Again, thank you so much for being here

tonight. Again, you taking time out of your schedule, we greatly appreciate it. We appreciate the feedback. And have a good night, everybody.

(The proceedings concluded at 6:44 p.m. CST.)

STATE OF INDIANA

COUNTY OF LaPORTE

I, Julie-Samantha Smith, a Notary Public and court reporter in and for said county and state, do hereby certify that the foregoing matter was taken down in stenograph notes and afterwards reduced to typewriting under my direction; and that the typewritten transcript is a true record of the testimony given by said deponent;

I do further certify that I am a disinterested person in this case of action; that I am not a relative of the attorneys for any of the parties.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal this 10th day of April, 2026.

Julie-Stm. Smith

NOTARY PUBLIC SEAL INDIANA

Julie-Samantha Smith
NOTARY PUBLIC SEAL
STATE OF INDIANA
Commission No. NP0719954
My Commission Expires April 24, 2027

My Commission expires: April 24, 2027

JOB NO. 206686

1

1,600 6:8

12 8:2

2

2 3:17,23 4:10 5:6,8 7:7,8,14 9:9 11:2

20 6:15 7:14 9:9 10:24 11:4

2024 6:12

2027 6:3

2070 4:20

250 6:8

29987 3:14

3

30 6:15

305 5:20

31 8:1

31st 6:3

4

40 4:20 6:16

45 4:18

5

5,000 6:8

50 8:1 9:22

52959 8:10

6

63 8:17 9:24

65-mile-an-hour 7:21

7

7 8:3

8

84 8:18 9:23

A

able 7:7

about 6:8,14

acceleration 3:18 5:9

access 3:17 4:8

Accident 8:17

accidents 8:16 9:21 10:21,23

acquired 11:5

across 7:8,20 11:3

acting 9:20

actively 10:13

Actually 3:4

add 3:21 4:1

additional 4:19

address 3:13 5:19 8:9

after 4:23

again 5:12 7:12

against 9:15

agree 12:8

ahead 3:2

all 5:2 6:12 7:4,16 9:16 12:17

already 4:21 10:11 11:8,9,11,15, 16,17 12:7

also 4:3 12:25

alternative 11:20

am 5:23

Amazon 4:22,23 8:2

an 4:19 6:24 9:23 10:4 11:15,19 12:7

and 3:2,9,13,22 4:1,4,8,16,18 5:4, 8,9,14,18,25 6:9,17,18,24 7:1,5,6, 8,14,19,20 8:2,9,16,19,23,24,25 9:5,7,9,17,22,24 10:5,7,8,10,11, 14,16,24 11:2,7,11,23 12:6,8,12, 13

any 4:9,12 5:22 6:15 12:3

apologize 3:10

are 4:11,19 5:1,13 7:2 8:17 9:3,4, 11,18 10:5,14,17 11:3,10,15 12:13,14

area 6:23 7:7,9

around 5:9 6:16 7:3

as 7:6 8:16,17,18,21 9:20 10:2 11:4,22

at 6:19 7:10,11,12,14 8:14 9:7,9, 11 10:10,15,17

attract 6:21

authority 10:2

awful 11:1,2

awkward 9:18

B

back 3:6,25

backed 9:7

barriers 10:8

basins 4:14

battery 6:5 10:1,3 12:7

be 3:17,18 4:3 5:8 6:19,20 7:7 8:3,12 10:1,17 12:19

because 3:5 4:4 9:7 11:14,16

been 5:24 6:14,18 9:16 11:8

before 4:23 11:23

being 4:21,24 5:17 8:8 9:4,6,7 11:5

better 8:3,12 9:11,12 12:9

bicycle 4:4

big 7:2

bike 4:11 7:8

Bob 3:10,14 7:6

bone 3:23 7:13,17 8:12,16,19,20, 22 9:9,10,12,19,22 12:8

bring 6:22

brings 9:1

brought 7:1

but 4:6 7:17,19 10:6 11:15,20,21 12:4

by 4:20 5:10,11 9:22 11:5 12:25

C

call 6:17 11:19

can 8:16

can't 5:2 12:11,15

cannot 12:19

Carlisle 3:20,24 5:21 8:11 10:24 11:1

Carmel 9:23

cars 10:6

Caruso 5:20 8:7 12:8

caused 5:11

causing 9:5

chamber 6:21

change 6:23

clear 8:24

close 10:20

closed 3:17,19

code 4:15

come 3:6 11:23

comes 9:2

coming 5:1 6:9

comment 3:2 5:17

comments 8:25 9:2,3,4,6

commerce 6:22

community 6:24

compared 9:14

completion 6:3

Compton 5:20

concrete 10:8

confusing 8:20

confusion 8:22

consideration 10:2

construction 6:9 10:13,22 11:2

contractor 11:21

contractors 11:17

correctly 11:17

cost 10:10

could 3:12,18 4:3 5:18 7:24,25

count 6:11 7:11,12

Countryman 3:3,4,8 8:10 11:25

County 5:14 7:13 8:2 11:6

crash 6:17

crashes 9:24,25

crops 4:24

crossing 3:23 4:4,9

crumbled 6:16

curious 10:10

current 4:15

curved 5:9

D

daily 6:9,10

Dan 5:18,20

date 6:3 10:4

days 4:17

DDI 8:20,23 9:12

DDIS 10:5

deal 7:2 11:12,13,14,16

December 6:3

delayed 6:2

delivery 11:20

design 4:25 11:21

designed 4:14 10:5

designs 8:16 10:8

detention 4:14

development 6:22 11:5 12:2,6

diagram 10:15

diamond 3:19 4:1,5 5:7 8:5,13 9:1,14,21 11:13,14

did 6:12 7:14,15 11:16

difficult 10:6

dinosaur 7:3

direct 3:16

Ditch 4:21

diverging 3:19,25 4:5 5:7 8:5,13 9:1,21 11:14

do 7:5

Does 4:25

dog 3:22 7:13,17 8:12,15,19,20, 22 9:9,10,12,19,22 12:8

doing 10:13

don't 3:16 4:4 5:22 7:18,24 8:4 12:15,16

done 6:15 10:12 11:12,13,14,15

down 6:7 8:14 9:19

downtown 10:24,25

drive 4:10

drivers 8:14 9:19 12:20

driving 9:16,17 12:11

drove 7:19

dumb 6:18

dummy 6:18

during 10:22

E

east 3:18,21,23

eastern 3:22

economic 6:22

either 10:25

electricity 8:21

elsewhere 8:4

end 10:4 12:23

especially 5:25 10:10,18

even 4:22 12:15

events 4:19,24 5:1,3

eventual 4:7

every 4:2 8:23

everyone 12:23

everywhere 7:22
example 12:7
exit 5:9
extra 5:2 12:17
extreme 4:23 5:1,3

F

far 8:19
fear 11:2
feedback 11:24
final 11:21
finalized 11:22
fine 3:7
first 12:16
five 4:1
flashing 12:14
flooded 4:25
floor 12:24
following 8:13
for 3:13 4:3,12,13 5:1,8,16,17,23, 24 6:15,21,22 7:5,15 8:8 10:6,9 11:10,11,17 12:9,20
force 9:19
forcing 8:14
four 3:22
four-way 12:13
frequency 4:16,18
friends 6:6
from 3:19,20 4:22 5:25 6:5,8 7:20
fuel 9:5
future 4:25 11:5 12:1,5

G

Geez 10:16
General 5:25
get 7:5,7 11:3
glad 7:1
GM 7:10 10:1,2,3,13 12:6
go 3:2,4,23 6:4 11:1 12:11,12,18
goes 9:15
going 3:1,19,24 6:2 7:7,20,23 10:17,24 11:3,9 12:2
gone 12:3
Grant 3:21
great 7:17
ground 5:5
guaranteed 12:6
guessing 12:5
guide 10:6
guys 10:15

H

had 10:15 11:16
half 4:1 12:11
handle 5:2 12:15
handling 9:11
hands 12:25
happen 10:21 12:2
happened 7:10
happening 6:7 12:18
happens 12:10
has 4:17 6:14 8:24 10:3,11 11:7, 8,23
hasn't 12:3
have 4:5,10 5:9,18,23 6:1,8,16 7:19 8:15 11:22
haven't 6:15
he 10:11
hearing 11:23
heaviest 4:17
heavy 10:7
Heinze 7:4
here 5:12,17,23 6:10,16 7:24 8:8
higher 9:15
Highway 10:24
homes 5:4
honest 6:14
honestly 6:13 7:10
houses 5:6
how 10:14,16 11:7
however 4:22
Humbarger 3:11,14 7:1
hundreds 8:25
Hurd 3:14,24

I

I'D 3:4
I'LL 3:6 10:11 12:24
I'M 3:5 7:1 10:10,14,16
I'VE 8:22,23,25
idea 12:9
IEC 4:6,8 5:12
if 3:12,19 5:6,18 6:4 7:6 9:20 12:18,25
imagine 12:20
impacts 6:4
important 9:21
in 4:16,24 5:2,15,23 6:6,9,12 7:5, 7,13,15,21 8:13,21,25 9:23,24,25 10:18 11:6 12:17
include 4:25 10:8
increase 4:19
increased 4:17
increases 4:25
Indiana 5:14 9:23
INDOT 6:11
industrial 6:23,24
injuries 8:17
injury 8:15 9:24
interchange 8:12,19 9:23
intersection 6:20 7:13,16 8:5 9:9
intersections 10:19,20 12:17

into 6:23,24 11:1

intuitive 9:16

irregular 9:11

is 3:10 4:5,13,21 5:4,5 6:6,12 8:19,21 9:20 11:5,9,13,14,15,18, 21 12:6,7,8

it 6:7,14,18 8:3 9:13,15 11:7,15 12:4,19,24

it's 5:22,24 7:17 9:2 11:1,2 12:1, 5,9

J

Joe 5:14 8:1 11:6

just 4:11 5:7 6:16,25 7:6,17,19,24 9:18 10:21 11:2 12:5,24

K

keeping 9:13

kids 11:3

killed 11:3

kind 6:17

knew 6:13

know 7:18

known 11:4

L

labor 6:6

lambs 5:13

land 7:4 11:25

lane 8:22 9:2

lanes 5:9 10:22

Laporte 7:13

left 9:3,18

less 8:19,21 9:14

lighting 10:9

lights 7:18,21,24 8:21 9:8 12:10, 11,12,13,18

like 5:10 7:13,18 9:9 10:20 11:25 12:19,25

line 3:18

lines 9:2 10:9

list 3:10

literally 8:25

little 5:7 10:15

live 5:12 7:6,15 10:25

living 6:25

loads 10:7

location 4:3

Longer 10:3

look 10:20

looking 10:15

looks 12:19

lose 6:25

Loss 5:4

losses 5:10

lowered 8:18

lowering 8:15

lure 6:21

M

ma'am 8:9 12:22

madhouse 6:24

make 12:25

manage 10:5

maneuvers 9:18

many 4:24 5:10 9:4 10:14,17 12:14

map 11:7

Mary 3:3 8:10

may 9:21

maybe 12:4

me 6:6

mean 6:13

means 10:23

measure 9:20

meet 4:14 6:3

mess 9:3 12:19

method 11:20

Michigan 11:4

Midwest 4:16

miles 3:22 4:1

million 8:1,2,3

minutes 3:22 4:2

missed 12:4

money 8:3

more 3:5 6:22 8:17 9:6 10:23 11:3

most 5:22 7:12 10:8

Motors 6:1

moved 5:7

moving 9:14

Mr 3:1,6,9,11,12,14 5:16,20 6:14 7:1 8:7 11:19 12:8,22

MS 3:4,8 8:10 11:25

much 8:17,18 12:5

multiple 9:6

Muncie 7:19,20

museum 7:3

my 3:9 6:6

N

name 3:13 5:18 8:9

navigate 10:7

navigating 10:9

NCEI 4:18

near 10:25

need 7:13 8:4 12:10

needs 3:17

New 3:19,24 5:21 8:11 10:24 11:1

news 5:25

Niespodziany 4:21 5:2

night 10:10

no 8:24 10:3

nobody 6:13
nonsense 6:13
north 3:25 4:11,12 5:6 7:9
not 3:4 5:23 6:2 7:7 10:1 11:21,22 12:4
notes 3:5
nothing 12:6
now 3:5 4:19 5:25 7:2,12,17 12:24

O

of 3:23 4:6,9,10,16,17,23,24 5:4, 5,8,11,14 6:3,10,12,17,21,25 7:6 8:23,25 9:2,3,4,6,7,16,17,22 10:11,25 11:22 12:7,23,25
often 10:8 11:1
Okay 3:6,12
Olive 3:15 5:11
on 3:9,18 4:5 5:5,6,12 7:8 9:1,3 10:10 11:2,7 12:5
one 4:5,6,17
only 4:14 6:19 8:24
open 3:2 5:5 12:24
Opening 10:4
opposite 5:6
or 3:20 4:11 6:2 8:17 10:25 11:4, 10
other 5:10 11:6
otherwise 11:4
our 3:20 4:24 6:24,25 9:15
out 6:10 7:5 11:6 12:11,12,18
over 6:1,8 7:19
overall 9:25
overflow 4:13
overpass 9:13
oversized 10:7
overtasked 4:22

P

PARKHOUSE 3:1,6,9,12 5:16 8:7 11:19 12:22
parking 4:12
passenger 10:6
patterns 9:12
pedal 7:8
pedestrian 4:9
people 5:11,12,15,22 6:9 7:5 10:17,18 11:15 12:11,14
per 10:2
percent 4:17,18,20 8:17,18 9:22, 24,25
perhaps 3:10
person 3:9 12:16
plans 11:11
plant 10:1,3 12:7
please 8:9
plenty 5:8
plow 12:19
plus 3:22
point 6:20
pollution 9:6
Prairie 7:15
presentation 4:4
pretty 6:18
prevent 9:10
probably 6:2
problem 9:4
processes 11:10
produce 10:9
production 6:5
project 5:23,24 6:4
projected 4:19
promise 4:6
promotion 4:7
proper 11:9
properties 5:10 11:11
property 3:21 11:8,9
providing 4:12
provision 4:13
public 3:2 4:12 11:23
purpose 4:13
pushed 6:1

Q

quote 10:3,4

R

rainfall 4:24
ramps 8:14
rates 8:15
rather 3:4
read 9:1
really 7:12 10:20
recreational 7:5
red 9:3
redevelopment 6:15
reduce 8:16 9:21
reduced 10:22
Reducing 8:13
reduction 9:24,25
regional 6:21
relocated 4:8
repeat 10:11
require 8:20
required 11:10
resulted 4:24
rezoned 11:8
rezoning 11:10 12:4
richest 5:15
right 7:2,14 9:17 12:16
Road 3:15,17,23 4:10 5:6,8 8:11

roads 7:20 8:24
Rolling 7:15
room 5:8 11:7
roundabout 8:16
roundabouts 9:11
running 10:17
rural 6:23

S

sacrificial 5:13
safety 9:20
said 3:1 7:6 10:11 11:25 12:2
Samsung 10:3
save 7:25 8:1,2,3
says 12:3
Schalliol 6:14
SDI 10:3
second 3:9
secret 5:22
seen 8:23 12:4
serve 6:20
several 8:23
severity 4:16,18
shift 10:23
shifted 10:22
Shirley 7:4
Shore 4:8
should 9:13 10:1
show 12:25
showed 9:23
shown 8:15
side 4:11,12 5:5,13 9:18
sight 10:9
signed 12:23
sir 5:16
sit 7:22
sliding 10:19
slow 8:14 9:13,19
snow 8:24 9:1,2
Snowberry 3:20 4:3
Snowberry's 3:16
so 5:10 9:4 11:19,20 12:14,17
some 5:14
somebody 12:25
somebody's 7:22,23
source 4:18
south 3:24 4:8,10 5:5,7,13 7:6
southern 5:11
speak 12:24
speaking 11:15
speed 10:5
speeds 8:14 9:15
spent 8:4
sprawl 6:23
St 5:14 8:1 11:6
standstill 9:7
standstills 9:10
start 3:2 10:19
state 3:12,17,23 4:10 5:5,8,13,18 7:25 8:1,9
Station 4:9
stay 9:17
steps 11:10
stop 7:22 9:14 12:13
stoplights 10:14,16,17
stopped 9:5
storm 4:14
straight 7:23
Strawberry 3:20,25
Street 5:20 11:4
Studies 8:15
study 6:11 9:22 10:12
suited 12:9
system 4:7

T

take 6:7 7:11
taken 7:11
Target 10:4
taught 9:17
tell 6:6
test 6:17
than 8:12,20 9:12
Thank 3:8 5:16,17 8:6,7 12:21,22
that 3:1 5:1,17,23 6:1,7,11,14,19,20 7:11,14,15,16 8:15 9:16 10:12,15,18,25 11:3,7,17,18,23 12:1,3,4,7,15,17,20,23
that's 3:7 12:1,2
the 3:9,18,19,25 4:5,6,7,8,10,12,13,15,16,17,21,23 5:1,2,5,6,11,12,13,14,15,25 6:1,3,11,17,19,21 7:1,2,3,8,11,12,16,17,25 8:1,13,23,25 9:1,2,7,9,14,17,18,22 10:1,5,10,12,15,16,18,19,22,25 11:2,6,9,10,21,22,23,25 12:6,11,12,13,15,18,23,24
their 6:4 10:2,13
them 7:19 11:11
themselves 7:25
then 3:24,25 12:18
there 4:11 5:5,8 6:7 7:14,16,20 8:21 9:3 10:14,16 12:18
there's 11:17,19,21 12:5,13
these 5:10 11:11
they 6:1,4 12:14,15,16
they're 6:2 10:6,20,21
thing 6:19
things 6:16 7:6
think 5:22,24 6:18 7:10,12,25 8:4
thinking 10:16
this 4:13 5:23,24 6:13,17,19,20,23 7:4,7,11 8:4 10:11 11:7,8,9,13,14,18 12:9

those 4:9 5:3 7:20 10:19,25 11:11 12:17

through 10:19,24 11:9 12:3

tie 7:4

time 7:11,17 9:14

Timothy 8:11

to 3:1,6,17,18,21,23,24,25 4:8,10, 11,14,19 5:9,13,22 6:2,4,5,8,21, 22,23 7:4,5,7,8,15,18,19,20 8:14 9:14,17,19 10:5,7,9,17,21,23 11:3,22,23 12:2,14,16,19,24,25

told 11:6 12:1

tonight 5:17

too 12:5

torrent 4:23

Township 3:15 5:11

traffic 7:18,21,24 8:21 9:6,10,12, 13,15 10:1,12,23 12:10,12

traffic-calming 9:20

trail 4:7

trails 7:2

training 9:16

transmission 6:5

trees 5:4

trip 4:2

trucks 10:7

Trust 7:4

trying 7:4 12:14

Tulip 3:21

turning 7:22,23 9:3

two 3:21 4:1

two-year-old 10:12

U

unconscionable 5:4

understand 3:16 6:11 11:16 12:12,15,16

understandable 4:6

unnecessarily 9:5

unnecessary 5:24

up 7:1,3,8 9:1,7 10:15 11:15 12:24

us 3:13 4:10 6:12,17 10:25

use 7:18,24

used 7:14

V

vehicles 9:4

via 3:21,24

video 8:23

videos 8:23

W

waiting 10:21

walk 4:11

was 4:7 6:12,17 7:11 10:12,13 11:6,7 12:1,23

wasting 9:5

watched 8:22

water 4:14,22,23 5:2

way 6:25

ways 8:13

we 5:12 6:8,14,24 7:12,19 8:4 11:1,19,22

we'll 3:2

we're 3:1 7:3

we've 6:18 9:16

weather 5:1

website 10:2

weekend 6:1

well 12:1,2

were 5:7 7:16,21

west 3:24

what 6:6 10:11 11:6,19 12:10

what's 6:6 7:10 12:18

whatever 3:22

when 6:12 9:2,17 10:12,18 12:10, 12

which 4:5 6:4,6

while 9:13

who 5:12 12:3

whole 11:13

why 3:16

will 4:10 6:7 10:23

wintertime 10:18

with 3:1,3,10,23 5:25 7:10 8:22 9:14,15 11:1 12:8,17

within 4:7

Without 4:9

witnessed 6:12

wold 12:25

wonders 7:14,15

workers 6:9

workforce 6:7

working 7:3

world 5:15

would 3:21 4:1 5:8 6:19,20,25 8:1,2,3,12 9:10,19 12:19

wouldn't 8:20 12:10

wrecks 7:16

writing 3:5

wrong 7:11

Y

years 6:16

yes 11:20

yet 11:22

you 3:6,8,12 4:4,11 5:16,17,18 7:6,18,22,23 8:6,7,8 10:15 11:16 12:9,21,22

you're 7:7,23

your 3:12 4:25 5:18 7:8 8:3,9 12:16

Z

zones 7:21

State Road 2 at Larrison Boulevard Intersection Improvement Project

Des. Nos. 2401424, 2401505, 2401506

Name: Lisa Sult

Full Address: 9451 E 150 North, Mill Creek, IN 46365

Email: [redacted]

Comments

Do you have any questions, comments, or concerns you'd like to share with the project team?

Regarding the SR2 and Larrison/Strawberry intersection: I see the divergent diamond idea is a good idea for traffic turning onto or off of Larrison/Strawberry, but I don't think it solves one of the biggest problems and accident causes regarding vehicles making U-turns on SR2 to enter the Amazon work-site. I drive this route daily straight through and I think this is the main cause for concern. Vehicles do the U-turns at 5 different areas on SR2 and traffic is always backed up along the corridor during morning rush. I originally thought the divergent diamond interchange was going to be the opposite and the bridge/divergent area be along SR2. This would appear to work better for traffic turning into Amazon since they will no longer need to do any U-turns. I think the diamond interchange needs to be re-thought. Something needs to be done down by the Amazon entrance to stop the U-turns. Maybe do a divergent diamond idea there also where traffic changes lanes at that area then switches back?

Also, I've thought for a very long time now that a temporary stoplight at SR2 and Larrison/Strawberry would help the traffic immensely – at least until the interchange is constructed.

I hope I can make it to the meeting that is scheduled. Thank you.

Please place in comments box or mail to Nicole Minton, Lochmueller Group at **112 W Jefferson Blvd., Ste 500, South Bend, IN 4660** or **Nicole.Minton@lochgroup.com**

Comments may also be left via voice recorded message to the INDOT Customer Service Line at **(855) 463-6848**

State Road 2 at Larrison Boulevard Intersection Improvement Project

Des. Nos. 2401424, 2401505, 2401506

Name: **Jeff Rea, President & CEO of the South Bend Regional Chamber**

Full Address: **101 N. Michigan Street, Suite 300, South Bend, IN 46601**

Email: jrea@sbrchamber.com

Comments

Do you have any questions, comments, or concerns you'd like to share with the project team?

I represent the business community and our 1100 member businesses that employ over 60,000 in our region. First, we want to thank INDOT for advancing this top community transportation priority.

For many years, this intersection has caused the business community great concern. The high volume of traffic and the high rate of speed of the vehicles travelling in this corridor has created major safety concerns. Most people in our region would identify it as one of our most dangerous intersections. In particular, the heavy truck traffic on SR 2 and the large number of trucks entering SR 2 from the busy industrial area just north of SR2 at Larrison create many points of conflict.

Now, with the addition of the Synergy Cells Project (GM/Samsung) and the AWS Data Center project, including for the first time development South of SR2, we expect the pointes of conflict to only get worse. Though largely unfamiliar with the diverging diamond concept, we believe it to be a needed improvement that not only will improve the safety of SR2 but also will play a critical role in helping people get on and off of SR 2 safely.

The only concerns we have are about the maintenance of traffic throughout the construction project. We know that it is already on INDOT's radar. Our businesses depend heavily on SR 2 for access for customers and suppliers, and it is a critical link for distributing finished products out to market. We look forward to regular communication from INDOT about changing traffic patterns that could impact businesses in that area, even for a short period of time, so that businesses can plan accordingly.

We're grateful for the partnership on this project between the State of Indiana, St. Joseph County, and the business community and we look forward to seeing the project advance.

Please place in comments box or mail to Nicole Minton, Lochmueller Group
at **112 W Jefferson Blvd., Ste 500, South Bend, IN 4660** or **Nicole.Minton@lochgroup.com**

Comments may also be left via voice recorded message to the INDOT Customer Service Line
at **(855) 463-6848**

Outlook

RE: Larrison/Strawberry & 2

From Nicole Minton <Nicole.Minton@lochgroup.com>
Date Wed 4/1/2026 10:10 AM
To Alison Mynsberge <[redacted]>
Cc Joe Thomas <Jthomas@sjcindiana.com>; Sam Smith <Sam.Smith@lochgroup.com>

Ms. Mynsberge,

We appreciate you taking the time to comment on the S.R. 2 intersection improvement project at Larrison and Strawberry. Your comments will be shared and receive a response in the environmental document.

Best,
Nicole

Nicole Minton
Public Outreach Manager
Lochmueller Group
Direct: 812.759.4179
Mobile: 812.228.9744

From: Alison Mynsberge <[redacted]>
Sent: Tuesday, March 31, 2026 10:54 AM
To: Nicole Minton <Nicole.Minton@lochgroup.com>
Cc: Joe Thomas <Jthomas@sjcindiana.com>
Subject: Larrison/Strawberry & 2

External email

Hi,

There aren't a lot of ways to get from South Bend to New Carlisle. There are cars, bikes, and the South Shore Line. To get from South Bend to Amazon/GM/INTEK/Bendix Woods for work or recreation, only cars and bikes are feasible.

The proposed diverging diamond does nothing to maintain bike access along SR2, even though people DO cycle along that route. Those who do cycle along there risk death, but they do it anyway, whether to stay fit, enjoy fresh air on the way to a particular destination, or because they don't have a car or license.

Supporting bike access would help maintain New Carlisle's small-town feel as a respite from the bigger cities around it.

Destroying bike access would help destroy the community.

This redesign should support bike access, not hurt it further.

Sincerely,

Alison Mynsberge
2633 arrowhead drive
South bend, IN 46628

Outlook

RE: Diverging Diamond intersection - SR2 & Larrison/Strawberry in SJC

From Nicole Minton <Nicole.minton@lochgroup.com>
Date Wed 4/1/2026 10:08 AM
To Ken Cyr [redacted]
Cc Sam Smith <Sam.Smith@lochgroup.com>

Mr. Cyr,

We appreciate you taking the time to comment on the S.R. 2 intersection improvement project at Larrison and Strawberry. Your comments will be shared and receive a response in the environmental document.

Have a good week,
Nicole

Nicole Minton
Public Outreach Manager
Lochmueller Group
Direct: 812.759.4179
Mobile: 812.228.9744

From: Ken Cyr [redacted]
Sent: Tuesday, March 31, 2026 12:44 PM
To: Nicole Minton <Nicole.minton@lochgroup.com>
Subject: Diverging Diamond intersection - SR2 & Larrison/Strawberry in SJC

External email

I'm writing to lend my support for the proposed plan for a Diverging Diamond at SR2 & Larrison/Strawberry in SJC.
While the dogbone intersection sounds good from a high level analysis, I agree the north to south traffic volume would not work well with a dogbone.
Perhaps if the north/south traffic volumes for both intersections compared and publicized it would help explain why a DD is the better option.

I have been commuting to work from South Bend to Michigan City for 14 years and I can say that intersection is one of the most dangerous in the route.
Trucks from the steel plants are attempting to start their load bearing route and have a terrible time finding a gap in traffic.
So since time is money to them, they just dart out into traffic causing panic stops by SR2 traffic.

Since I started my daily commutes to Michigan City I recognized the issue and am looking forward to this solution.

Ken Cyr

From: Nicole Minton <Nicole.Minton@lochgroup.com>
Sent: Wednesday, April 1, 2026 11:54 AM
To: Hunt, Doug <[redacted]
Cc: Sam Smith <Sam.Smith@lochgroup.com>
Subject: RE: SR2 Larrison Divided Diamond

Mr. Hunt,

Your concern, as someone with extensive experience, is valued and noted.

Thank you again,
Nicole

LOCHMUELLER GROUP

Web: http://lochgroup.com

Nicole Minton
Public Outreach Manager
Lochmueller Group
6200 Vogel Road, Evansville, IN 47715
Email: Nicole.Minton@lochgroup.com
Direct: 812.759.4179
Mobile: 812.228.9744

This e-mail message is for the sole use of the intended recipient(s), and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient(s), please contact the sender by reply e-mail and destroy all copies of the original message. Thank you!

From: Hunt, Doug <[redacted]
Sent: Wednesday, April 1, 2026 10:28 AM
To: Nicole Minton <nicole.minton@lochgroup.com>
Cc: Sam Smith <Sam.Smith@lochgroup.com>
Subject: Re: SR2 Larrison Divided Diamond

External email

Thanks for your prompt response Nicole. I am puzzled by what seems to be an inadequate traffic safety/control situation under current construction, etc. activity in the area already.

And, yes, future growth projections that affect traffic projections do need to stand up to third party evaluation. As a lead partner on three major business parks in Indiana, I'm pretty familiar with the role and pace of onsite development as a traffic generating factor.

Doug

Doug Hunt, Partner/Senior Vice President – Development
3454 Douglas Road, Suite 250
South Bend, IN 46635
[redacted]
Connect with Holladay Properties

On 4/1/26, 8:13 AM, "Nicole Minton" <nicole.minton@lochgroup.com> wrote:

Mr. Hunt,

Nor am I a traffic engineer. With that understanding, please share any questions you might have and I will pull in an expert. Also, let me see if I can get a good contact for your inquiry about the anticipated economic growth.

As for challenges with the current conditions, I will share your concerns with district staff, so they are aware of the difficulties you witness. Feedback is helpful as they manage traffic leading up to construction as well as plans for maintaining traffic during construction. Thank you again for sharing your thoughts.

Best,
Nicole

LOCHMUELLER GROUP

Web: http://lochgroup.com

Nicole Minton
Public Outreach Manager
Lochmueller Group
6200 Vogel Road, Evansville, IN 47715
Email: Nicole.Minton@lochgroup.com
Direct: 812.759.4179
Mobile: 812.228.9744

This e-mail message is for the sole use of the intended recipient(s), and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient(s), please contact the sender by reply e-mail and destroy all copies of the original message. Thank you!

From: Hunt, Doug [redacted]
Sent: Wednesday, April 1, 2026 10:01 AM
To: Nicole Minton <nicole.minton@lochgroup.com>
Cc: Sam Smith <Sam.Smith@lochgroup.com>
Subject: Re: SR2 Larrison Divided Diamond

Nicole,
Thank you for your prompt response. Although I am of course not a traffic engineer I will do my best to understand the data.

On a “plain as day” note though, I find it odd that with all of the construction traffic at SR2/Larrison Road, that only a stop sign has been placed on traffic exiting Larrison on to SR2.

In particular, if one wants to make a left hand turn on to eastbound SR2 and, as has been common, an eastbound truck is attempting to make a left hand turn onto Larrison northbound, the driver attempting to exit Larrison can barely see oncoming westbound through traffic.

These to me are immediate traffic safety issues that are more compelling than long term projections, admitting that major infrastructure work takes a long time to plan.

The underlying driving issue for a project of this scope and function is of course the future growth projections for economic activity depending upon this intersection. I would guess that such projections are in the County’s Economic Development Office. I’m sure that such projections reflect the subjective views of County development staff. That information would be very helpful as a basis for traffic projections period by period over the years to come. I would appreciate any referrals you could offer on that request.

In the meantime, I really appreciate your prompt reply. Any further comments on this email would be appreciated.

Doug Hunt

Doug Hunt, Partner/Senior Vice President – Development
3454 Douglas Road, Suite 250
South Bend, IN 46635
[redacted]
Connect with Holladay Properties
On 4/1/26, 6:50 AM, "Nicole Minton" <nicole.minton@lochgroup.com> wrote:

Mr. Hunt,

Thank you for your interest in the S.R. 2 intersection improvement project at Larrison and Strawberry. That information can be found in the project's CE document/Environmental Assessment Form located on the project website. https://www.in.gov/indot/about-indot/central-office/welcome-to-the-laporte-district/laporte-district-projects/sr-2-at-larrison-boulevard-intersection-improvement/

If you scroll to project documents, you'll see it listed as the second bullet. Here is an excerpt of the information. More detailed analysis is available in Appendix I (see exact pages below).

A Traffic Impact Study (TIS) prepared in September 2024 (Appendix I, I196 to I240) evaluated the intersection's performance in the "Horizon Year" of 2037 by applying wide growth rates to current traffic volumes resulting from historical and projected growth along the SR 2 corridor, while also estimating nearby traffic network conditions resulting from a full buildout of the IEC. 2037 was chosen as the horizon year, as it represents the timeframe by which the IEC development will achieve full build-out. It was determined that growth in traffic demand would decrease the intersection's Level of Service (LOS). LOS analyzes roadways and intersections by categorizing traffic flow and assigning a quality rating based on performance measures such as vehicle speed, density, and congestion. LOS assigns grades A through F, with A being the best (free flow traffic) and F being the worst (breakdown in flow/gridlock). Traffic performance of an intersection is also measured by the volume-to-capacity ratio. A volume-to-capacity ratio less than 0.85 signifies good performance, and a value greater than 1.00 indicates the intersection cannot serve the traffic volume. The intersection LOS, delay, volume-to-capacity ratio, and queues are reported for movements at the intersection that are stop or yield controlled during the defined peak hours, including early AM, late AM, and PM. The TIS determined that the proposed development will increase the amount of traffic traveling on Larrison Blvd. through the intersection by more than 20 times, and traffic traveling on SR 2 through the intersection will increase by nearly 2 times when compared to 2023 traffic volumes. The 2023 existing conditions analysis indicates that all movements operate at LOS C or better during the peak hours evaluated. As illustrated in Table 1 below, the introduction of the "2037 Horizon Year" traffic to the existing intersection configuration due to the IEC development results in significant motorist delay and queueing during each of the defined peak hours evaluated. Moreover, the LOS analysis results in computational errors (i.e. beyond the LOS scale, A through F) along the northbound approach (Strawberry Rd.) and the southbound approach (Larrison Blvd.) due to the expected magnitude of the traffic queueing. The volume-to-capacity ratios for all peak hours exceeds 1.00 for the eastbound left turn, northbound approach, and southbound approaches. During the PM peak hour, vehicles turning left from SR 2 to Larrison Blvd. will incur a delay of more than 15 minutes, resulting in queues of up to 1,840 feet on the highway, which will significantly disrupt traffic flow. This amount of delay and queueing results in failed traffic operations and impedes free-flowing traffic along SR 2 in the vicinity of Larrison Boulevard.

Table 1: SR 2 at Larrison Boulevard – Existing and Forecasted Traffic Operations

Intersection & Movements	LOS (Delay, sec) [95th % Queue, ft] <v/c>		
	Early AM Peak Hour	Late AM Peak Hour	PM Peak Hour
2023 Existing Conditions			
Eastbound Left Turn	A (8.4) [<25] <0.05>	B (11.6) [<25] <0.08>	B (14.7) [<25] <0.05>
Westbound Left Turn	-	-	A (8.8) [<25] <0.00>
Northbound Approach	B (10.0) [<25] <0.01>	C (22.1) [<25] <0.04>	C (16.4) [<25] <0.01>
Southbound Approach	B (13.4) [<25] <0.07>	C (21.0) [<25] <0.15>	C (24.9) [<25] <0.21>
2037 Forecasted Conditions (Existing Infrastructure)			
Eastbound Left Turn	F (529.9) [1638] <2.11>	F (361.1) [1,003] <1.72>	F (999.8) [1,840] <3.14>
Westbound Left Turn	A (8.8) [<25] <0.04>	D (27.7) [150] <0.73>	B (11.4) [30] <0.30>
Northbound Approach	Computation Error[1]	Computation Error[1]	Computation Error[1]
Southbound Approach	Computation Error[1]	Computation Error[1]	Computation Error[1]

[1]Excessive delay results in error when calculating results for this movement, but it is assumed to operate at LOS F with a v/c ratio of 1 or greater

The introduction of additional traffic is expected to also decrease intersection safety. Significant safety problems do not exist at the intersection under its current configuration and traffic volumes. However, traffic operations are anticipated to decrease with the introduction of additional traffic through the intersection to the extent that it negatively impacts safety. Crash data for the intersection for 2025, the year in which construction of industrial facilities at the intersection began, is not yet available. Though crash data is not available, failed traffic operations and excessive queueing due to projected additional traffic to the intersection (without improvements) is expected to increase the potential for additional crashes and safety concerns at the intersection.

Please reach out with any questions.

Best,
Nicole

LOCHMUELLER GROUP

Web: http://lochgroup.com

Nicole Minton
Public Outreach Manager
Lochmueller Group
6200 Vogel Road, Evansville, IN 47715
Email: Nicole.Minton@lochgroup.com
Direct: 812.759.4179
Mobile: 812.228.9744

This e-mail message is for the sole use of the intended recipient(s), and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient(s), please contact the sender by reply e-mail and destroy all copies of the original message. Thank you!

From: Hunt, Doug <[redacted]
Sent: Tuesday, March 31, 2026 6:32 PM
To: Nicole Minton <nicole.minton@lochgroup.com>
Subject: SR2 Larrison Divided Diamond

Nicole,
Please provide the traffic projections, numbers and movements over the period of time supporting the pending divided diamond design for the above referenced intersection.
Thanks
Doug Hunt

Doug Hunt, Partner/Senior Vice President – Development
3454 Douglas Road, Suite 250
South Bend, IN 46635
[redacted]
Connect with Holladay Properties

From:	Nicole Minton
To:	roanna hooton
Cc:	C.J. Cunningham; Sam Smith
Subject:	RE: State Road 2 and Larrison
Date:	Thursday, April 2, 2026 1:19:58 PM
Attachments:	image587460.png shield-advisory.png chevron-light.png

Ms. Hooton,

Thank you for sharing your thoughts on the intersection improvements at SR 2 and Larrison/Strawberry. Your feedback will be shared with the project team and included in the environmental document where it will receive a response. We appreciate you taking time to share your feedback.

Best,
Nicole

Nicole Minton

Public Outreach Manager

Lochmueller Group

Direct: 812.759.4179
Mobile: 812.228.9744

From: roanna hooton [redacted]
Sent: Wednesday, April 1, 2026 3:34 PM
To: Nicole Minton <nicole.minton@lochgroup.com>
Subject: State Road 2 and Larrison

External email

I am a long-time resident who lives on State Road 2.

To say that traffic conditions have changed over the years would be an understatement. As residents, we rely on State Road 2 for daily access, yet each day has become increasingly challenging and, at times, frightening. Drivers frequently treat the highway like an expressway, often traveling 20+ mph over the speed limit. Traffic now runs nearly 24 hours a day, and the sound of sirens has become a daily occurrence. Each time I hear them, I find myself checking my phone to make sure it is not a member of my family involved in yet another accident.

While I agree that improvements are needed, I question the scope of the proposed double

diamond interchange. It feels like an overreach, particularly given that GM currently has no plans to reopen in the immediate future. I believe taxpayer dollars could be more effectively spent on increased traffic enforcement or more straightforward solutions such as traffic signals. I understand INDOT has historically opposed installing traffic lights in this area, but conditions have clearly changed, and it may be time to reconsider.

If the double diamond project does move forward, I strongly urge you to **make sure that traffic on State Road 2 remains safe at ALL costs**. This includes:

- Increased patrol and enforcement of speed limits
- Additional and highly visible traffic signage along the corridor
- Measures to prevent unsafe truck U-turns
- Ensuring that residential driveways along State Road 2 are not blocked or made inaccessible

I am deeply concerned that during construction—and even after—residents may struggle to safely enter and exit their own driveways, especially if traffic is maintained in multiple lanes throughout the process.

Many of us feel that our concerns about the safety of State Road 2 are not being fully heard. How many more accidents, injuries, or worse must occur before meaningful and practical changes are made?

Roanna Hooton

32867 State Road 2

From: Nicole Minton <Nicole.Minton@lochgroup.com>
Sent: Friday, April 10, 2026 8:34 AM
To: Daniel Caruso [redacted]
Subject: RE: Diverging Diamond

Mr. Caruso,

Thank you for sharing your thoughts on the improvements to the intersection of SR 2 at Larrison/Strawberry. Your thoughts will be shared with project team and be included in the environmental document where they will receive a response.

Best,
Nicole

LOCHMUELLER GROUP

Web: http://lochgroup.com

Nicole Minton
Public Outreach Manager

Lochmueller Group
6200 Vogel Road, Evansville, IN 47715

Email: Nicole.Minton@lochgroup.com

Direct: 812.759.4179
Mobile: 812.228.9744

This e-mail message is for the sole use of the intended recipient(s), and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient(s), please contact the sender by reply e-mail and destroy all copies of the original message. Thank you!

From: Daniel Caruso [redacted]
Sent: Thursday, April 9, 2026 8:27 PM
To: Nicole Minton <nicole.minton@lochgroup.com>
Subject: Diverging Diamond

External email

Good afternoon, Ms. Minton,

I am writing to enumerate my reasons for opposing the Diverging Diamond Interchange that is being planned for the intersection of SR2 & Larrison Blvd/Strawberry Road in Olive Township, in St. Joseph County (SJC), Indiana.

1. The INDOT traffic study was performed in 2024 during the height of the Amazon Web Services (AWS) and the GM Samsung SDI construction. According to the Director of Economic Development for SJC, Bill Schalliol, more than 5,000 construction and trades workers were in and out of this area each day during daylight hours, and were employed on one of these two projects. By contrast, GM has committed to having 1,600 workers on the roles upon completion of construction in 2028, while AWS has committed to 400 long-term (non-construction-related) jobs over the next 10 years. This number is 40% of the construction and trades workers during the construction of these projects. ***However,*** these 2,000 permanent, full-time workers will be spread across three (3) eight-hour shifts, which means in the worst-case scenario, there will be approximately 1400 employees crossing paths during shift change, 700 coming, and 700 leaving, which is a 72% reduction in the traffic related to these two (2) projects, once the construction phase is completed.

2. With the lack of support for the production of Electric Vehicles from the current administration, and the continued "pause" in construction currently in place at the GM Samsung SDI EVB Plant in SJC, all signs point to a retooling of that facility for vehicle transmission production, much like what occurred at the GM LG EVB site in Toledo, Ohio. While still a living wage job, transmission production is largely automated, and will employ only about 25% of the 1,600 workers initially forecast for the EVB Plant, further reducing the "in and out" traffic during shift change.

3. I believe a "dogbone" interchange, similar to the one at SR2 & US20 in Laporte County, Indiana, would be more than sufficient for servicing the intersection of SR2 & Larrison Blvd/Strawberry Road in SJC, Indiana. It will serve as a traffic calming apparatus, requiring all who use the dogbone to travel south on Strawberry Road, or north on Larrison Blvd., to decelerate to 25 MPH or less to navigate the dogbone, while permitting traffic that intends to continue east or west on SR2 to continue at 60 MPH. Acceleration lanes from the dogbone onto eastbound or westbound SR2 will allow the merging traffic from the dogbone to "fit right in" with the through traffic on eastbound and westbound SR2.

4. I feel that an updated traffic study will prove that a $50M Diverging Diamond Interchange would be an unnecessary waste of money.

5. I also feel that this "overkill" represented by a Diverging Diamond Interchange would be used by the Regional Chamber of Commerce and SJC Economic Development as a reason to bring further industrial sprawl into our rural area. I can hear the Chamber and Economic Development now, saying, "We can't spend $50M on this project and then not recruit more industrial-type traffic and development to take advantage of this wonderful new infrastructure."

Thank you for your consideration of my ideas.

Dan Caruso
305 E. Compton Street
New Carlisle, IN
46552-0642

State Road 2 at Larrison Boulevard Intersection Improvement Project

INDOT Des. Nos. 2401424, 2401505, 2401506

Name: Riley Thompson

Address: 55341 Wintergreen Road, New Carlisle, IN, 46552

Email: [redacted]

Comments

Please share any questions, comments, or concerns with the project team.

My primary concerns are how traffic on St. Road 2 will be diverted to avoid this construction work. I am most worried about the intersection of Timothy Road & 2, in that industrial traffic trying to enter the Indiana Enterprise Center (IEC) will try to short-cut thru the residential area, side roads. We have already had issues with this, so adding to those volumes will be truly catastrophic to our community's ability to function. I also question why this project has to go from "nothing" to "extreme." I would prefer gradual changes, such as stoplights. Additionally, since GM is not committing to an opening date, can this project be moved back so that it does not coincide with Amazon's construction? Note also, Timothy Road leads to areas designated as 'parks & greenspace' and includes wetlands that we need to protect. Thanks for your consideration.

Please place in comments box or mail to Nicole Minton, Lochmueller Group
at **112 W Jefferson Blvd., Ste 500, South Bend, IN 4660** or **Nicole.Minton@lochgroup.com**

Comments may also be left via voice recorded message to the INDOT Customer Service Line
at **(855) 463-6848**

March, 2026

From: Pam Claeys <[redacted]
Sent: Monday, April 6, 2026 10:52 AM
To: Nicole Minton <Nicole.minton@lochgroup.com>
Cc: [redacted]
Subject: Comment: IN 2 and Larrison Interchange

External email

Hello Nicole,

We are writing to comment on the potential 'diverging diamond intersection' currently being considered by our St. Joseph County elected leaders for the intersection of State Road 2 and Larrison Blvd/ Strawberry Road.

Traffic WAS initially crazy along SR2 for several months during the first data center build-out in 2025!! We guess our elected county officials didn't realize this impact until it was too late. They never even thought to plan ahead!

However, traffic has seemed to moderate recently, and this intersection (and State Road 2) has been much less dangerous.

The extremely expensive (and VERY confusing) diverging diamond intersection will be a confusing mess if it gets approved. Trucks will have great difficulty with this as will regular drivers!
It is an accident waiting to happen!!!
AND will be extremely expensive!!

A dog-bone intersection is the better choice. Just drive US-12 in Michigan! Dog-bone intersections are MUCH safer. Traffic moves, and they have less accidents! Michigan's roads have always been better than Indiana roads.

Michigan also removed their overpass at US12 in Niles due to being too expensive to maintain.

We do NOT need an overpass in this plan! Too expensive, too much maintenance, too many ice-related accidents, too much cost!

This diverging diamond is a bad plan!

Indiana should consider MORE dog-bone intersections: safer, easy to maneuver, much less time and cost, incredibly cheaper, and better for the traffic and environment.

Additionally, since the diverging diamond interchange is a unique intersection in our area, most drivers will have great difficulty each time they drive it.

We ask you to reconsider this plan and, instead, consider a dog-bone interchange to improve traffic.

Sincerely,
Your constituents and voters,
Pam Claeys and Daniel Kane
1106 Bellevue Avenue
South Bend, IN 46615
[redacted]

From: Larry Robinson <[redacted]
Sent: Friday, April 3, 2026 9:10 AM
To: Nicole Minton <nicole.minton@lochgroup.com>
Subject: understanding the diverging diamond interchange.

External email

Too many drivers are totally scared of driving on the4 wrong side of the road.

They don't understand that their road is designed to take them in that direction. Some think they are breaking some kind of law.

Tell them the important thing is to follow the channelization, not their instincts, and to obey the signs.

------ Larry Robinson Bloomington IN[redacted]

From: Mary Countryman <[redacted]>
Sent: Saturday, April 11, 2026 10:00:54 AM
To: Nicole Minton <Nicole.Minton@lochgroup.com>
Subject: Diverging Diamond SR 2 New Carlisle

External email

Hello,

I am Against construction of a Diverging Diamond Interchange that is being planned for the intersection of SR2 in Olive Township,(near New Carlisle) in St. Joseph County, Indiana.

- The traffic study numbers for this project were done during the peak of the construction of Amazon Web Services and the GM Battery plant buildings. There is Not the amount of traffic in the area currently.
- A Diverging Diamond would be overkill for what is needed for this area. The cost alone is Not justified.
- Going forward with this overdone project would be another unnecessary project causing more disruption for drivers on not only State Road 2, but on US Hwy 20 and Chicago Trail as traffic shifts away during construction.
- A Dog bog would be a more appropriate solution for this area.
- I can only begin to imagine the issues associated with snow removal for this design, creating more of a traffic hazard.
- Nigh-time driving on a diverging diamond is another negative, requiring more lighting than a Roundabout. If even more lighting is added to this area that will disrupt the natural dark sky adding to more light pollution. Bendix Woods County Park is less than 3 miles away. Birds, insects, and bats are negatively impacted by light pollution. Native Amphibious creatures and Mammals rely on darkness for their survival and breeding rituals. The Federal endangered Indiana Bat is a resident of Bendix Woods. It is common

for this bat to fly 5 miles for its survival and life activities. Adding more lights will contribute to endangering the Indiana Bat.

- Traffic lights are needed for a diverging diamond, requiring electrical structures and more upkeep/ added costs. A Roundabout does not require stoplights.
- The current, most recent St. Joseph County Comprehensive Plan discourages urban sprawl. The plan also speaks of the importance of Farmland Preservation. Installing a diverging diamond will go against these two goals of the St Joseph County Comprehensive Plan as it would encourage even more development. It would make more sense for the State of Indiana to work with the St. Joseph Comprehensive Plan, then to work against it and the 800+ Volunteer County citizens who worked thousands of hours to create this document. It's time the State of Indiana works *with* its citizens rather than against them.
- Indiana Governor Mike Braun stated one of the reasons he was running for Governor was 'to leave the country in better shape than we found it for the next generation.' Braun went on to State 'Hoosier farms feed the world with millions of acres of crops, livestock, poultry,….as Governor I will protect our farms while giving rural communities the tools they need to grow and thrive.' He goes on to mention 'Indiana being the backbone of Indiana' and mentions 'preserving Indianas farming legacy to protect the future of rural communities.' *If* a diverging diamond is allowed to proceed, this will go **against** Governor Brauns own "Freedom and Opportunity Agenda and Agriculture Rural Plan."
- Before this plan moves forward, the Long term goal of the SJC Economic Development Department needs to be publicly acknowledged. Many citizens are concerned this project does indeed encourage more Industrial growth and sprawl in our community, which goes against the goal of Farmland Preservation in the St. Joseph County Comprehensive Plan. Does the United States really want to be more dependent upon foreign countries for our food supply? Hasn't enough financial damage been done to Hoosiers with our Country being dependent upon foreign countries for oil? We, the United States needs to stop the self destruction of our own country.
- Goal #5 of Governor Brauns Mike Braun's agenda proposes the following solutions for farmers and rural Hoosiers." It states, "Protect Hoosier Farmland". A Diverging diamond interchange will go against the Indiana Governor's own agenda and will promote the destruction and elimination of even more Hoosier Farmland. These are the Indiana Governors own words, from his website, it would be wrong to go against our own Governor's Agenda.
- No Diverging Diamond, install a DogBone instead.

Thank you,
Mrs. Mary Countryman
PO Box 361
52959 Timothy Road
New Carlisle, IN 46552

From: Stanley, Amy <ASTANLEY@indot.IN.gov>
Sent: Tuesday, April 14, 2026 3:25:02 PM
To: Nicole Minton <Nicole.Minton@lochgroup.com>
Subject: Public Comment - SR 2/Larrison

External email

Hi Nicole!

I have one more customer concern to share with you for official public comment for State Road 2/Larrison. One customer – two submitted customer concerns for comment.

Hello - Regarding the diverging diamond project in New Carlisle, IN (SR 2), news broke today, 3/27, that the GM/Samsung SDI Battery Factory now has no target opening date (41.671876261073, -86.462477021447). This news comes after they previously laid off hundreds of construction workers. I am concerned that the diverging diamond is 'overkill' for this location, and would be better served by a dog-bone, such as the SR 2 and US 20 intersection. Also, the timeline for this project coincides with the current heavy ongoing construction for the Amazon Data Centers. I am very worried that this disruption to SR 2 is going to overwhelm the local, rural roads where residents live. Please reconsider the timelines. I attached a photo of the news release. Thank you,

Riley Thompson, New Carlisle

- In New Carlisle, at the intersection of SR 2 and Larrison Boulevard (41.672001331538, -86.462407934087), I am concerned about the upcoming plans for a diverging diamond interchange.

1) I am worried that it is not wise to start this road project concurrent to the very intense construction happening there already for Amazon's data center campus & GM's battery plant. My concern is that it will further bottleneck the construction traffic using State Road 2 and force more of this traffic onto residential corridors such as Timothy Road, Tulip Road, or highway US 20. Can the timelines shift to when construction tapers off?

2) Once construction of these facilities is complete, the diverging diamond may be excessive for this area and a "dogbone" would be sufficient (like the one at SR 2/US 20). There is local cyncism that the diamond interchange is part of a strategy to further enlarge industrial areas for private, ecomonic development, rather than simply meet a safety need.

Amy Stanley
Customer Service Manager
Indiana Department of Transportation
LaPorte District
Office: (219) 325-7475
Cell: (219) 809-7725
Email: astanley@indot.in.gov
Find us on social media!



Commenter No.	Name/Organization/ Comment Date	Comment	Response
1	Bob Humbarger / March 30, 2026	Oral comment summary: A. Expresses concern regarding loss of direct access to SR 2 for properties south of the highway, resulting in increased travel distance and time. B. Notes lack of pedestrian and bicycle accommodations across SR 2 and questions how access will be provided to planned trail systems and the South Shore Line station. C. Inquires whether public parking will be provided on the north side of SR 2 to support trail access. D. Raises concerns regarding stormwater management, including whether the design accounts for increased frequency and severity of extreme rainfall events and existing drainage issues (e.g., Niespodziany Ditch). E. Suggests shifting the interchange south to reduce impacts to residential properties and trees. F. Expresses concern that south-side New Carlisle residents are disproportionately impacted by the project.	Response to oral comments: A. Access management is a key component of the project design and is intended to improve safety and operations along SR 2 by reducing conflict points. While some direct access changes may result in increased travel distances, these modifications are consistent with corridor management practices and are expected to improve overall safety and traffic flow. Corridor-level access and mobility considerations are also being evaluated through a separate planning effort along SR 2, which is assessing long-term transportation needs and potential future improvements across the broader corridor. B. Broader bicycle and pedestrian connectivity along the SR 2 corridor is being evaluated through a separate corridor-level planning study, which is assessing long-term multimodal needs and opportunities. Multimodal needs were considered as part of the project development process; however, due to the limited project area, the proposed project does not provide meaningful corridor-level connectivity improvements or include dedicated bicycle or pedestrian facilities. Bicyclists may use the travel lanes in accordance with traffic laws. Should the corridor-level planning study recommend use of this intersection to support broader multimodal goals, the intersection has been designed to accommodate the potential future addition of such facilities. Implementation of such improvements would be subject to future planning decisions, local support, and available funding. C. Public parking associated with future trail or transit facilities is outside the direct scope of this project; however, coordination with local agencies will continue as regional plans advance. D. Stormwater management will be designed in accordance with applicable local, state, and federal requirements, including consideration of existing drainage conditions such as Niespodziany Ditch. The design will incorporate detention measures to control runoff and manage discharge rates in accordance with regulatory standards, and will be coordinated with appropriate agencies to ensure compliance. E. Multiple interchange configurations and alignments were evaluated during the environmental process, as documented in the Environmental Assessment (EA) and supporting Alternatives Analysis. While shifting the interchange to the south could reduce impacts to some individual properties, it would create new challenges. The interchange has to be laid out in a way that safely connects ramps and controls access along SR 2, and moving it south would make that

			difficult to achieve. As described in the EA, the extent of limited access and the need to accommodate interchange ramps result in similar right-of-way and residential impacts across the evaluated alternatives, including the need for residential relocations regardless of minor alignment shifts. Therefore, the selected alternative represents a balance of operational performance, safety, environmental impacts, and right-of-way considerations, and avoids and minimizes impacts to the extent practicable. F. The project addresses current and anticipated growth in the area and the need to improve infrastructure. The team evaluated potential impacts to adjacent properties and communities, recognizing some effects may be experienced differently. Impacts were avoided and minimized where practicable, and the selected alternative reflects these considerations while balancing project needs.
2	Dan Caruso / March 30, 2026	<u>Oral comment summary:</u> A. States opposition to the project and questions its necessity, particularly in light of uncertainty surrounding the GM battery plant and associated traffic projections. B. Expresses concern that the project may promote industrial development and alter the rural character of the area. C. Recommends a dogbone interchange as a more appropriate and cost-effective alternative. D. Suggests that traffic data may be outdated and should be reevaluated. E. Raises concerns regarding lack of pedestrian and bicycle connectivity.	<u>Response to oral comments:</u> A. The projected future conditions evaluated for the project are based on a range of anticipated development outcomes within the Indiana Enterprise Center (IEC), rather than any single development. The traffic analysis reflects full build-out conditions informed by coordination with local economic development agencies and planned land uses within the corridor. While the timing or scale of individual developments may vary, the need for improvements is supported by overall growth trends and long-term transportation demand. B. Land use decisions and economic development are governed by local jurisdictions. The project is intended to address transportation needs and does not dictate future development patterns. C. A range of alternatives were considered during the environmental process. While dogbone configurations may be appropriate in certain contexts, they were not identified as the preferred solution for this location based on considerations of traffic operations, safety, and project-specific constraints. The DDI was determined to best meet the project's purpose and need while balancing environmental and right-of-way considerations. D. Traffic analyses were conducted using accepted methodologies and the best available data at the time of study. While conditions in the area continue to evolve, the analysis is intended to represent long-term conditions rather than temporary fluctuations. Traffic projections were developed based on planned land uses and a range of anticipated development scenarios within the IEC, in coordination with local economic development representatives, and do not rely on any single development. At this time, no confirmed changes to planned development have been identified that would materially affect the

			analysis. As a result, the data and conclusions remain appropriate for evaluating long-term transportation needs at the SR 2 and Larrison Boulevard/Strawberry Road intersection. E. Broader bicycle and pedestrian connectivity along SR 2 is being evaluated through a separate corridor-level planning study, which will assess long-term opportunities for multimodal enhancements beyond the limits of this intersection improvement. Multimodal considerations were incorporated into the evaluation process. The proposed project does not include dedicated bicycle or pedestrian facilities; however, bicyclists may traverse the interchange using the travel lanes in accordance with standard roadway rules. The project has been designed to maintain flexibility for future multimodal improvements, including potential modifications to accommodate facilities along the SR 2 corridor, should they be advanced as part of future planning efforts.
3	Mary Countryman / March 30, 2026	<u>Oral comment summary:</u> A. Advocates for a dogbone interchange, citing perceived safety benefits, reduced speeds, and improved traffic flow compared to a DDI. B. Raises concerns about driver comprehension of DDI operations, particularly during winter conditions when lane markings may be obscured and visibility is reduced. C. Expresses concern regarding reliance on traffic signals, including potential issues during power outages and driver compliance. D. Questions whether traffic projections and future development assumptions (including the GM facility) justify the project. E. Raises concerns about construction impacts, including traffic diversion to US 20 through New Carlisle and associated safety risks. F. Questions cost and overall project justification. G. Raises concerns regarding the ability of the DDI design to safely accommodate heavy trucks and oversized vehicles.	<u>Response to oral comments:</u> A. A range of alternatives were considered during the environmental process. While dogbone configurations may be appropriate in certain contexts, they were not identified as the preferred solution for this location based on considerations of traffic operations, safety, and project-specific constraints. The DDI was determined to best meet the project's purpose and need while balancing environmental and right-of-way considerations. B. DDIs are in operation at numerous locations nationwide and have demonstrated safety benefits, including reductions in conflict points. The design incorporates multiple features to guide drivers through the interchange, including signalization, pavement markings, and overhead directional signage, which provides clear lane guidance even in conditions where pavement markings may be less visible, such as during winter weather. C. Traffic signals are designed with standard redundancies to support operation during power interruptions, including the use of battery backup systems where provided. In the event of a power outage or loss of signal operation, the intersection will operate in a flashing mode and function as a stop-controlled intersection, consistent with standard traffic control practices. D. The projected future conditions evaluated for the project are based on a range of anticipated development outcomes within the Indiana Enterprise Center (IEC), rather than any single development. The traffic analysis reflects full build-out conditions informed by coordination with local economic development agencies and planned land uses within the corridor. While the timing or scale of individual

			developments may vary, the need for improvements is supported by overall growth trends and long-term transportation demand. E. A detailed Maintenance of Traffic (MOT) plan is being developed to maintain traffic operations and access during construction. At least one lane in each direction on SR 2 will be maintained throughout construction, with two lanes maintained during the majority of the project. Construction phasing and temporary connections are designed to maintain traffic flow and reduce the potential for diversion to surrounding roadways to the extent practicable. F. Project costs and benefits were evaluated as part of the alternatives analysis. The selected alternative represents a cost-effective solution relative to its operational and safety benefits and is consistent with long-term transportation planning objectives. G. The interchange has been designed to accommodate large design vehicles, including WB-67 (standard semi-truck) and WB-109D (longer multi-trailer truck combinations) configurations, and was reviewed against known local truck operations. The structure is also designed to support heavy haul and permit vehicles, ensuring that truck movements can be safely accommodated.
4	Steve Holifield / LaPorte County Commissioners / March 30, 2026	<u>Oral comment summary:</u> A. Expresses support for farmland preservation and minimizing project footprint. B. Suggests that a dogbone interchange may have a smaller footprint and should be considered. C. Notes uncertainty regarding projected economic growth associated with the GM facility.	<u>Response to oral comments:</u> A. Avoidance and minimization of impacts to farmland were key considerations during project development. The project was evaluated in coordination with the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS) in accordance with the Farmland Protection Policy Act (FPPA). While the project will result in the conversion of some farmland, every effort was made to minimize impacts, including refining the interchange layout to reduce the overall footprint and coordinate with adjacent development. All feasible interchange alternatives at this location would require a similar footprint. NRCS reviewed the project and concurred with the assessment of farmland impacts. While farmland conversion will occur, the project reflects a balance between meeting transportation needs and minimizing impacts to agricultural resources. B. A range of alternatives were considered during the environmental process. While dogbone configurations may be appropriate in certain contexts, they were not identified as the preferred solution for this location based on considerations of traffic operations, safety, and project-specific constraints. The DDI was determined to best meet the project's purpose and need while balancing environmental and right-of-way considerations. C. The projected future conditions evaluated for the project are based on a range of anticipated development outcomes within the Indiana

			Enterprise Center (IEC), rather than any single development. The traffic analysis reflects full build-out conditions informed by coordination with local economic development agencies and planned land uses within the corridor. While the timing or scale of individual developments may vary, the need for improvements is supported by overall growth trends and long-term transportation demand.
5	Amber Schwartz / March 30, 2026	Oral comment summary: A. Acknowledges the need for improvements but expresses concern regarding existing safety challenges, particularly related to crossing SR 2 and safe access for school-aged drivers and bus transportation. B. Requests information on how traffic will be managed and rerouted during construction and expresses concern about increased traffic on local and residential roads. C. Raises concerns about the ability of local roads (e.g., Strawberry Road) to accommodate diverted traffic, particularly truck traffic. D. Expresses concern about speeding and lack of enforcement on local roads, particularly related to construction traffic associated with nearby development. E. Requests improved communication regarding construction phasing, road closures, and traffic impacts. F. Raises concern regarding reliance on traffic signals in an area prone to power outages. G. Expresses concern regarding the timing and coordination of infrastructure improvements relative to recent development in the area.	Response to oral comments: A. The proposed project focuses on improving safety and operations at the SR 2 and Larrison Boulevard/Strawberry Road intersection, where crossing movements will be controlled and more predictable. While the project does not address all crossing locations along SR 2, improving operations at this intersection is intended to provide a safer and more reliable crossing point within the project area. B. A detailed MOT plan is being developed to manage traffic and maintain access along SR 2 and the surrounding roadway network. At least one lane in each direction on SR 2 will be maintained throughout construction, with two lanes maintained during the majority of the project. Construction phasing and temporary connections are intended to maintain traffic flow and reduce the potential for diversion to local and residential roads to the extent practicable. C. The project team recognizes concerns regarding the ability of nearby local roads to accommodate diverted traffic. The MOT plan is anticipated to minimize the need for traffic to utilize local roads not intended for high volumes or truck traffic. Coordination with local agencies will occur during final MOT development to support safe and appropriate use of the surrounding roadway network. D. The project team recognizes concerns regarding speeding and traffic enforcement on local roads. Enforcement of traffic laws is under the jurisdiction of local and state law enforcement agencies. While enforcement is outside the scope of this project, the design of the proposed interchange, and MOT during construction, is intended to improve overall traffic operations and reduce the need for unsafe maneuvers on SR 2 and adjacent roadways. E. The project team recognizes the importance of clear and timely communication regarding construction activities. Information related to construction phasing, lane closures, and traffic pattern changes is typically shared through established INDOT communication channels, including signage along roadways and public outreach through social media. This is intended to help inform the traveling public. F. Traffic signals are designed with standard redundancies to support operation during power interruptions, including the use of battery

			backup systems where provided. In the event of a power outage or loss of signal operation, the intersection will operate in a flashing mode and function as a stop-controlled intersection, consistent with standard traffic control practices. G. The timing and coordination of infrastructure improvements relative to surrounding development is an important consideration. The project is intended to address both current conditions and anticipated future traffic demands associated with ongoing and planned development in the corridor. Construction phasing and coordination will continue to consider nearby activities to the extent practicable.

Commenter No.	Name/Organization/ Comment Date	Comment	Response
1	Lisa Sult / R&R Excavating / March 19, 2026	Written comment summary: A. The Diverging Diamond Interchange (DDI) is supported for improving turning movements at SR 2 and Larrison/Strawberry. B. Frequent U-turns along SR 2, particularly near the Amazon entrance, are identified as a primary cause of congestion and crashes. The proposed interchange may not adequately address U-turn movements along SR 2. C. Suggests the "diverging" traffic pattern could be applied to SR 2 rather than the crossroad and believes this alternative configuration may better address traffic operations. D. A temporary traffic signal at SR 2 and Larrison/Strawberry is recommended until construction of the interchange is complete.	Response to written comments: A. Support for the proposed Diverging Diamond Interchange (DDI), which is intended to improve traffic operations and safety by reducing conflict points and improving turning movements at the intersection, is noted. B. Corridor-wide traffic operations, including turning movements and access to adjacent developments, were evaluated as part of project development. U-turn activity along SR 2 has been identified, and access management strategies associated with the project are intended to reduce the need for such movements near the interchange. The proposed configuration modifies access to adjacent sites in the immediate vicinity of the intersection, which is expected to reduce U-turn activity, improve overall traffic flow, and to improve predictability of vehicle movements through the corridor. C. A range of interchange configurations was considered during project development, with the goal of maintaining efficient operations along SR 2 as the primary through route in the corridor. The proposed DDI applies crossover movements to Larrison Boulevard/Strawberry Road to prioritize through movements on SR 2 while improving safety and reducing conflict points at the interchange. This configuration was determined to best meet the project's purpose and need. D. Temporary traffic control measures during construction will be evaluated as part of the development of the Maintenance of Traffic (MOT) plan. Installation of a temporary traffic signal at this location is not proposed, as it would introduce stop-controlled conditions on a high-speed roadway that currently operates without signal control and could increase the potential for certain types of crashes. The MOT plan will instead focus on maintaining traffic flow on SR 2 while providing safe and effective traffic control during construction.
2	Jeff Rea / South Bend Regional Chamber of Commerce / March 31, 2026	Written comment summary: A. In representing the regional business community, expresses support for the project and appreciation to INDOT for advancing improvements at the SR 2 and Larrison Boulevard/Strawberry Road intersection. B. Identifies the intersection as a longstanding safety concern, citing high traffic volumes, high vehicle speeds, and significant truck traffic, particularly related to nearby industrial areas, as contributing to existing conflicts. C. Notes ongoing and planned developments, including the GM/Samsung (Synergy Cells) and AWS projects, are	Response to written comments: A. Support expressed for the proposed improvements and the recognition of the need to address transportation challenges at the SR 2 and Larrison Boulevard/Strawberry Road intersection is noted. B. The project's purpose and need are based on projected traffic growth and the anticipated ability of the existing intersection to accommodate future traffic volumes. Traffic conditions in the corridor, including vehicle speeds and truck traffic, are expected to increase over time, contributing to operational challenges and increased crash potential without improvements. The proposed improvements are intended to reduce conflict points and improve overall safety of the intersection.

		expected to increase traffic and exacerbate existing safety concerns. D. While acknowledging limited familiarity with the DDI design, expresses support for the improvement as a means to enhance safety and facilitate access to and from SR 2. E. Expresses concern regarding MOT during construction, particularly potential impacts to business access, goods movement, and customer travel. F. Makes request for ongoing communication regarding construction phasing and traffic pattern changes so businesses can plan accordingly. G. Expresses appreciation for coordination and partnership among state and local agencies in advancing the project.	C. Traffic projections used in the evaluation of alternatives consider both existing conditions and a range of anticipated future development scenarios within the corridor, including ongoing and planned development. These projections support the need for improvements to accommodate future demand and maintain efficient operations. D. The DDI has been identified as the preferred alternative based on its ability to improve traffic operations and safety, particularly for high volumes of turning movements. While it may be unfamiliar to some users, the design has been successfully implemented at numerous locations and incorporates features such as signalization, pavement markings, and overhead signage to guide drivers through the interchange. E. A detailed Maintenance of Traffic (MOT) plan will be developed prior to construction to maintain access and minimize disruption to the traveling public and surrounding businesses to the extent practicable. At least one lane in each direction on SR 2 will be maintained throughout construction, with two lanes maintained during the majority of the project. Temporary connections and phasing strategies will be used to support access to adjacent businesses and maintain traffic flow during key construction stages. F. The project team will continue coordination and communication with stakeholders, including the business community, throughout project development and construction. Information regarding construction phasing, lane closures, and traffic pattern changes will be shared through established INDOT communication channels, such as news media press releases and social media postings, to support advanced planning. G. Appreciation of the coordination among state and local agencies is noted. Partnerships ensure transportation improvements align with regional needs and priorities.
3	Alison Mynsberge / March 31, 2026	<u>Written comment summary:</u> A. Emphasizes the importance of maintaining multimodal connectivity between South Bend and New Carlisle, noting that access to destinations such as employment centers and recreational areas is currently feasible primarily by vehicle or bicycle. B. Expresses concern that the proposed Diverging Diamond Interchange (DDI) does not adequately accommodate bicycle access along SR 2 and may negatively impact existing cycling activity. C. Notes that cyclists currently use SR 2 despite safety risks and suggests that maintaining or improving bicycle access is	<u>Response to written comments:</u> A. Broader multimodal connectivity along the corridor is being evaluated through a separate planning effort. The proposed project focuses on a limited area: improving safety and operations at the SR 2 and Larrison Boulevard/Strawberry Road intersection. The separate planning effort will address corridor-wide multimodal needs to maximize utility. Implementation of such improvements would be subject to future planning decisions, local support, and available funding. B. Multimodal considerations, including bicycle and pedestrian accommodations, were evaluated during the project development process. The proposed project does not include dedicated bicycle facilities along SR 2; however, bicyclists may continue to traverse the

		important for mobility, recreation, and community character. D. States improved bicycle access would help preserve the small-town character of New Carlisle, while reducing such access could negatively impact the community. E. Requests that the project design support and enhance bicycle access rather than diminish it.	corridor using the travel lanes in accordance with standard roadway rules. C. The proposed improvements are intended to enhance safety by reducing conflict points and improving traffic operations. While bicyclists currently use SR 2, the project is designed to improve overall traffic flow and predictability, which is expected to benefit all roadway users. D. The project team acknowledges the desire to maintain community character and quality of life. These factors were considered as part of the environmental review process alongside transportation needs and safety objectives. E. Broader bicycle connectivity along the SR 2 corridor is being evaluated through a separate corridor-level planning effort, which is assessing long-term multimodal needs and opportunities. The proposed project design can accommodate potential future multimodal improvements, should they be advanced as a result of that process.
4	Ken Cyr / March 31 2026	Written comment summary: A. Expresses support for the proposed Diverging Diamond Interchange (DDI) at SR 2 and Larrison Boulevard/Strawberry Road. B. Indicates that, based on their understanding, traffic volumes—particularly north-south movements—would not be adequately accommodated by a dogbone interchange. C. Suggests that sharing comparative traffic volume data between alternatives may help explain the selection of the DDI to the public. D. Identifies the existing intersection as dangerous, particularly for trucks attempting to enter SR 2, noting difficulty finding gaps in traffic which result in abrupt maneuvers. E. Notes personal experience commuting through the area and expresses support for the project as a needed safety improvement.	Response to written comments: A. Support for the proposed improvements at the SR 2 and Larrison Boulevard/Strawberry Road intersection is noted. B. Traffic analyses conducted as part of the project development process considered a range of interchange configurations and evaluated operational performance under projected traffic volumes and turning movement demands. These analyses informed the selection of an interchange configuration that best accommodates traffic demand and improves overall operations at this location. C. Information regarding traffic operations and the evaluation of alternatives was made available through the environmental documentation and public involvement process, including the Traffic Impact Study (TIS) (September 2024) available in the Environmental Assessment (EA), which is accessible online at the project webpage, linked here. Specifically, this information is in EA Appendix I, pages I-196 to I-240. The evaluation of alternatives considered projected traffic volumes and turning movement demands at the SR 2 and Larrison Boulevard/Strawberry Road intersection. These conditions differ from other nearby interchanges, and the selected DDI was determined to more effectively accommodate the traffic demands at this location. The Alternatives Analysis is in the EA available at the webpage linked above. Specifically, this information is in EA Appendix I, pages I-111 to 156. D. The project's purpose and need are based on projected traffic growth and the anticipated ability of the existing intersection to safely and efficiently accommodate future traffic volumes. Existing conditions

			observed during construction of nearby developments, including limited gaps for vehicles entering SR 2, contribute to challenging and unpredictable movements, particularly for trucks. The proposed improvements are intended to reduce conflict points, improve traffic flow, and enhance safety for all users. E. The project team acknowledges the commenter's experience traveling through the corridor and has considered such input alongside technical analyses in identifying a preferred solution that improves safety and traffic operations.
5	Douglas Hunt / Holladay Properties / March 31, 2026	Written comment summary: A. Requests detailed information supporting the proposed DDI, including traffic projections, volumes, and movement data over time. B. Raises concern over existing safety conditions at the intersection, particularly under current construction-related traffic, noting limited visibility and difficulty for vehicles turning onto SR 2 from Larrison Boulevard. C. Suggests current safety issues may be more immediate and pressing than long-term projections and shares concern that existing conditions are not adequately controlled. D. Questions the reliability and basis of future traffic projections, including assumptions related to economic development and growth, and emphasizes—based on professional experience with large-scale development—the importance of ensuring projections are reasonable, supportable, and based on appropriate data sources. E. Expresses general concern regarding traffic management under current and future conditions, including how ongoing and planned development may impact safety and operations at the intersection.	Response to written comments: A. Detailed traffic analyses supporting the proposed improvements are documented in the Traffic Impact Study (TIS) (September 2024) available in the Environmental Assessment (EA), which is accessible online at the project webpage, linked here. Specifically, this information is in EA Appendix I, pages I-196 to I-240. A summary of the traffic data was shared via email with Mr. Hunt. The TIS evaluates existing conditions (2023), interim conditions (2027), and long-term horizon year conditions (2037), using industry-standard methodologies consistent with the Highway Capacity Manual (HCM) and INDOT traffic analysis and design guidance, including procedures for traffic forecasting, capacity analysis, and level of service evaluation. B. The project team acknowledges concerns regarding current traffic operations and safety, particularly under active construction conditions, including limited visibility and difficulty for vehicles turning onto SR 2 from Larrison Boulevard. While these conditions are temporary and not representative of long-term operations, the Maintenance of Traffic (MOT) plan for this project will include traffic control measures to maintain safe operations during construction. These measures will address visibility, turning movements, and traffic control to the extent practicable while maintaining traffic flow through the project area. C. The project team recognizes that current conditions may be more challenging due to ongoing development and associated traffic, and that these conditions may be more immediate than long-term projections. In response, INDOT has implemented interim measures in the area, including acceleration and deceleration lanes to improve truck movements, and advance warning signage to enhance driver awareness. Other temporary improvements include elimination of left turning movements from SR 2 onto Larrison/Strawberry, restriction of truck U-turns near the intersection, and increased police presence at peak times. While these improvements are intended to address near-term conditions, the purpose of the Traffic Impact Study (TIS) is to

			evaluate long-term operations. The TIS demonstrates that, without improvements, projected traffic growth will result in substantial degradation of operations over time, supporting the need for a long-term solution at this location. D. Traffic projections used in the analysis are based on standard forecasting practices and incorporate both historical trends and a range of anticipated development scenarios within the Indiana Enterprise Center (IEC), rather than any single development. The horizon year reflects expected long-term buildout conditions and provides a reasonable basis for infrastructure planning. Projections were developed in coordination with local and regional economic development agencies and reflect planned land uses within the corridor. E. Based on this analysis, the proposed DDI was identified as the preferred alternative because it best accommodates projected traffic demand, improves operational efficiency, reduces conflict points, and enhances safety compared to the existing intersection configuration.
6	Roanna Hooton / April 2, 2026	<u>Written comment summary:</u> A. Expresses concern regarding increasing traffic volumes, high vehicle speeds, and overall safety conditions along the corridor, noting that travel has become more difficult and hazardous over time. B. Acknowledges improvements are needed but questions the scale of the proposed DDI, suggesting it may be excessive given current conditions and uncertainty surrounding future development, and recommends consideration of more incremental or lower-cost measures such as signalization or increased enforcement. C. Expresses concern regarding safety during construction and after project completion, particularly related to maintaining safe travel conditions on SR 2. D. Requests specific safety considerations, including increased enforcement, enhanced signage, restrictions on unsafe truck maneuvers (e.g., U-turns), and preservation of safe access to residential driveways. E. Expresses concern that construction activities and traffic patterns may make it difficult for residents to safely access their properties. F. Expresses concern that community safety concerns are not being fully addressed and emphasizes the need for meaningful improvements to reduce accidents and improve overall safety.	<u>Response to written comments:</u> A. The project team acknowledges the commenter's concerns regarding increasing traffic volumes, vehicle speeds, and safety along the SR 2 corridor. These concerns reflect changing conditions in the area and were an important consideration in advancing the proposed improvement. B. Traffic analyses conducted as part of the TIS indicate traffic volumes are expected to increase due to regional growth and development within the corridor. A range of alternatives was considered during project development, including more incremental measures such as signalization. While such measures may provide localized or short-term benefits, they would not adequately address long-term operational needs. The proposed DDI was identified as the preferred alternative because it best accommodates projected traffic demand, reduces conflict points, and improves overall safety. The scale of the proposed improvement reflects the level of infrastructure needed to address anticipated future conditions. C. The project team acknowledges the commenter's concerns regarding safety along the corridor, including challenges associated with accessing SR 2. The proposed design is intended to improve safety by reducing conflict points, improving traffic control, and providing more predictable traffic movements through the intersection. D. Enforcement of traffic laws is under the jurisdiction of local and state law enforcement agencies and is separate from the project development process. The project design incorporates measures to

			improve safety, including enhanced traffic control, improved signage, and access management strategies intended to reduce conflict points and discourage unsafe maneuvers such as U-turns. The project will maintain safe access to all remaining properties along SR 2. E. Access to adjacent properties, including residential driveways, is an important consideration in project design. The project will maintain safe access to all remaining properties along SR 2. During construction, a detailed MOT plan will be developed to maintain access and minimize disruption to residents. At least one lane in each direction on SR 2 will be maintained throughout construction, with two lanes maintained during the majority of the project. Temporary connections and phasing strategies will be used to support access to adjacent properties during key construction stages. F. The project team acknowledges concerns regarding overall safety within the corridor. The proposed improvement is focused on the SR 2 and Larrison Boulevard/Strawberry Road intersection and is intended to provide meaningful safety benefits within the project area by reducing conflict points and improving traffic control. While the project does not address all safety concerns along the SR 2 corridor, it represents a targeted improvement at a key location where operational and safety enhancements can be achieved.
7	Dan Caruso / April 9, 2026	<u>Written comment summary:</u> A. States the traffic study conducted in 2024 reflects temporary construction-related traffic associated with the Amazon Web Services (AWS) and GM facilities and does not represent long-term conditions. The commenter estimates that permanent employment levels and shift patterns will result in substantially lower traffic volumes than those observed during construction. B. Expresses uncertainty regarding the future operations of the GM Samsung SDI facility, noting a potential shift away from electric vehicle battery production to a more automated manufacturing process, which could further reduce projected traffic volumes. C. Recommends consideration of a dogbone interchange alternative, stating that it would adequately serve the intersection while calming traffic on local approaches and maintaining through movements on SR 2. D. Believes that an updated traffic study would demonstrate the proposed DDI is not warranted and represents an unnecessary expenditure of public funds.	<u>Response to written comments:</u> A. Traffic analyses for the project were conducted using accepted methodologies and data available at the time of study. While construction-related traffic may have contributed to observed conditions, the analysis is intended to represent typical long-term operating conditions and incorporates both historical trends and anticipated future development within the corridor. B. While the timing or scale of individual developments may vary, traffic projections used in the analysis are based on a range of anticipated development scenarios within the IEC, rather than any single development. The analysis reflects long-term growth trends and planned land uses within the corridor and provides a reasonable basis for evaluating future transportation needs under a variety of potential development outcomes. C. A range of alternatives were considered during the environmental process. While dogbone configurations may be appropriate in certain contexts, they were not identified as the preferred solution for this location based on considerations of traffic operations, safety, and project-specific constraints. The DDI was determined to best meet the project's purpose and need while balancing environmental and right-of-way considerations.

		E. Expresses concern that construction of a DDI could encourage additional industrial development in the area, contributing to changes in the rural character of the community.	D. Traffic analyses were conducted using accepted methodologies and data available at the time of study and provide a reasonable basis for evaluating future conditions. The projections are based on long-term planning assumptions and are intended to inform infrastructure decisions over an extended planning horizon. As such, the analysis reflects overall growth trends within the corridor rather than short-term fluctuations or changes in individual developments. E. Land use decisions and economic development activities are governed by local jurisdictions. The project is intended to address transportation needs at the SR 2 and Larrison Boulevard/Strawberry Road intersection and does not determine or control future development patterns. The environmental review considered potential indirect effects, including growth-related impacts, in accordance with applicable NEPA requirements.
8	Riley Thompson / April 9, 2026	<u>Written comment summary:</u> A. Expresses concern regarding how traffic on SR 2 will be diverted during construction and the potential for increased traffic on local roads. B. Expresses concern about the intersection of Timothy Road and SR 2, noting that industrial traffic may use local residential roads as shortcuts to access the Indiana Enterprise Center (IEC), exacerbating existing traffic and safety issues. C. Questions the scale of the proposed improvement, suggesting that more gradual measures (e.g., signalization) should be considered instead of a full interchange. D. Suggests delaying the project due to uncertainty surrounding the timing of development at the GM facility and overlap with ongoing Amazon-related construction. E. Raises concerns about potential impacts to nearby environmental resources, including parks, greenspace, and wetlands accessed via Timothy Road.	<u>Response to written comments:</u> A. A detailed MOT plan will be developed prior to construction to manage traffic and maintain access throughout the project area. At least one lane in each direction on SR 2 will be maintained throughout construction, with two lanes maintained during the majority of the project. Traffic will generally be maintained along SR 2 during construction rather than diverted to local roadways. While some drivers may seek alternate routes, the MOT plan will be designed to minimize the need for diversion and discourage the use of local residential roads as cut-through routes. Appropriate traffic control measures, signage, and coordination with local agencies will be used to guide traffic to suitable routes and maintain safe and efficient operations. B. The project team is aware of concerns regarding traffic diversion onto local roads, including Timothy Road. Traffic management strategies will consider local roadway characteristics and seek to discourage the use of residential streets as cut-through routes. Following construction, the proposed interchange is intended to improve traffic operations and access to SR 2, which is expected to reduce the need for drivers to seek alternate routes on local roads. The project design includes access management and improved traffic flow at the intersection to better accommodate traffic entering and exiting the corridor. Coordination with local agencies will continue to support safe and appropriate use of the surrounding roadway network. C. A range of alternatives, including lower-scale improvements such as signalization, were evaluated during the project development. While such measures may provide localized or short-term benefits, they would not adequately address long-term operational needs or

			maintain efficient traffic flow along SR 2. The selected alternative was identified as the preferred option because it best accommodates projected traffic demand and improves overall safety and operations. D. Project scheduling considers multiple factors, including funding, coordination with adjacent developments, and regional transportation needs. While the timing or scale of individual developments may change, the project is intended to address transportation conditions over the long term and is not dependent on any single development. E. Potential impacts to environmental resources, including parks, green space, and wetlands, were evaluated as part of the environmental review process. The project has been developed to avoid and minimize impacts to these resources where practicable. Any unavoidable impacts will be addressed in accordance with applicable state and federal regulations, including coordination with the appropriate resource agencies.
9	Pam Claeys / April 6, 2026	<u>Written comment summary:</u> A. States that traffic conditions along SR 2 were temporarily elevated during initial data center construction but have since improved, suggesting that current conditions may not warrant a major interchange improvement. B. Concerned that the proposed DDI would be confusing for drivers, particularly given its unfamiliarity in the area, and may present challenges for truck traffic. C. Characterizes the DDI as overly expensive and unnecessary, expressing concern regarding both initial construction costs and long-term maintenance, particularly for an overpass structure. D. Recommends a dogbone interchange alternative, citing perceived safety, ease of use, and lower cost, and references similar intersections in Michigan as preferable examples. E. Expresses concern that an overpass structure may introduce additional safety issues, including winter weather-related hazards. F. Requests that the project team reconsider the proposed DDI and instead advance a dogbone interchange as a more appropriate solution.	<u>Response to written comments:</u> A. Traffic analyses were conducted using accepted methodologies and data, including both existing conditions and projected future traffic volumes associated with planned development in the corridor. While traffic conditions may fluctuate during temporary construction activities, the analysis focuses on long-term operational performance to ensure the selected improvement addresses sustained transportation needs. B. The DDI is an established interchange type that has been successfully implemented at numerous locations nationwide. DDIs are designed to improve safety and traffic operations by reducing conflict points and accommodating efficient left-turn movements. Features such as clear signage, pavement markings, and signalization are incorporated to guide all users, including truck traffic, through the interchange. C. Project costs, including general considerations of construction and maintenance, were considered during the alternatives evaluation process. The selected alternative represents a cost-effective solution when considering its operational and safety benefits over the life of the facility and is consistent with applicable design standards. D. A range of alternatives were considered during the environmental process. While dogbone configurations may be appropriate in certain contexts, they were not identified as the preferred solution for this location based on considerations of traffic operations, safety, and project-specific constraints. The DDI was determined to best meet the project's purpose and need while balancing environmental and right-of-way considerations.

			E. The proposed structure will be designed in accordance with applicable standards to support safe operation under a range of conditions, including winter weather. Design features and maintenance practices will be implemented to address typical seasonal conditions in northern Indiana. F. Public input, including consideration of alternative interchange configurations, was incorporated throughout the environmental review process. Based on this comprehensive evaluation, the selected alternative is determined to best address the long-term transportation needs at this intersection.
10	Larry Robinson / April 10, 1016	Written comment summary: A. Expresses concern that drivers may be uncomfortable or confused by the unconventional traffic pattern of a Diverging Diamond Interchange (DDI), particularly the temporary use of the left side of the roadway. B. Notes that some drivers may believe they are violating traffic laws when navigating the interchange and emphasizes the importance of clear guidance, including signage in advance of the intersection and channelization to direct drivers safely through the intersection.	Response to written comments: A. The Diverging Diamond Interchange (DDI) is designed to guide drivers through a temporary shift to the left side of the roadway using clearly defined channelization, signalization, and pavement markings. While this configuration may be unfamiliar to some drivers, DDIs have been successfully implemented at numerous locations nationwide and have demonstrated improved safety and traffic operations. B. The design incorporates standard traffic control features, including advanced signage, directional arrows, lane markings, and signals, to clearly communicate proper travel paths and reinforce compliance with traffic laws.
11	Mary Countryman / April 11, 2026	Written comment summary: A. Expresses opposition to the proposed Diverging Diamond Interchange (DDI), stating that current traffic volumes do not justify the improvement and that the traffic study reflects temporary construction-related conditions associated with nearby developments. B. Characterizes the DDI as excessive and not cost-effective for the needs of the area. C. Raises concerns about construction-related impacts, including traffic diversion to nearby routes such as US 20 and Chicago Trail, and associated disruptions to the traveling public. D. Recommends a dogbone interchange (roundabout-based alternative) as a more appropriate solution for the intersection. E. Expresses concern regarding winter maintenance and safety, including snow removal challenges and potential hazards associated with the DDI design. F. Raises concerns about increased lighting associated with the DDI, including potential impacts to dark sky conditions and nearby environmental resources, including Bendix	Response to written comments: A. Traffic analyses for the project were conducted using accepted methodologies and data, including both existing conditions and projected future traffic volumes associated with planned and reasonably foreseeable development. While traffic conditions may fluctuate during temporary construction activities, analysis focuses on long-term operational performance to ensure the selected improvement addresses sustained transportation needs. B. Project costs, including general considerations of construction and maintenance, were considered during the alternatives evaluation process. The selected alternative represents a cost-effective solution when considered alongside its operational and safety benefits. C. A detailed MOT plan will be developed prior to construction to manage traffic and maintain access throughout the project area. The MOT plan will be designed to minimize disruption to the traveling public and surrounding roadway network to the extent practicable. D. A range of alternatives were considered during the environmental process. While dogbone configurations may be appropriate in certain contexts, they were not identified as the preferred solution for this location based on considerations of traffic operations, safety, and project-specific constraints. The DDI was determined to best meet the

		Woods County Park and associated wildlife (e.g., bats and other species sensitive to light pollution). G. Expresses concern regarding the need for traffic signals and associated infrastructure, including long-term maintenance and operational costs. H. States that the proposed interchange may encourage additional development and urban sprawl, which is perceived to be inconsistent with local goals related to farmland preservation and rural character as identified in the St. Joseph County Comprehensive Plan. I. References state-level policy priorities related to farmland preservation and rural communities and expresses concern that the proposed project may conflict with those priorities. J. Requests the project not proceed with the DDI and instead advance a dogbone interchange alternative.	project's purpose and need while balancing environmental and right-of-way considerations. E. The proposed facility will be designed in accordance with applicable standards to support safe operation under a range of conditions, including winter weather. Maintenance practices, including snow removal, will be carried out consistent with standard roadway operations. F. Lighting associated with the proposed interchange has been developed as part of the ongoing design process and will be designed in accordance with applicable standards to support safe operation while minimizing unnecessary light spill. Design considerations include the use of directional lighting approaches (e.g., full cut-off or similar fixtures) where appropriate to reduce light trespass. Potential impacts to nearby environmental resources, including wildlife, were considered during the environmental review process, and the project has been developed to avoid and minimize impacts where practicable. G. Traffic signals and associated infrastructure are standard components of interchange operations and are designed to meet applicable standards. Operational and maintenance considerations were considered during the alternatives evaluation process. H. Land use decisions and growth management are governed by local jurisdictions. The project is intended to address transportation system needs and does not determine or control future development patterns. The environmental review considered potential indirect and cumulative effects, including growth-related impacts, in accordance with applicable NEPA requirements. I. The project has been developed in coordination with local and regional planning efforts and is consistent with applicable transportation planning objectives. Broader policy considerations related to land use and agriculture are addressed through local and state planning frameworks. J. Public input, including consideration of alternative interchange configurations, was incorporated throughout the environmental review process. Based on this comprehensive evaluation, the selected alternative is determined to best address the long-term transportation needs at this intersection.
12	Riley Thompson / April 14, 2026 **Summarized from two separate comments forwarded from*	<u>Written comment summary:</u> A. The commenter expresses concern regarding the timing of the project, noting that construction of the proposed DDI would coincide with ongoing large-scale construction activities (Amazon data centers and GM/Samsung facility), which could exacerbate congestion along SR 2.	<u>Response to written comments:</u> A. Project scheduling considers multiple factors, including existing traffic conditions, coordination with adjacent developments, and regional transportation needs. The proposed improvement is intended to address long-term transportation needs and improve overall traffic operations.

	INDOT's customer service portal	B. The commenter is concerned that construction-related traffic may be diverted onto local and residential roadways (e.g., Timothy Road, Tulip Road, and US 20), negatively impacting safety and quality of life for nearby residents. C. The commenter suggests that the project schedule be delayed until nearby construction activity subsides to reduce cumulative traffic impacts. D. The commenter questions whether the proposed DDI is warranted based on future conditions, citing uncertainty regarding the GM/Samsung facility (including lack of a confirmed opening date) and suggesting that projected traffic volumes may be overestimated. E. The commenter recommends consideration of a dogbone interchange alternative, stating that it may be more appropriate and proportionate for the location. F. The commenter expresses concern that the proposed interchange may be perceived as supporting or encouraging additional industrial development, rather than solely addressing transportation safety and operational needs.	B. A detailed MOT plan will be developed prior to construction to manage traffic and maintain access along SR 2 and the surrounding roadway network. Traffic will generally be maintained along SR 2 during construction rather than diverted to local roadways. While some drivers may seek alternate routes, the MOT plan will be designed to minimize the need for diversion and discourage the use of local residential roads, including Timothy Road and other nearby routes, as cut-through paths. Appropriate traffic control measures, signage, and coordination with local agencies will be used to guide traffic to suitable routes and maintain safe and efficient operations. C. The project team acknowledges concerns regarding overlapping construction activities in the area. Construction phasing and scheduling will consider these conditions and will be coordinated to the extent practicable to minimize cumulative impacts to the traveling public and surrounding communities. D. Traffic analyses for the project were conducted using accepted methodologies and data, including both existing conditions and projected future traffic volumes associated with planned and reasonably foreseeable development. While the timing and scale of individual developments may change, the analysis evaluates a range of potential growth scenarios and does not rely on any single development to support the need for the proposed improvement. E. A range of alternatives were considered during the environmental process. While dogbone configurations may be appropriate in certain contexts, they were not identified as the preferred solution for this location based on considerations of traffic operations, safety, and project-specific constraints. The DDI was determined to best meet the project's purpose and need while balancing environmental and right-of-way considerations. F. The proposed interchange is intended to address existing and anticipated transportation needs at the SR 2 and Larrison Boulevard/Strawberry Road intersection, including traffic associated with planned and reasonably foreseeable development. It is not being advanced to induce or attract additional development. Land use decisions and economic development activities are governed by local jurisdictions, and the project does not determine or control future development patterns. The environmental review considered potential indirect and cumulative effects, including growth-related impacts, in accordance with applicable NEPA requirements.

Attachment 3

Resource Agency
Correspondence

From:	Sam Smith
Cc:	Nicole Minton; Jennifer Pittman; C.J. Cunningham; Parkhouse, Adam J; Bajek, Cassandra L; Yacullo, Michael F; Chad Costa; Stanley, Amy
Bcc:	"erica.tait@dot.gov"; "john.allen@usda.gov"; "Erik.r.Sandstedt@hud.gov"; "westlake.kenneth@epa.gov"; "SMichels@indot.in.gov"; "environmentalreview@dnr.in.gov"; "esd.NEPA@indot.in.gov"; "GCWrin@IDEM.IN.GOV"; "Smedors@sjcindiana.com"; "tbush@klcpas.com"; "bschalliol@sjcindiana.com"; "ddieter@sjcindiana.gov"; "sjccom@sjcindiana.com"; "sjccom@sjcindiana.com"; "sjccom@sjcindiana.com"; "cocouncil@sjcindiana.com"; "willmillertrustee@yahoo.com"; "akirsits@sjcindiana.com"; "wredman@sjcpd.org"; "sslauson@sjcparks.org"; "macogdir@macog.com"; "wmcmillen@beaconhealthsystem.org"; "lsamford@npusc.k12.in.us"; "rjames@southbendin.gov"; "jrea@sbrchamber.com"; "feeneys419@gmail.com"
Subject:	State Road 2 & Larrison Boulevard/Strawberry Road - Public Hearing Invitation
Date:	Thursday, March 12, 2026 10:02:02 AM
Attachments:	SR2 and Larrison Public Hearing Notice Final.pdf

Good morning,

On behalf of the Indiana Department of Transportation (INDOT), you are invited to attend a Public Hearing regarding the proposed intersection improvement project at S.R. 2 and Larrison Blvd./Strawberry Rd. in St. Joseph County.
The hearing will provide an opportunity to review the preliminary design plans, learn more about the proposed interchange improvements, and submit comments for the official project record.

Public Hearing Details
Date: Monday, March 30, 2026
Location: New Prairie High School
5333 N Cougar Rd, New Carlisle, IN 46552
(Use the north parking lot and enter through Door W6)

Doors open at 5:30 PM CT / 6:30 PM ET to view project displays and speak with the project team. A presentation will begin at 6:00 PM CT / 7:00 PM ET, followed by an opportunity for public comment.
A livestream option will also be available for those who prefer to attend virtually. Registration is required at: bit.ly/SR2LarrisonBlvdHearing. Additional project information is available at: bit.ly/SR2LarrisonBlvd

If you have any questions, please feel free to reach out.

Thank you,
Sam Smith

REGION 5
CHICAGO, IL 60604

April 16, 2026

Erica Tait
Interim Deputy Division Administrator
Federal Highway Administration
575 North Pennsylvania Street
Indianapolis, Indiana 46204

Drew Passmore
NEPA Team Lead
Indiana Department of Transportation
100 North Senate Avenue
Indianapolis, Indiana 46204

Re: State Road 2 at the Larrison Boulevard/Strawberry Road Intersection Improvements, South Bend, St. Joseph County, Indiana

Dear Ms. Tait and Mr. Passmore:

The U.S. Environmental Protection Agency (EPA) has reviewed Federal Highway Administration's (FHWA) February 25, 2026, Draft Environmental Assessment (Draft EA) for the above-mentioned project. This letter provides EPA's comments on the proposed project pursuant to the National Environmental Policy Act (NEPA) and EPA's NEPA review authority under Section 309 of the Clean Air Act.

The purpose of the proposed project is to support forecasted traffic increases resulting from industrial development along State Road 2 at the Larrison Boulevard/Strawberry Road intersection. The preferred alternative involves converting the existing stop-controlled intersection to a grade-separated diverging diamond interchange. This configuration proposes the construction of four new interchange ramps and two new bridges along Larrison Boulevard.

Anticipated impacts include the following:

1. Approximately 335 linear feet (LF) of permanent stream impacts and 6 LF of temporary stream impacts;
2. Approximately 0.09 acres of permanent wetland impacts;
3. Approximately 3 acres of tree clearing.;
4. Approximately 80 acres of new right-of-way; and
5. Construction of approximately 15,000 LF of new drainage ditches and six new stormwater detention areas.

Comments on the Draft EA are enclosed for your consideration, with a focus on water and air resources consistent with EPA's Clean Water Act and Clean Air Act authorities. We appreciate having had the opportunity to discuss the project with you via a phone conversation with Erica Tait and Chad Costa on April 9, 2026, and to provide comments on the Draft EA. If you have any questions about this letter or wish to discuss our comments further, please contact the lead NEPA reviewer for this project, Kathy Kowal at kowal.kathleen@epa.gov or (312) 353-5206.

Sincerely,

JENNIFER TYLER

Digitally signed by JENNIFER TYLER
Date: 2026.04.16 11:52:08 -05'00'

Jennifer Tyler
Director, Tribal and International Affairs
Office of the Regional Administrator
EPA Region 5

CC:
Robin McWilliams Munson, USFWS-Bloomington (robin_mcwilliams@fws.gov)
C.J. Cunningham, Lochmueller Group (CCunningham@lochgroup.com)
Chad Costa, Lochmueller Group (ccosta@lochgroup.com)
IDEM 401 WQC and Wetlands Program (WetlandsProgram@idem.in.gov)

Enclosures
EPA's Detailed Scoping Comments
Construction Emission Reduction Checklist

EPA's Detailed Scoping Comments

State Road 2 & Larrison Boulevard/Strawberry Road Intersection Improvements
South Bend, St. Joseph County, Indiana
April 16, 2026

1. AQUATIC IMPACTS

A. Implementation of the project as proposed would require the construction of multiple roadside drainage ditches and six stormwater detention areas to manage stormwater runoff from the project area. The following recommendations are consistent with groundwork necessary to efficiently meet applicable Clean Water Act regulatory requirements.

Recommendations for the forthcoming NEPA document:

1. Evaluate best management practices that could be employed during culvert installation to protect water quality and aquatic life. Consider the following:
   a) Indicate whether culvert installation/construction would occur "in the dry" and describe the best management practices that would be employed during culvert installation/construction.
   b) Commit to designing culverts to handle anticipated future precipitation depth, rainfall intensity, and storm duration. Specifically, EPA encourages consideration of recent precipitation events when sizing culverts to avoid temporary ponding and flooding issues on roadways. Tools from the National Oceanic and Atmospheric Administration[1] may assist with this.

2. AIR RESOURCES AND EMISSIONS IMPACTS

A. Because the proposed project would result in construction emissions that have the potential to impact human health,[2] there is an opportunity for FHWA to include additional practices to minimize construction air emissions.

Recommendations for the forthcoming NEPA document:

1. Consider implementing best practices into the proposed project that FHWA finds to be applicable from the enclosed Construction Emission Control Checklist.

[1] The Mapping for Resilience and Adaptation Assessment Tool provides current and future hazard information to assist with identifying and implementing data-informed infrastructure investments. See https://resilience.climate.gov/pages/user-guide

[2] In 2001, EPA classified diesel emissions as a likely human carcinogen. Diesel exhaust can worsen heart and lung disease, especially in sensitive populations, such as elderly, children, and those with impaired respiratory systems. For more information on EPA's classification for diesel emissions, see https://iris.epa.gov/ChemicalLanding/&substance_nmbr=642

U.S. Environmental Protection Agency
Construction Emission Control Recommendations

Diesel emissions and fugitive dust from project construction may pose environmental and human health risks and should be minimized. In 2002, EPA classified diesel emissions as a likely human carcinogen. Acute exposures can lead to other health problems, such as eye and nose irritation, headaches, nausea, asthma, and other respiratory system issues. Longer term exposure may worsen heart and lung disease.[1] EPA recommends FHWA consider the following protective measures and commit to measures FHWA finds to be applicable in the Draft EA.

Mobile and Stationary Source Diesel Controls

Consider purchasing or soliciting bids that require the use of vehicles that are equipped with zero-emission technologies or the most advanced emission control systems available. Committing to the best available emissions control technologies for project equipment can aid in meeting the following standards.

- On-Highway Vehicles: On-highway vehicles should meet, or exceed, the EPA exhaust emissions standards for model year 2010 and newer heavy-duty, on-highway compression-ignition engines (e.g., long-haul trucks, refuse haulers, shuttle buses, etc.).[2]
- Non-road Vehicles and Equipment: Non-road vehicles and equipment should meet, or exceed, the EPA Tier 4 exhaust emissions standards for heavy-duty, non-road compression-ignition engines (e.g., construction equipment, non-road trucks, etc.).[3]
- Marine Vessels: Marine vessels hauling materials for infrastructure projects should meet, or exceed, the latest EPA exhaust emissions standards for marine compression-ignition engines (e.g., Tier 4 for Category 1 & 2 vessels, and Tier 3 for Category 3 vessels).[4]
- Low Emission Equipment Exemptions: The equipment specifications outlined above should be met unless: 1) a piece of specialized equipment is not available for purchase or lease within the United States; or 2) the relevant project contractor has been awarded funds to retrofit existing equipment, or purchase/lease new equipment, but the funds are not yet available.

Consider the following best practices via the construction contracting or oversight process to aid in further reducing impacts:

Equipment

- Use onsite renewable electricity generation and/or grid-based electricity rather than diesel-powered generators or other equipment.
- Use electric starting aids such as block heaters with older vehicles to warm the engine.
- Regularly maintain diesel engines to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance (e.g., blue/black smoke indicates that an engine requires servicing or tuning).
- Where possible, retrofit older-tier or Tier 0 nonroad engines with an exhaust filtration device before it enters the construction site to capture diesel particulate matter.
- Replace the engines of older vehicles and/or equipment with diesel- or alternatively-fueled engines certified to meet newer, more stringent emissions standards (e.g., plug-in hybrid-electric vehicles, battery-electric vehicles, fuel cell electric vehicles, advanced technology locomotives, etc.), or with zero emissions electric

[1] Benbrahim-Tallaa, L, Baan, RA, Grosse, Y, Lauby-Secretan, B, El Ghissassi, F, Bouvard, V, Guha, N, Loomis, D, Straif, K & International Agency for Research on Cancer Monograph Working Group (2012). Carcinogenicity of diesel-engine and gasoline-engine exhausts and some nitroarenes. The Lancet. Oncology, vol. 13, no. 7, pp. 663-4. Accessed online from: https://kclpure.kcl.ac.uk/portal/files/6492297/coverBenbrahim_Tallaa_2012_Lancet_Oncology.pdf

[2] https://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-heavy-duty-highway-engines-and-vehicles

[3] https://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-nonroad-engines-and-vehicles

[4] https://www.epa.gov/emission-standards-reference-guide/all-epa-emission-standards

systems. Retire older vehicles, given the significant contribution of vehicle emissions to the poor air quality conditions. Implement programs to encourage the voluntary removal from use and the marketplace of pre-2010 model year on-highway vehicles (e.g., scrappage rebates) and replace them with newer vehicles that meet or exceed the latest EPA exhaust emissions standards, or with zero emissions electric vehicles and/or equipment.

Fugitive Dust Source Controls

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative, where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

Occupational Health

- Reduce exposure through work practices and training, such as maintaining filtration devices and training diesel-equipment operators to perform routine inspections.
- Position the exhaust pipe so that diesel fumes are directed away from the operator and nearby workers, reducing the fume concentration to which personnel are exposed.
- Use enclosed, climate-controlled cabs pressurized and equipped with high-efficiency particulate air (HEPA) filters to reduce the operators' exposure to diesel fumes. Pressurization ensures that air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first.
- Use respirators, which are only an interim measure to control exposure to diesel emissions. In most cases, an N95 respirator is adequate. Workers must be trained and fit-tested before they wear respirators. Depending on the type of work being conducted, and if oil is present, concentrations of particulates present will determine the efficiency and type of mask and respirator. Personnel familiar with the selection, care, and use of respirators must perform the fit testing. Respirators must bear a National Institute for Occupational Safety and Health approval number.

NEPA Documentation

- Per Executive Order 13045 on Children's Health,[5] EPA recommends the lead agency and project proponent pay particular attention to worksite proximity to places where children live, learn, and play, such as homes, schools, and playgrounds. Construction emission reduction measures should be strictly implemented near these locations in order to be protective of children's health.
- Specify how impacts to sensitive receptors, such as children, elderly, and the infirm will be minimized. For example, locate construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.

[5] Children may be more highly exposed to contaminants because they generally eat more food, drink more water, and have higher inhalation rates relative to their size. Also, children's normal activities, such as putting their hands in their mouths or playing on the ground, can result in higher exposures to contaminants as compared with adults. Children may be more vulnerable to the toxic effects of contaminants because their bodies and systems are not fully developed, and their growing organs are more easily harmed. EPA views childhood as a sequence of life stages, from conception through fetal development, infancy, and adolescence.

The U.S. Environmental Protection Agency (EPA) provided comments on the Environmental Assessment (EA) for the SR 2 at Larrison Boulevard/Strawberry Road project dated April 16, 2026. The comments primarily focus on aquatic resources and construction-related air emissions.

The following summarizes EPA's comments by topic and provides responses describing how these comments have been addressed in the environmental documentation and through project commitments.

EPA Comment Summary by Topic

- Aquatic Impacts
  - Requests additional detail on culvert construction methods and BMPs
  - Encourages climate-resilient culvert design
- Air Resources & Emissions
  - Recommends incorporation of construction emission reduction practices
  - Provides Construction Emission Control Checklist for consideration

Comment No.	Comment (Summarized or Excerpted)	Response
1	Culvert Installation BMPs EPA recommends evaluation and description of BMPs during culvert installation, including whether work will occur "in the dry."	The installation of the structure necessary to extend the existing culvert carrying SR 2 atop Niespodziany Ditch is anticipated to occur "in the dry" where practicable through the use of temporary flow diversion measures such as cofferdams and bypass pumping. Standard erosion and sediment control BMPs will be implemented in accordance with INDOT Standard Specifications and Construction Stormwater General Permit (CSGP) requirements to minimize impacts to water quality and aquatic resources during construction.
2	Climate-Resilient Culvert Design EPA encourages designing culverts to accommodate future precipitation conditions and use of updated climate tools	Hydraulic design for the project is based on current INDOT design criteria, which incorporate updated rainfall data and design storm standards. Culvert sizing considers anticipated precipitation intensity and duration consistent with current engineering practice. Therefore, the current culvert design accommodates future precipitation conditions and utilizes updated climate tools.
3	Air Resources and Emissions USEPA recommended consideration of construction emission reduction practices to minimize potential impacts to air quality and human health, including those identified in the Construction Emission Control Checklist (e.g., diesel emission controls, equipment practices, fugitive dust controls, and protection of sensitive receptors).	The project will incorporate applicable construction-related air quality measures consistent with INDOT Standard Specifications and existing environmental requirements. These include practices such as equipment maintenance, dust control measures, and minimization of idling where practicable. Consideration of additional emission reduction practices will occur during final design and construction planning, as appropriate. These comments are adequately addressed through existing INDOT standards and construction practices.

Attachment 4

Updated Preliminary
Design Plans

Excerpt

CONTRACT	DESIGNATION
R-45760	2401424

KIN PROJECT INFORMATION	
DESIGNATION	PROJECT DESCRIPTION
2401424 (LEAD)	New Interchange Construction at SR 2, Larrison Blvd. and Strawberry Rd. (St. Joseph County)
2401505	New Bridge Construction Larrison Blvd. Northbound (St. Joseph County)
2401506	New Bridge Construction Larrison Blvd. Southbound (St. Joseph County)

Note(s) To Reviewer:

1. Bridge vertical profile will be raised 3-in. to meet vertical clearance requirements after Stage 2. Design updates will be carried through after Stage 2. Preliminary review of the impacts showed a 1.5-in raise in the profile grade at the tie-in points between the roadway and all four approach slabs.

2. Stormwater management design and coordination will be completed following the Stage 2 submittal.

3. Incidental/construction limits between the begin/end of Line "S-1" to be determined after Stage 2 in coordination with adjacent projects being completed by others.

4. A Level 2 design exception for ISD on Line "02B" obstructed by the bridge railing is anticipated. Please refer to the Design Computations file for more information.

INDIANA DEPARTMENT OF TRANSPORTATION

ROAD PLANS

ROUTE: SR 2 FROM: RP 73+83 TO: RP 74+97

DESIGNATION NO. 2401424

New Interchange at SR 2 and Larrison Blvd, Located in Section 12, T-37-N, R-1-W, and Section 7, T-37-N, R-1-E, Olive Township, St. Joseph County, Indiana.

GROSS LENGTH: 2.67 Mi.
NET LENGTH: 2.63 Mi.

SCALES:
PLAN {LONG:- 1"=30' TRANS:- 1"=30'} PROFILE {HORIZ:- 1"=50' VERT:- 1"=50'} MAX. GRADE- 4.42%

END CONSTRUCTION
P.O.T. Sta. 238+57.58 "S-1"

BEGIN CONSTRUCTION
P.O.T. Sta. 20+00.00 "04"

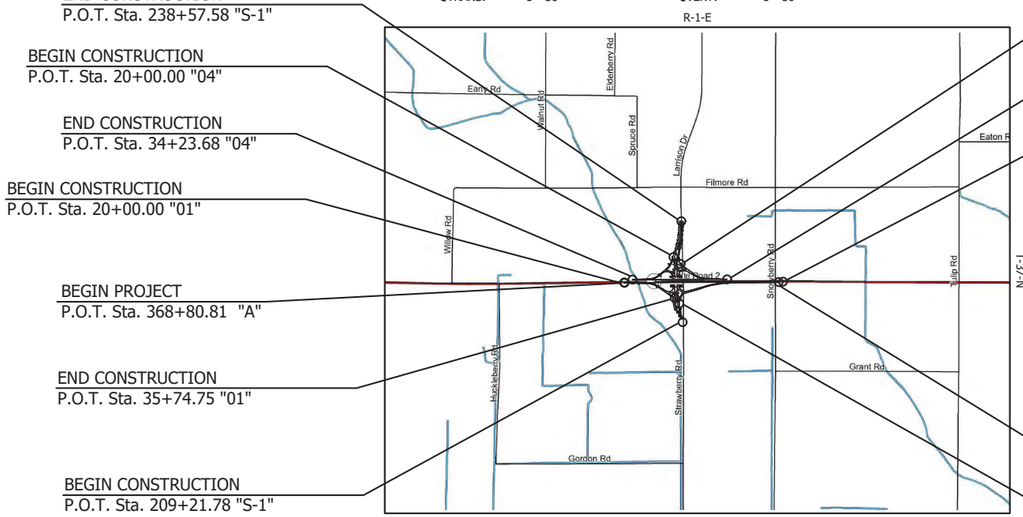
END CONSTRUCTION
P.O.T. Sta. 34+23.68 "04"

BEGIN CONSTRUCTION
P.O.T. Sta. 20+00.00 "01"

BEGIN PROJECT
P.O.T. Sta. 368+80.81 "A"

END CONSTRUCTION
P.O.T. Sta. 35+74.75 "01"

BEGIN CONSTRUCTION
P.O.T. Sta. 209+21.78 "S-1"



ST. JOSEPH COUNTY

SCALE: 1" = 2000'

END CONSTRUCTION
P.O.T. Sta. 35+65.08 "03"

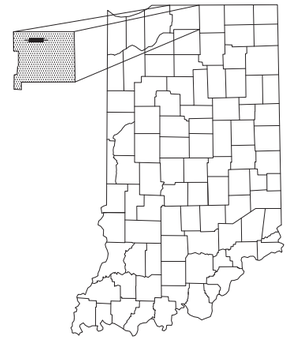
BEGIN CONSTRUCTION
P.O.T. Sta. 20+00.00 "03"

END PROJECT
P.O.T. Sta. 413+27.69 "A"

END CONSTRUCTION
P.O.T. Sta. 50+04.81 "02"

BEGIN CONSTRUCTION
P.O.T. Sta. 20+00.00 "02"

TRAFFIC DATA		SR 2	
A.A.D.T.	(2027)	20,600	V.P.D.
A.A.D.T.	(2037)	40,700	V.P.D.
D.H.V.	(2037)	3,900	V.P.H.
DIRECTIONAL DISTRIBUTION		50	%
TRUCKS		16	% A.A.D.T.
		4	% D.H.V.
DESIGN DATA			
DESIGN SPEED		60 M.P.H.	
PROJECT DESIGN CRITERIA		4R	
FUNCTIONAL CLASSIFICATION		PRINCIPAL ARTERIAL	
RURAL/URBAN		RURAL	
TERRAIN		LEVEL	
ACCESS CONTROL		LIMITED ACCESS	



PROJECT LOCATION SHOWN BY
ST. JOSEPH COUNTY

BEGIN:
LATITUDE: 41°40'19"N LONGITUDE: 86°28'12"W
END:
LATITUDE: 41°19'00"N LONGITUDE: 86°27'09"W

ROADWAY LENGTH: 2.63 MI.
BRIDGE LENGTH: 0.04 MI.
TOTAL LENGTH: 2.67 MI.
MAX. GRADE: 4.42 %

HUC: 07120001010060
07120001010070

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

PLANS PREPARED BY: Butler Fairman and Seufert Inc. (317)713-4615 PHONE
CERTIFIED BY: DATE
APPROVED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION DATE

BF&S NOT FOR CONSTRUCTION PRELIMINARY CIVIL ENGINEERS

BRIDGE FILE	
DESIGNATION	2401424
SURVEY BOOK	SHEET 1 OF 205
CONTRACT	R-45760

BFS NO. 748200

\\bfsfol2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R101.dwg Jarrett Rhine Plot:11/20/2025 1:55 PM Save:11/20/2025 10:21 AM

UTILITIES

COMMUNICATIONS:

AT&T - DISTRIBUTION
Dennis Protega
302 S. East St.
Crown Point, IN 46307
219-662-4689
dp7986@att.com

BRIGHTSPEED
Melissa Teague
1728 Churchman Ave.
Indianapolis, IN 46203
765-656-46663
Melissa.Teague@brightspeed.com

CHOICE LIGHT INC.
Brandon Liggett
130 S. Main St.
South Bend, IN 46601
574-968-5342
bliggett@choicelight.org

ELECTRIC:

AEP TRANSMISSION
Joshua Adams
8600 Smiths Mill Rd.
New Albany, OH 43054
614-933-2297
sedeforf@aep.com

AEP DISTRIBUTION
Colton Kidder
3514 Landin Rd.
New Haven, IN 46774
ckidder@aep.com

TOWN OF NEW CARLISLE ELECTRIC
Jason Quirk
574-850-0490
j.quirk@townofnewcarlisle.com

GAS:

NIPSCO
Jonathan Erdahl
801 E. 86th St.
Merrillville, IN 46410
219-647-6260
utilitycoordination@nisource.com

SANITARY SEWER:

TOWN OF NEW CARLISLE SANITARY SEWER
John Mozinski
j.mozinski@townofnewcarlisle.com

SOUTH BEND SANITARY
Jacob M. Klosinski
227 W. Jefferson Blvd.
South Bend, IN 46601
574-235-9496
jklosinski@southbendin.gov

WATER:

SOUTH BEND WATER
Jacob M. Klosinski
227 W. Jefferson Blvd.
South Bend, IN 46601
574-235-9496
jklosinski@southbendin.gov

PETROLEUM:

BUCKEYE PIPELINE
Brian Barr
6161 Hamilton Rd.
Allentown, PA 18106
610-904-4156
encroachmentreviews@buckeye.com

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
1	TITLE SHEET
2	INDEX SHEET
3-11	TYPICAL CROSS SECTION
12	DEMOLITION PLAN
13-17	GEOMETRIC TIE-UP SHEETS
18	TRAFFIC VOLUME DIAGRAM
19-26	PLAN AND PROFILE
27-40	CONSTRUCTION DETAILS
41-50	SUPERELEVATION TRANSITION
51-57	SPOT ELEVATION
58-64	GRADING PLANS
65-66	CULVERT DETAILS
67-70	STRUCTURE DATA TABLES
72-205	CROSS SECTIONS Removed

REVISIONS

SHEET NO.	DATE	REVISED

TRAFFIC DATA		SR 2	Larrison Blvd.
A.A.D.T.	(2027)	20,600 V.P.D.	6,500 V.P.D.
A.A.D.T.	(2037)	40,700 V.P.D.	23,500 V.P.D.
D.H.V.	(2037)	3,900 V.P.H.	3,880 V.P.H.
DIRECTIONAL DISTRIBUTION		50 %	43 %
TRUCKS		16 % A.A.D.T.	13 % A.A.D.T.
		4 % D.H.V.	5 % D.H.V.
DESIGN DATA			
DESIGN SPEED		60 M.P.H.	30 M.P.H.
PROJECT DESIGN CRITERIA		3R	4R
FUNCTIONAL CLASSIFICATION		PRINCIPAL ARTERIAL	MAJOR COLLECTOR
RURAL/URBAN		RURAL	RURAL
TERRAIN		LEVEL	LEVEL
ACCESS CONTROL		LIMITED ACCESS	LIMITED ACCESS

TRAFFIC DATA		RAMP 1	RAMP 01A	RAMP 02	RAMP 02A	RAMP 02B	RAMP 03
A.A.D.T.	(2027)	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
A.A.D.T.	(2037)	8,337 V.P.D.	4,800 V.P.D.	10,455 V.P.D.	6,452 V.P.D.	4,003 V.P.D.	10,047 V.P.D.
D.H.V.	(2037)	859 V.P.H.	693 V.P.H.	1,444 V.P.H.	1,216 V.P.H.	289 V.P.H.	1,142 V.P.H.
DIRECTIONAL DISTRIBUTION		100 %	100 %	100 %	100 %	100 %	100 %
TRUCKS		8 % A.A.D.T.	14 % A.A.D.T.	8 % A.A.D.T.	13 % A.A.D.T.	3 % A.A.D.T.	9 % A.A.D.T.
		5 % D.H.V.	7 % D.H.V.	4 % D.H.V.	4 % D.H.V.	2 % D.H.V.	5 % D.H.V.
DESIGN DATA							
DESIGN SPEED		60/30 M.P.H.	30 M.P.H.	60/30 M.P.H.	30 M.P.H.	30 M.P.H.	60/30 M.P.H.
PROJECT DESIGN CRITERIA		4R	4R	4R	4R	4R	4R
FUNCTIONAL CLASSIFICATION		RAMP	RAMP	RAMP	RAMP	RAMP	RAMP
RURAL/URBAN		RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
TERRAIN		LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL
ACCESS CONTROL		FULL	FULL	FULL	FULL	FULL	FULL

TRAFFIC DATA		RAMP 03A	RAMP 04	RAMP 04A	RAMP 04B
A.A.D.T.	(2027)	N.A.	N.A.	N.A.	N.A.
A.A.D.T.	(2037)	3,449 V.P.D.	7,942 V.P.D.	2,954 V.P.D.	4,988 V.P.D.
D.H.V.	(2037)	326 V.P.H.	1,130 V.P.H.	253 V.P.H.	906 V.P.H.
DIRECTIONAL DISTRIBUTION		100 %	100 %	100 %	100 %
TRUCKS		4 % A.A.D.T.	7 % A.A.D.T.	3 % A.A.D.T.	12 % A.A.D.T.
		2 % D.H.V.	3 % D.H.V.	2 % D.H.V.	4 % D.H.V.
DESIGN DATA					
DESIGN SPEED		30 M.P.H.	60/30 M.P.H.	30 M.P.H.	30 M.P.H.
PROJECT DESIGN CRITERIA		4R	4R	4R	4R
FUNCTIONAL CLASSIFICATION		RAMP	RAMP	RAMP	RAMP
RURAL/URBAN		RURAL	RURAL	RURAL	RURAL
TERRAIN		LEVEL	LEVEL	LEVEL	LEVEL
ACCESS CONTROL		FULL	FULL	FULL	FULL

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

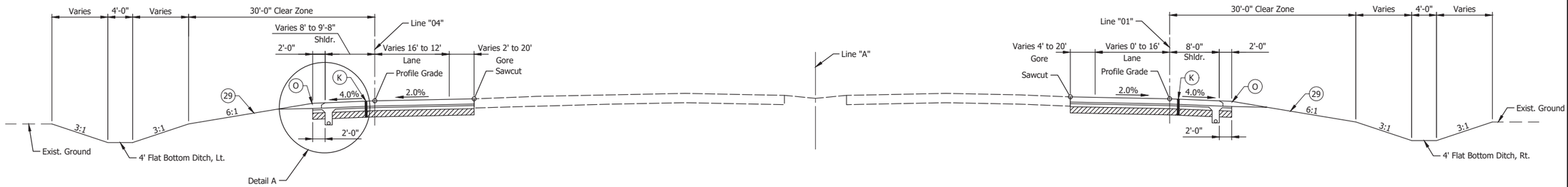
DESIGNED: LRH DRAWN: JNR
CHECKED: CWW CHECKED: LRH

INDIANA DEPARTMENT OF TRANSPORTATION

INDEX SHEET

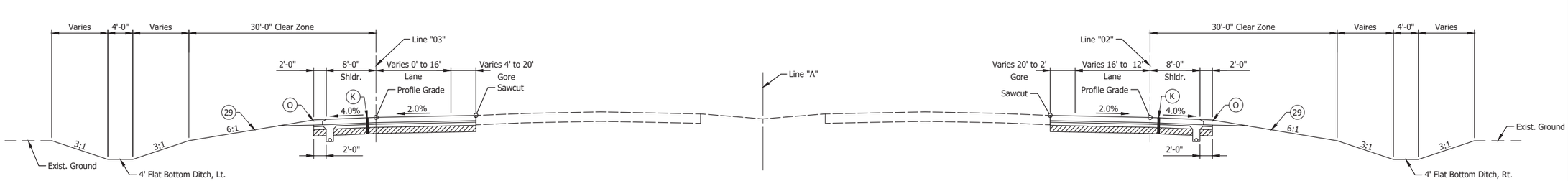
SCALE: N/A
BRIDGE FILE:
DESIGNATION: 2401424
SHEET: 2 OF 205
CONTRACT: R-45760
BFS NO.: 748300

\\bfsfs02\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R102.dwg Jarrett Rhine Plot:11/20/2025 1:55 PM Save:11/20/2025 1:49 PM



TYPICAL SECTION - SR 2 - LINE "A"

Sta.371+15.52 Line "A" to Sta. 376+79.90 Line "A", Left
Sta. 368+80.80 Line "A" to Sta. 376+17.65 Line "A", Right



TYPICAL SECTION - SR 2 - LINE "A"

Sta. 391+30.31 Line "A" to Sta. 398+32.32 Line "A", Left
Sta. 397+47.59 Line "A" to Sta. 413+27.62 Line "A", Right

LEGEND

(A) PCCP Pavement:
11" QC/QA-PCCP (w/ D-1 Contraction Joints @ 15' Max. Spacing, with 1.5" Dowel Bars) on
300#/SYD QC/QA-HMA, Inter., OG, 4, 58E, 19.0mm on
6" Compacted Aggregate No. 53 on
Geotextile Pavement Type, 2B, on
Subgrade Treatment, Type IBC

(K) HMA Pavement:
165#/Syd. QC/QA HMA Surface, 4, 58E, 9.5mm on
275#/Syd. QC/QA HMA Inter., 4, 58E, 19.0mm on
440#/Syd. QC/QA HMA Base, 4, 58S, 19.0mm on
440#/Syd. QC/QA HMA Base, 4, 58S, 19.0mm on
330#/Syd. QC/QA HMA Inter., 4, 58S, 19.0mm on
300#/Syd. QC/QA HMA Base, 4, 58E, 19.0mm on
6" Compacted Aggregate No. 53 on
Geotextile Pavement Type, 2B, on
Subgrade Treatment, Type IBC

(O) Compacted Aggregate, No. 53

(29) Mulched Seeding, R

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN:

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

SCALE: 1/8" = 1'-0"

BRIDGE FILE

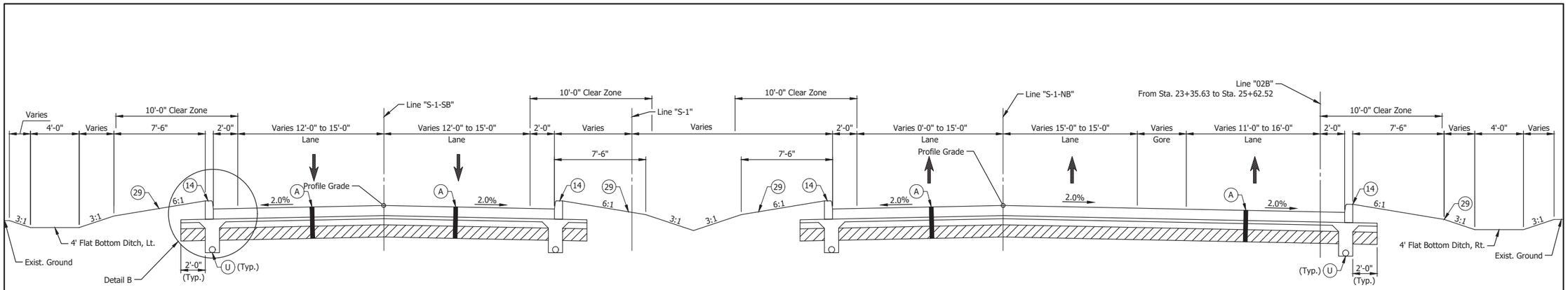
DESIGNATION: 2401424

SHEET: 3 OF 205

CONTRACT: R-45760

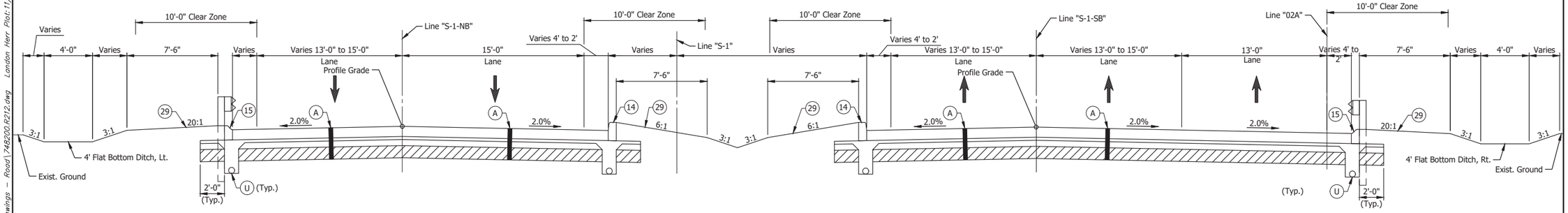
BFS NO. 748200

\\bfsfo2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings – Road\748200.R211.dwg Landon Herr Plot:11/21/2025 7:57 AM Save:11/21/2025 7:57 AM



TYPICAL SECTION - LARRISON - LINE "S-1"

Sta. 209+76.67 Line "S-1" to Sta. 216+39.65 Line "S-1"



LEGEND

- (K) PCCP Pavement
  11" QC/QA-PCCP (w/ D-1 Contraction Joints @ 15' Max Spacing, with 1.5" Dowel Bars) on
  300#/Syd. QC/QA HMA Inter., OG, 4, 58E, 19.0mm on
  6" Compacted Aggregate No. 53 on
  Geotextile for Pavement Type, 2B on
  Subgrade Treatment, Type IBC
- (U) 6" Underdrain
- (14) Integral Concrete Curb, Type C
- (15) Integral Concrete Curb, Type B
- (29) Mulched Seeding, R

TYPICAL SECTION - LARRISON - LINE "S-1"

Sta. 217+50.61 Line "S-1" to Sta. 224+82.69 Line "S-1"

Paving Exception from Sta. 219+94.67 Line "S-1" to Sta. 222+25.17 Line "S-1"

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: BKM

CHECKED: CWW CHECKED: LRH

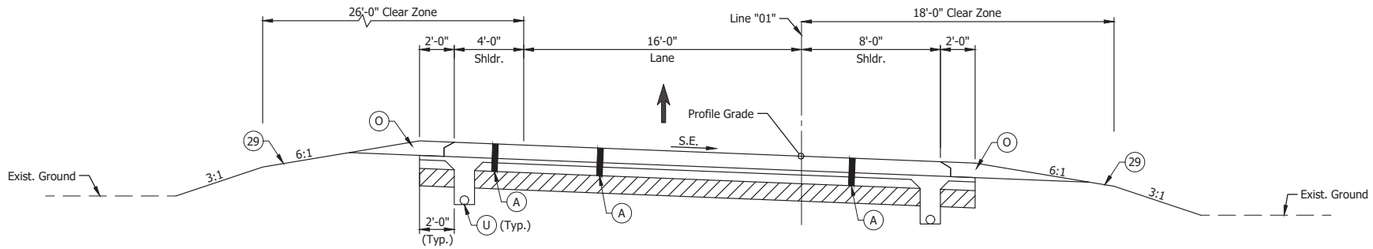
INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

SCALE	BRIDGE FILE
1/4"=1'-0"	
	DESIGNATION
	2401424
	SHEET
	4 OF 205
	CONTRACT
	R-45760

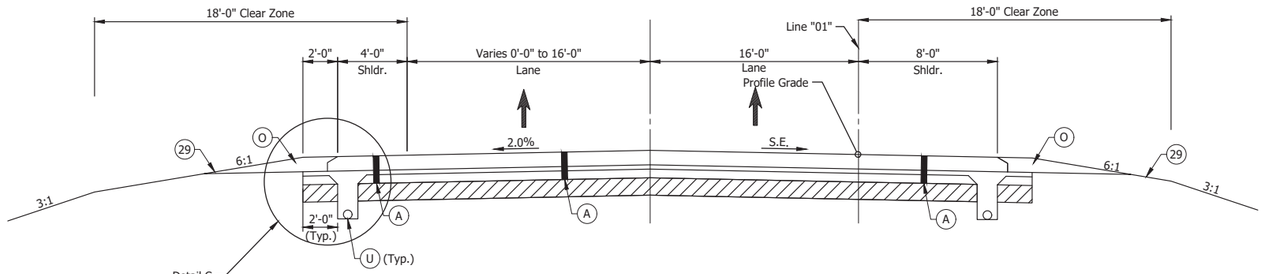
BFS NO. 748200

\\bfsfor2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R212.dwg London Herr Plot:11/21/2025 7:53 AM Save:11/21/2025 7:53 AM



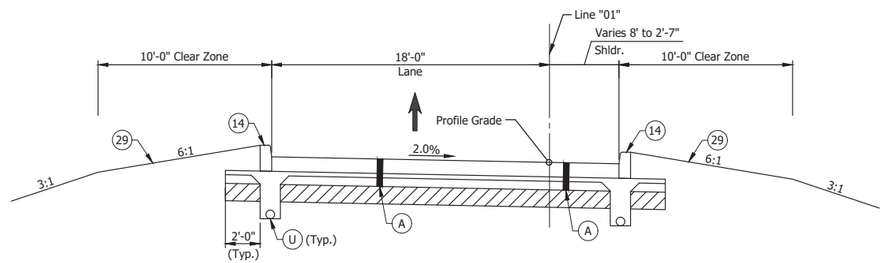
TYPICAL SECTION - SR 2 RAMP - LINE "01"

Sta. 27+34.92 Line "01" to Sta. 30+42.21 Line "01"



TYPICAL SECTION - SR 2 RAMP - LINE "01"

Sta. 30+42.21 Line "01" to Sta. 33+48.18 Line "01"



TYPICAL SECTION - SR 2 RAMP - LINE "01"

Sta. 33+48.18 Line "01" to Sta. 35+03.83 Line "01"

LEGEND

(A) PCCP Pavement
11" QC/QA-PCCP (w/ D-1 Contraction Joints @ 15' Max Spacing, with 1.5" Dowel Bars) on
300#/Syd. QC/QA HMA Inter., OG, 4, 58E, 19.0mm on
6" Compacted Aggregate No. 53 on
Geotextile for Pavement Type, 2B on
Subgrade Treatment, Type IBC

(O) Compacted Aggregate, No. 53

(U) 6" Underdrain

(14) Integral Concrete Curb, Type C

(29) Mulched Seeding, R

S.E. (See Ramp Profiles Sheets 41-50 for Superelevations)

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: BKM

CHECKED: CWW | CHECKED: LRH

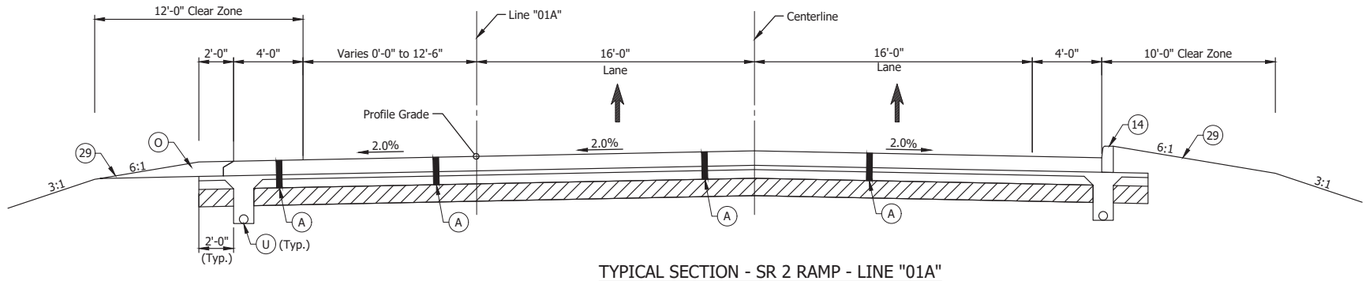
INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

SCALE	BRIDGE FILE
1/4"=1'-0"	
	DESIGNATION
	2401424
SHEET	
5 OF 205	
CONTRACT	
R-45760	

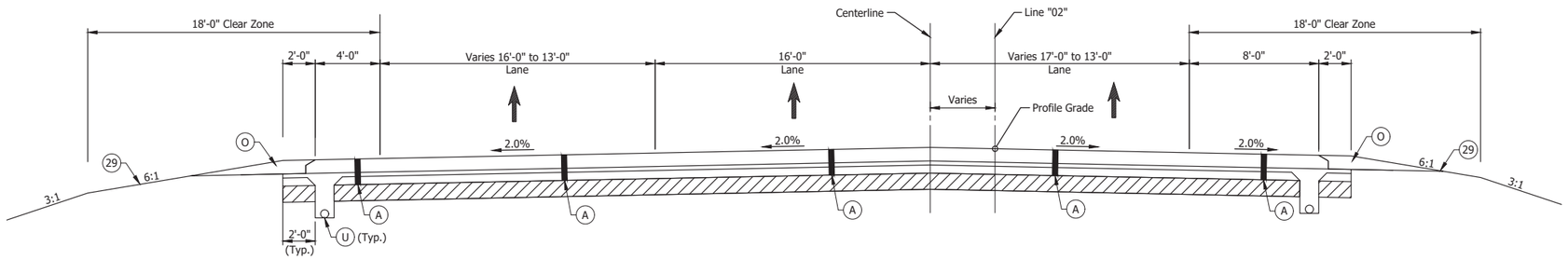
BFS NO. 748200

\\bfsfol2\Jobs5\748200.0000\Proj\Development\Design\Drawings\Drawings - Road\748200.R212.dwg Jarrett Rhine Plot:11/20/2025 3:46 PM Save:11/20/2025 3:44 PM



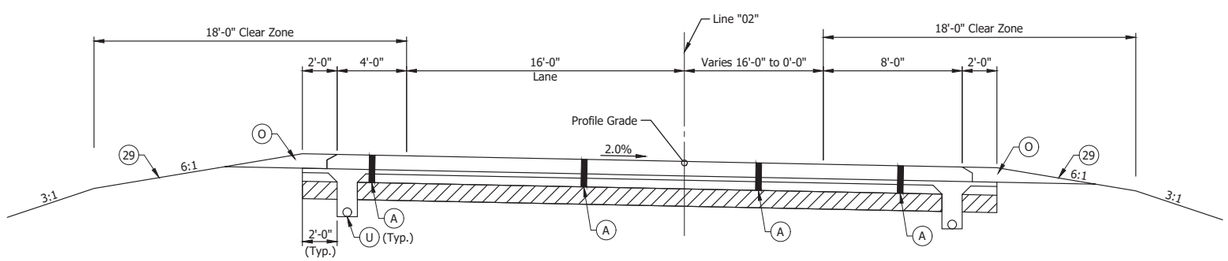
TYPICAL SECTION - SR 2 RAMP - LINE "01A"

Sta. 20+00.00 Line "01A" to Sta. 23+26.77 Line "01A"



TYPICAL SECTION - SR 2 RAMP - LINE "02"

Sta. 22+04.24 Line "02" to Sta. 23+49.40 Line "02"



TYPICAL SECTION - SR 2 RAMP - LINE "02"

Sta. 23+49.40 Line "02" to Sta. 34+25.75 Line "02"

LEGEND

- (A) PCCP Pavement
  11" QC/QA-PCCP (w/ D-1 Contraction Joints @ 15' Max Spacing, with 1.5" Dowel Bars) on
  300#/Syd. QC/QA HMA Inter., OG, 4, 58E, 19.0mm on
  6" Compacted Aggregate No. 53 on
  Geotextile for Pavement Type, 2B on
  Subgrade Treatment, Type IBC
- (O) Compacted Aggregate, No. 53
- (U) 6" Underdrain
- (14) Integral Concrete Curb, Type C
- (29) Mulched Seeding, R

BF&S PRELIMINARY NOT FOR CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: BKM

CHECKED: CWW | CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

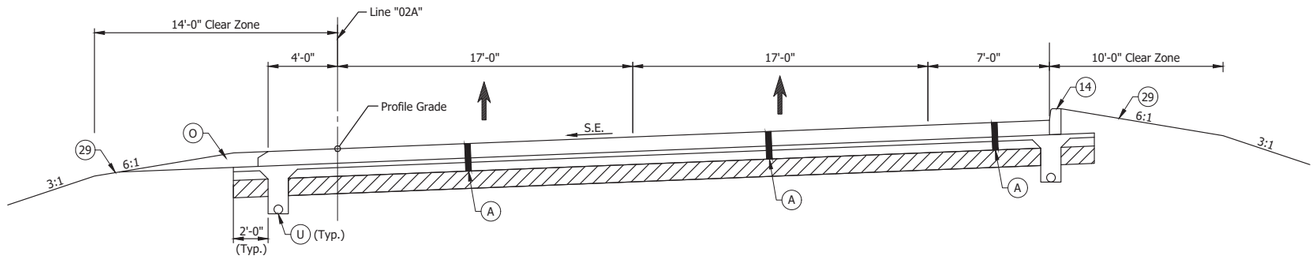
TYPICAL CROSS SECTIONS

SCALE	BRIDGE FILE
1/4"=1'-0"	
	DESIGNATION
	2401424

SHEET		
6	OF	205
CONTRACT		
R-45760		

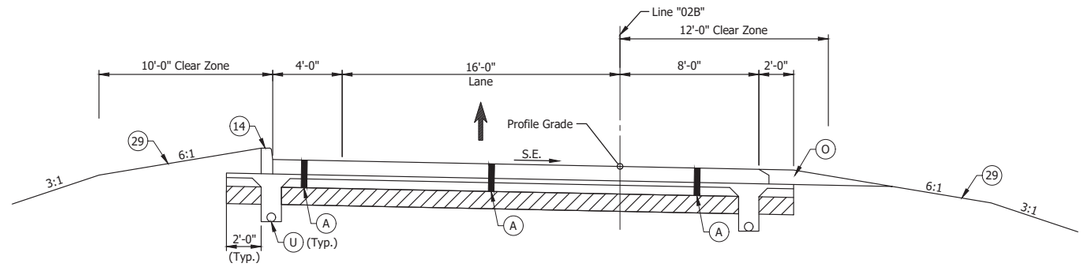
BFS NO. 748200

\\bfsfol2\Jobs5\748200.0000\Pro\Development\Design\Drawings\Drawings - Road\748200.R212.dwg Jarrett Rhine Plot:11/20/2025 3:46 PM Save:11/20/2025 3:44 PM



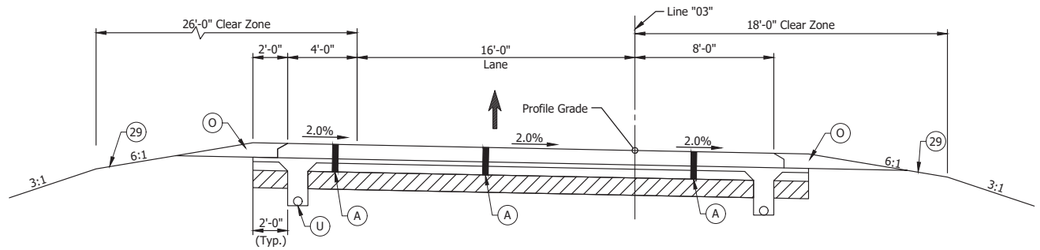
TYPICAL SECTION - SR 2 RAMP - LINE "02A"

Sta. 21+16.05 Line "02A" to Sta. 22+42.22 Line "02A"



TYPICAL SECTION - SR 2 RAMP - LINE "02B"

Sta. 22+19.06 Line "02B" to Sta. 25+00.05 Line "02B"



TYPICAL SECTION - SR 2 RAMP - LINE "03"

Sta. 27+00.38 Line "03" to Sta. 29+67.37 Line "03"

LEGEND

- (A) PCCP Pavement
  11" QC/QA-PCCP (w/ D-1 Contraction Joints @ 15' Max Spacing, with 1.5" Dowel Bars) on
  300#/Syd. QC/QA HMA Inter., OG, 4, 58E, 19.0mm on
  6" Compacted Aggregate No. 53 on
  Geotextile for Pavement Type, 2B on
  Subgrade Treatment, Type IBC
- (O) Compacted Aggregate, No. 53
- (U) 6" Underdrain
- (14) Integral Concrete Curb, Type C
- (29) Mulched Seeding, R

S.E. (See Ramp Profiles Sheets 41-50 for Superelevations)

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: BKM

CHECKED: CWW | CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

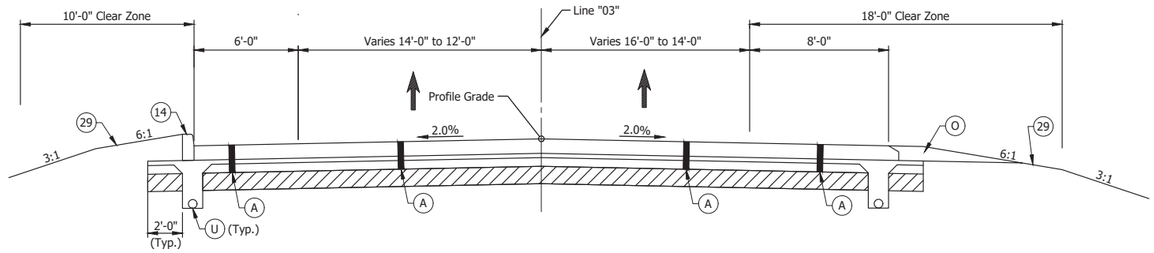
TYPICAL CROSS SECTIONS

SCALE	BRIDGE FILE
1/4"=1'-0"	
	DESIGNATION
	2401424

SHEET			
7	OF	205	
CONTRACT			
R-45760			

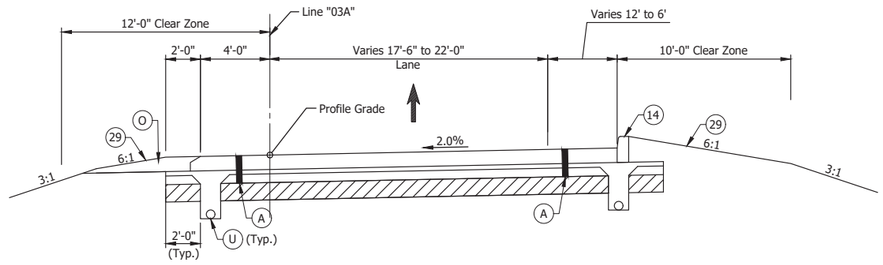
BFS NO. 748200

\\bfsla2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R212.dwg Jarrett Rhine Plot:11/20/2025 3:46 PM Save:11/20/2025 3:44 PM



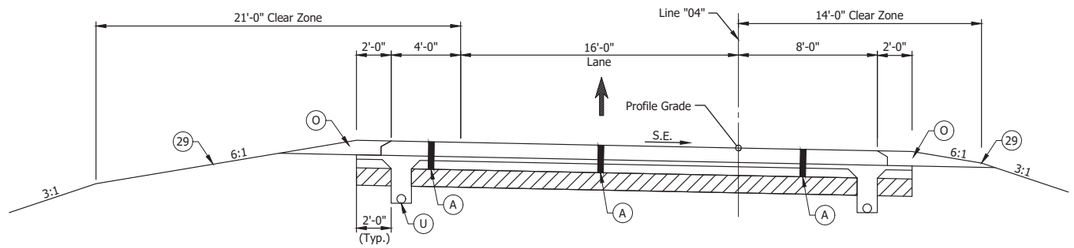
TYPICAL SECTION - SR 2 RAMP - LINE "03"

Sta. 29+67.37 Line "03" to Sta. 35+40.44 Line "03"



TYPICAL SECTION - SR 2 RAMP - LINE "03A"

Sta. 11+64.75 Line "03A" to Sta. 13+65.79 Line "03A"



TYPICAL SECTION - SR 2 RAMP - LINE "04"

Sta. 23+37.72 Line "04" to Sta. 28+61.39 Line "04"

LEGEND

(A) PCCP Pavement
11" QC/QA-PCCP (w/ D-1 Contraction Joints @ 15' Max Spacing, with 1.5" Dowel Bars) on
300#/Syd. QC/QA HMA Inter., OG, 4, 58E, 19.0mm on
6" Compacted Aggregate No. 53 on
Geotextile for Pavement Type, 2B on
Subgrade Treatment, Type IBC

(O) Compacted Aggregate, No. 53

(U) 6" Underdrain

(14) Integral Concrete Curb, Type C

(29) Mulched Seeding, R

S.E. (See Ramp Profiles Sheets 41-50 for Superelevations)

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: BKM

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

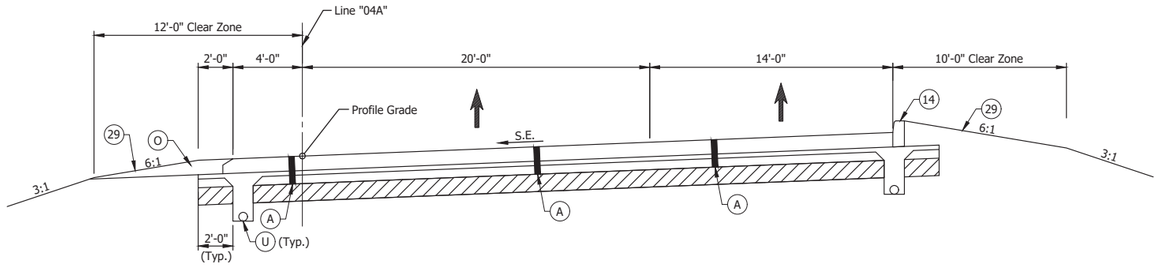
TYPICAL CROSS SECTIONS

SCALE	BRIDGE FILE
1/4"=1'-0"	
	DESIGNATION
	2401424

SHEET		
8	OF	205
CONTRACT		
R-45760		

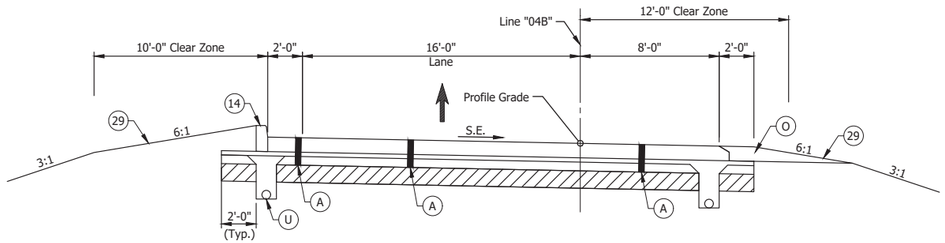
BFS NO. 748200

\\bfsfol2\Jobs5\748200.0000\ProDevelopment\Design\Drawings\Drawings – Road\748200.R212.dwg Jarrett Rhine Plot:11/20/2025 3:46 PM Save:11/20/2025 3:44 PM



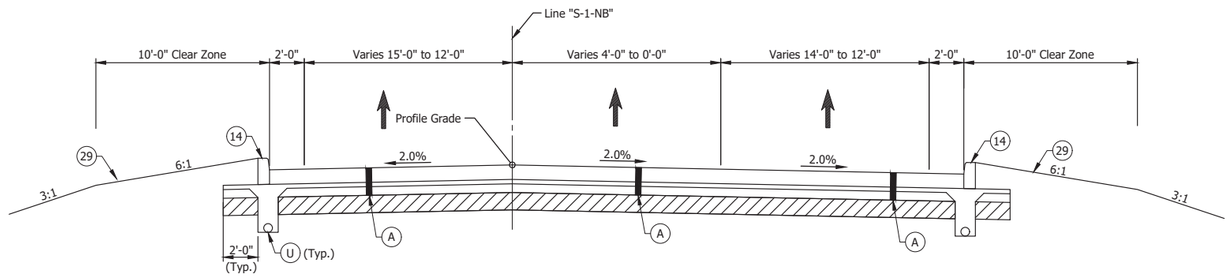
TYPICAL SECTION - SR 2 RAMP - LINE "04A"

Sta. 20+96.47 Line "04A" to Sta. 22+95.56 Line "04A"



TYPICAL SECTION - SR 2 RAMP - LINE "04B"

Sta. 19+92.89 Line "04B" to Sta. 23+86.64 Line "04B"



TYPICAL SECTION - LARRISON - LINE "S-1-NB"

Sta. 36+77.55 Line "S-1-NB" to Sta. 38+46.67 Line "S-1-NB"

LEGEND

- (A) PCCP Pavement
  11" QC/QA-PCCP (w/ D-1 Contraction Joints @ 15' Max Spacing, with 1.5" Dowel Bars) on
  300#/Syd. QC/QA HMA Inter., OG, 4, 58E, 19.0mm on
  6" Compacted Aggregate No. 53 on
  Geotextile for Pavement Type, 2B on
  Subgrade Treatment, Type IBC
- (O) Compacted Aggregate, No. 53
- (U) 6" Underdrain
- (14) Integral Concrete Curb, Type C
- (29) Mulched Seeding, R

S.E. (See Ramp Profiles Sheets 41-50 for Superelevations)

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: LRH DRAWN: BKM

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

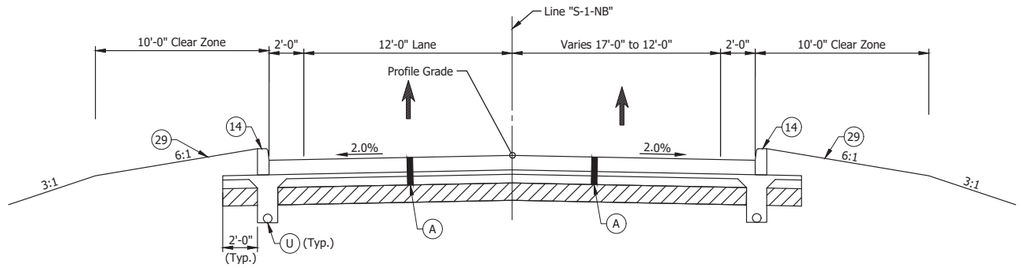
TYPICAL CROSS SECTIONS

SCALE	BRIDGE FILE
1/4"=1'-0"	
	DESIGNATION
	2401424

SHEET		
9	OF	205
CONTRACT		
R-45760		

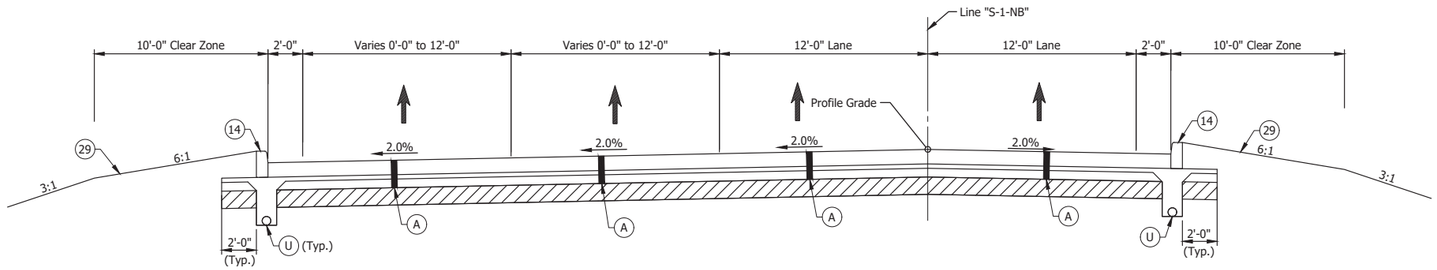
BF&S NO. 748200

\\bfsfs2\Jobs5\748200.0000\ProDevelopment\Design\Drawings\Drawings - Road\748200.R212.dwg Jarrett Rhine Plot:11/20/2025 3:46 PM Save:11/20/2025 3:44 PM



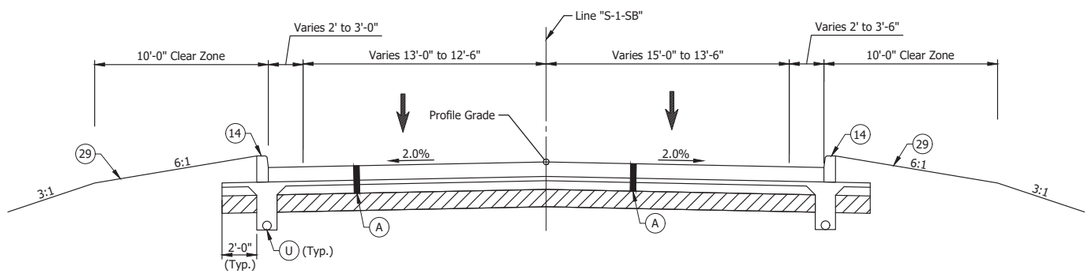
TYPICAL SECTION - LARRISON - LINE "S-1-NB"

Sta. 38+46.67 Line "S-1-NB" to Sta. 46+34.14 Line "S-1-NB"



TYPICAL SECTION - LARRISON - LINE "S-1-NB"

Sta. 46+34.14 Line "S-1-NB" to Sta. 49+41.94 Line "S-1-NB"



TYPICAL SECTION - LARRISON - LINE "S-1-SB"

Sta. 37+55.82 Line "S-1-SB" to Sta. 39+25.95 Line "S-1-SB"

LEGEND

(A) PCCP Pavement
11" QC/QA-PCCP (w/ D-1 Contraction Joints @ 15' Max Spacing, with 1.5" Dowel Bars) on
300#/Syd. QC/QA HMA Inter., OG, 4, 58E, 19.0mm on
6" Compacted Aggregate No. 53 on
Geotextile for Pavement Type, 2B on
Subgrade Treatment, Type IBC

(O) Compacted Aggregate, No. 53

(U) 6" Underdrain

(14) Integral Concrete Curb, Type C

(29) Mulched Seeding, R

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: BKM

CHECKED: CWW | CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

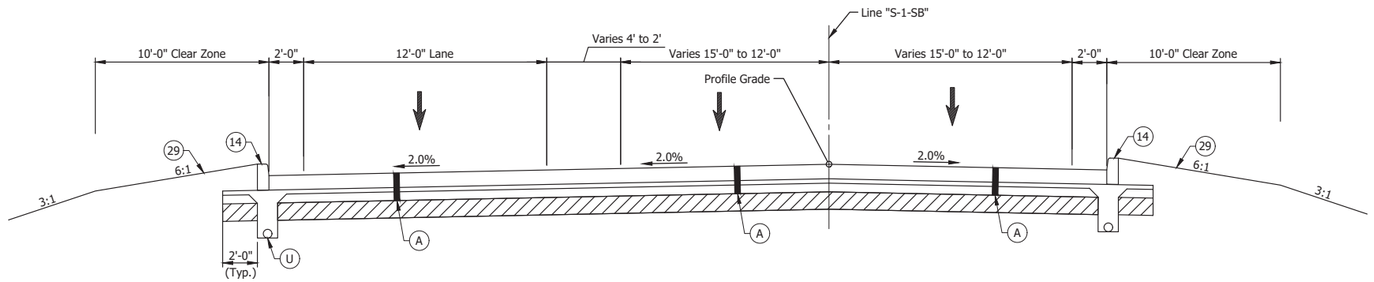
TYPICAL CROSS SECTIONS

SCALE	BRIDGE FILE
1/4"=1'-0"	
	DESIGNATION
	2401424

SHEET		
10	OF	205
CONTRACT		
R-45760		

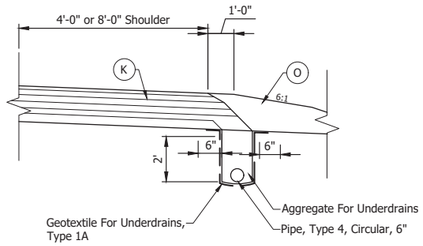
BFS NO. 748200

\\bfsfol2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R212.dwg Jarrett Rhine Plot:11/20/2025 3:46 PM Save:11/20/2025 3:44 PM



TYPICAL SECTION - LARRISON - LINE "S-1-SB"

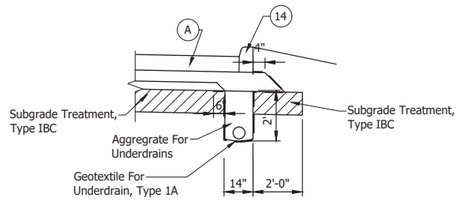
Sta. 39+25.95 Line "S-1-SB" to Sta. 50+31.97 Line "S-1-SB"



DETAIL A - HMA

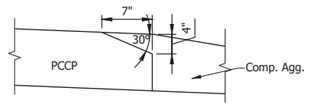
UNDERDRAIN DETAIL - OUTSIDE SHOULDER

Not To Scale



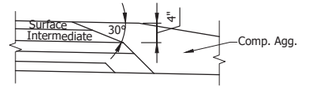
DETAIL B

Not to Scale



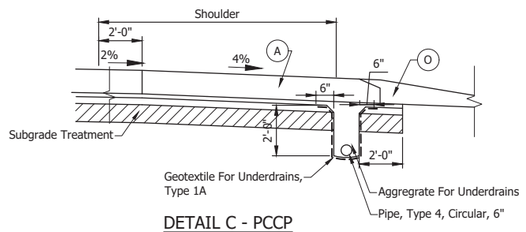
SAFETY EDGE DETAIL - PCCP

Not to Scale



SAFETY EDGE DETAIL - HMA

Not to Scale



DETAIL C - PCCP

UNDERDRAIN DETAIL - OUTSIDE SHOULDER

Not to Scale

LEGEND

(A) PCCP Pavement
11" QC/QA-PCCP (w/ D-1 Contraction Joints @ 15' Max Spacing, with 1.5" Dowel Bars) on
300#/Syd. QC/QA HMA Inter., OG, 4, 58E, 19.0mm on
6" Compacted Aggregate No. 53 on
Geotextile for Pavement Type, 2B on
Subgrade Treatment, Type IBC

(K) HMA Pavement:
165#/Syd. QC/QA HMA Surface, 4, 58E, 9.5mm on
275#/Syd. QC/QA HMA Inter., 4, 58E, 19.0mm on
440#/Syd. QC/QA HMA Base, 4, 58S, 19.0mm on
440#/Syd. QC/QA HMA Base, 4, 58S, 19.0mm on
330#/Syd. QC/QA HMA Inter., 4, 58S, 19.0mm on
300#/Syd. QC/QA HMA Base, 4, 58E, 19.0mm on
6" Compacted Aggregate No. 53 on
Geotextile Pavement Type, 2B, on
Subgrade Treatment, Type IBC

(U) 6" Underdrain

(14) Integral Concrete Curb, Type C

(29) Mulched Seeding, R

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: BKM

CHECKED: CWW | CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

SCALE	BRIDGE FILE
1/4"=1'-0"	
	DESIGNATION
	2401424

SHEET 11 OF 205

CONTRACT R-45760

BFS NO. 748200

\\bfsfo2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R212.dwg Jarrett Rhine Plot:11/20/2025 3:46 PM Save:11/20/2025 3:44 PM



LEGEND

- HMA PAVEMENT REMOVAL
- BUILDING TO BE REMOVED
- CONCRETE TO BE REMOVED

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: JMT

CHECKED: CWW | CHECKED: LRH

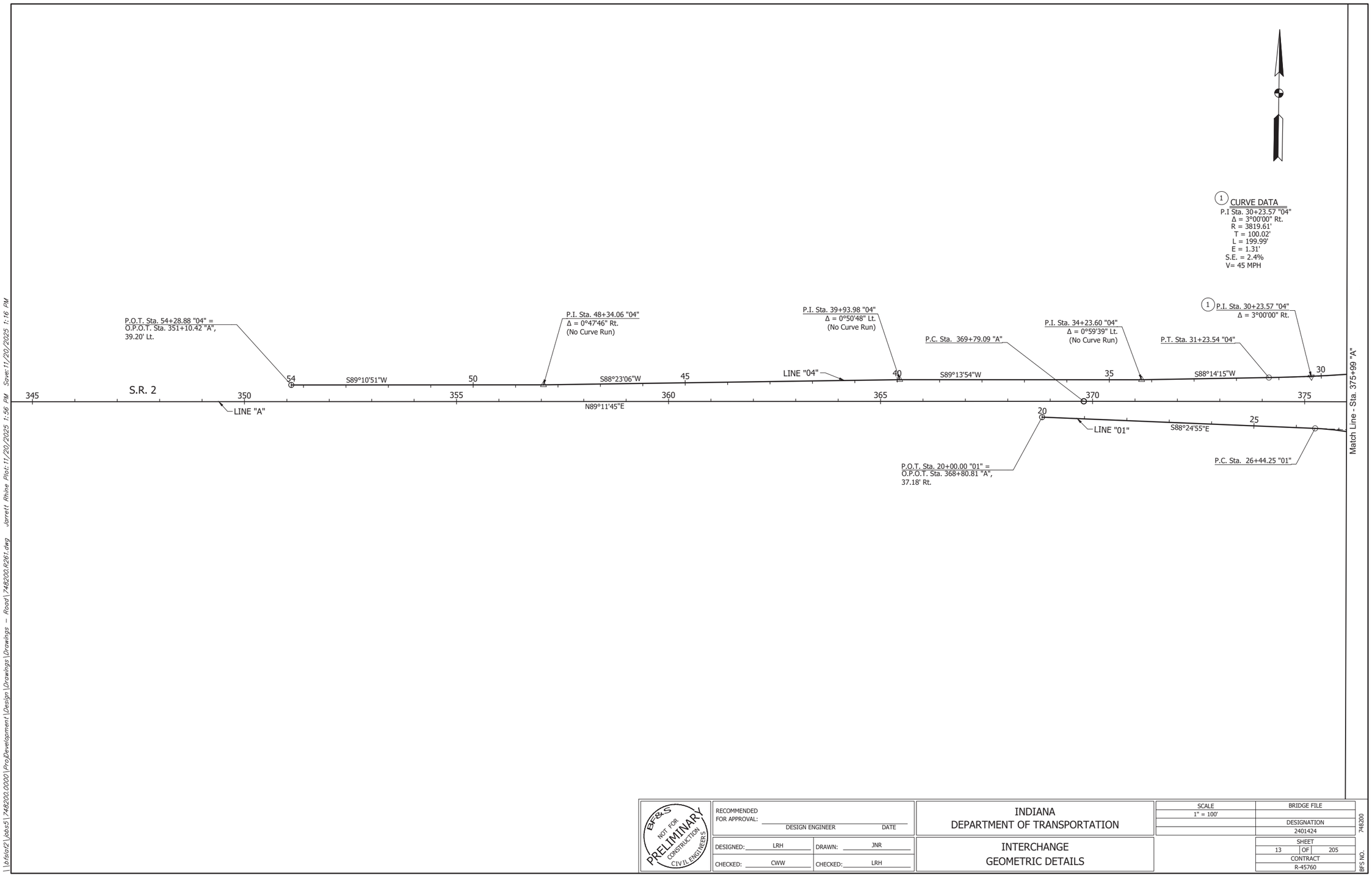
INDIANA
DEPARTMENT OF TRANSPORTATION

DEMOLITION PLAN

SCALE	BRIDGE FILE
1"=200'	
	DESIGNATION
	2401424
	SHEET
	12 OF 205
	CONTRACT
	R-45760

BFS NO. 748200

\\bfsfol2\Jobs5\748200.0000\Proj\Development\Design\Drawings\Drawings - Road\748200.R230.dwg Jarrett Rhine Plot:11/20/2025 1:56 PM Save:11/20/2025 1:30 PM



\\fsfs01\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200_R261.dwg Jarrett Rhine Plot:11/20/2025 1:56 PM Save:11/20/2025 1:16 PM

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

INTERCHANGE
GEOMETRIC DETAILS

SCALE 1" = 100'

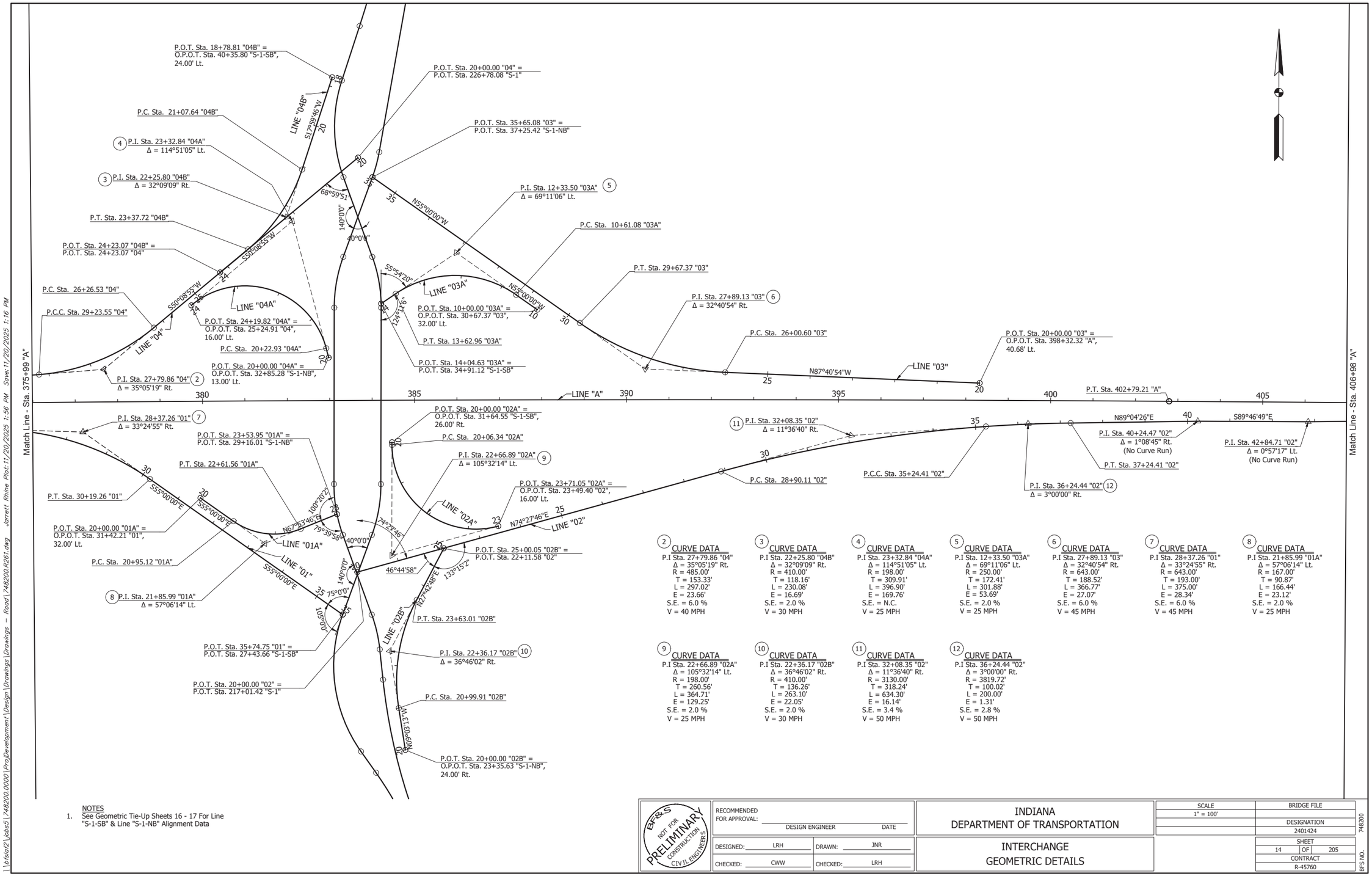
BRIDGE FILE

DESIGNATION 2401424

SHEET 13 OF 205

CONTRACT R-45760

BFS NO. 748200



NOTES
1. See Geometric Tie-Up Sheets 16 - 17 For Line "S-1-SB" & Line "S-1-NB" Alignment Data

2 CURVE DATA
P.I Sta. 27+79.86 "04"
Δ = 35°05'19" Rt.
R = 485.00'
T = 153.33'
L = 297.02'
E = 23.66'
S.E. = 6.0 %
V = 40 MPH

3 CURVE DATA
P.I Sta. 22+25.80 "04B"
Δ = 32°09'09" Rt.
R = 410.00'
T = 118.16'
L = 230.08'
E = 16.69'
S.E. = 2.0 %
V = 30 MPH

4 CURVE DATA
P.I Sta. 23+32.84 "04A"
Δ = 114°51'05" Lt.
R = 198.00'
T = 309.91'
L = 396.90'
E = 169.76'
S.E. = N.C.
V = 25 MPH

5 CURVE DATA
P.I Sta. 12+33.50 "03A"
Δ = 69°11'06" Lt.
R = 250.00'
T = 172.41'
L = 301.88'
E = 53.69'
S.E. = 2.0 %
V = 25 MPH

6 CURVE DATA
P.I Sta. 27+89.13 "03"
Δ = 32°40'54" Rt.
R = 643.00'
T = 188.52'
L = 366.77'
E = 27.07'
S.E. = 6.0 %
V = 45 MPH

7 CURVE DATA
P.I Sta. 28+37.26 "01"
Δ = 33°24'55" Rt.
R = 643.00'
T = 193.00'
L = 375.00'
E = 28.34'
S.E. = 6.0 %
V = 45 MPH

8 CURVE DATA
P.I Sta. 21+85.99 "01A"
Δ = 57°06'14" Lt.
R = 167.00'
T = 90.87'
L = 166.44'
E = 23.12'
S.E. = 2.0 %
V = 25 MPH

9 CURVE DATA
P.I Sta. 22+66.89 "02A"
Δ = 105°32'14" Lt.
R = 198.00'
T = 260.56'
L = 364.71'
E = 129.25'
S.E. = 2.0 %
V = 25 MPH

10 CURVE DATA
P.I Sta. 22+36.17 "02B"
Δ = 36°46'02" Rt.
R = 410.00'
T = 136.26'
L = 263.10'
E = 22.05'
S.E. = 2.0 %
V = 30 MPH

11 CURVE DATA
P.I Sta. 32+08.35 "02"
Δ = 11°36'40" Rt.
R = 3130.00'
T = 318.24'
L = 634.30'
E = 16.14'
S.E. = 3.4 %
V = 50 MPH

12 CURVE DATA
P.I Sta. 36+24.44 "02"
Δ = 3°00'00" Rt.
R = 3819.72'
T = 100.02'
L = 200.00'
E = 1.31'
S.E. = 2.8 %
V = 50 MPH

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR
CHECKED: CWW CHECKED: LRH

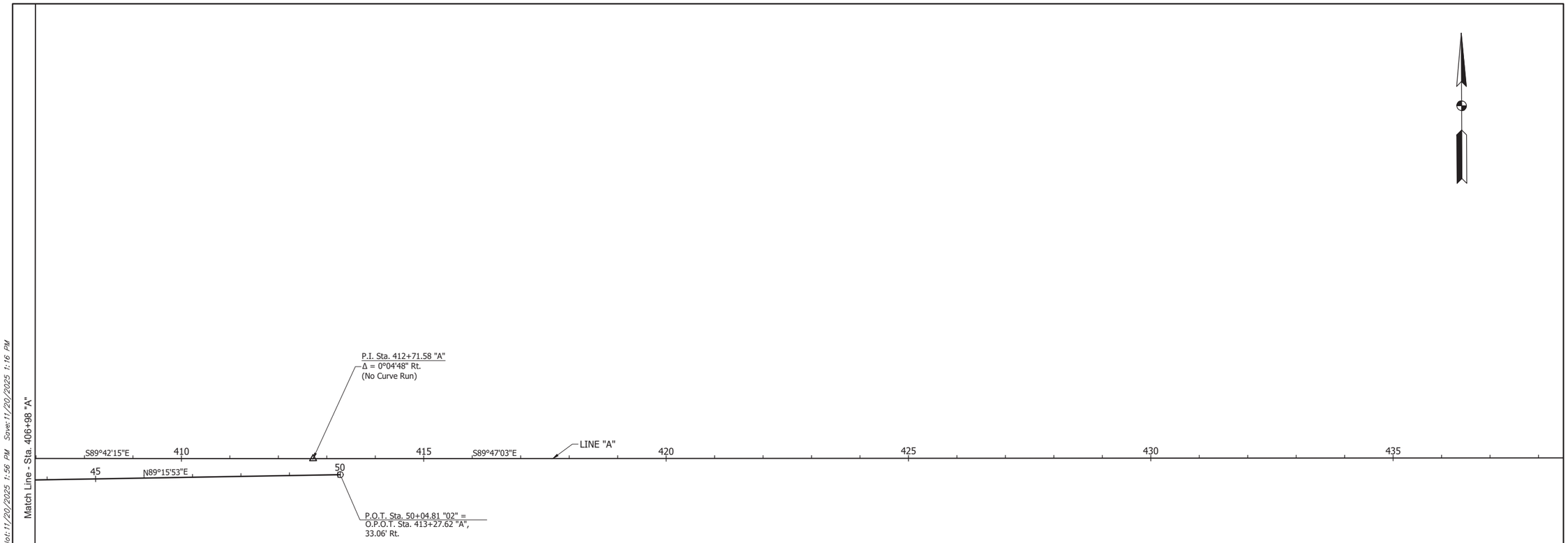
INDIANA
DEPARTMENT OF TRANSPORTATION

INTERCHANGE
GEOMETRIC DETAILS

SCALE	BRIDGE FILE
1" = 100'	
	DESIGNATION
	2401424
SHEET	
14 OF 205	
CONTRACT	
R-45760	

BFS NO. 748200

\\bfsfor2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R261.dwg Jarrett Rhine Plot:11/20/2025 1:56 PM Save:11/20/2025 1:16 PM



\\bfsfor2\jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R261.dwg Jarrett Rhine Plot:11/20/2025 1:56 PM Save:11/20/2025 1:16 PM

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: JNR

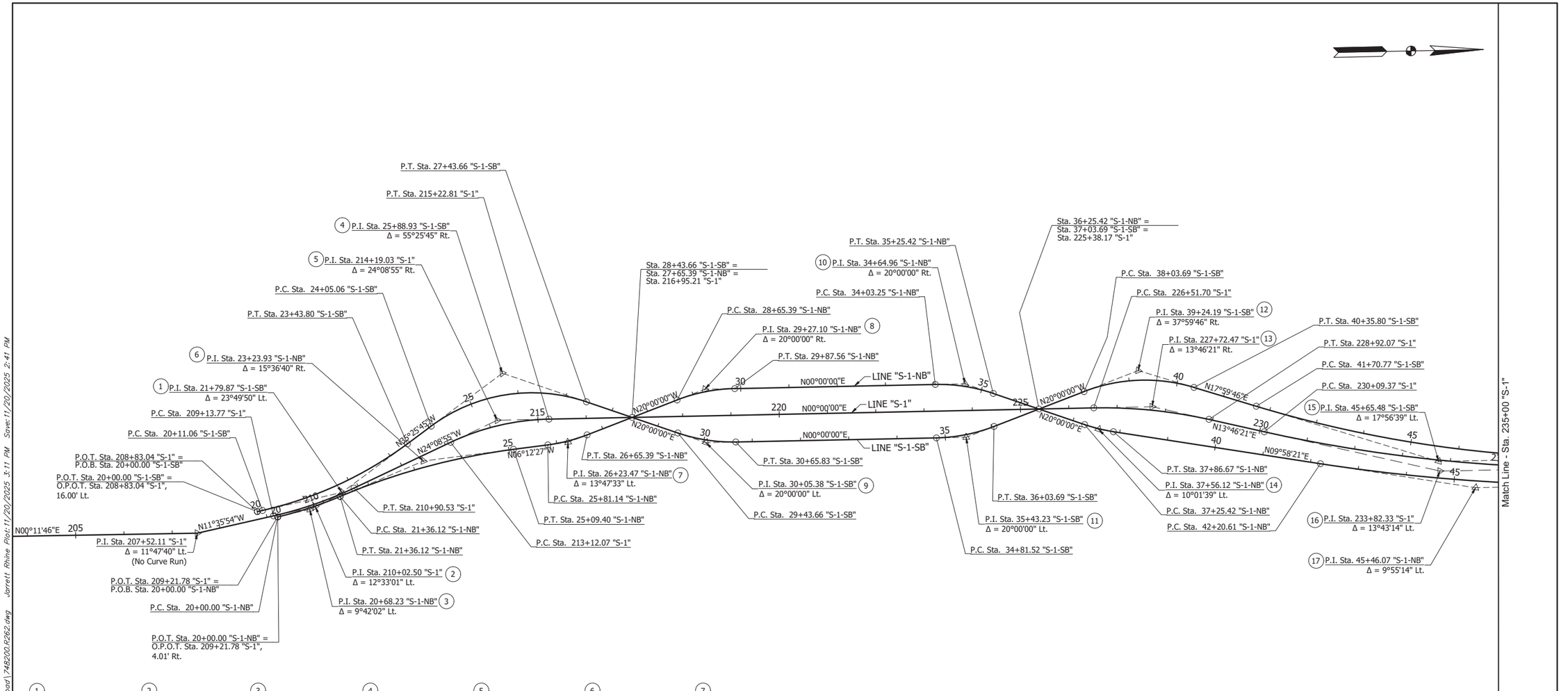
CHECKED: CWW | CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

INTERCHANGE
GEOMETRIC DETAILS

SCALE	BRIDGE FILE
1" = 100'	
	DESIGNATION
	2401424
	SHEET 15 OF 205
	CONTRACT R-45760

BFS NO. 748200



1 CURVE DATA
P.I Sta. 21+79.87 "S-1-SB"
Δ = 23°49'50" Lt.
R = 800.00'
T = 168.81'
L = 332.74'
E = 17.62'
S.E. = 2.0 %
V = 30 MPH

2 CURVE DATA
P.I Sta. 210+02.50 "S-1"
Δ = 12°33'01" Lt.
R = 807.00'
T = 88.74'
L = 176.77'
E = 4.86'

3 CURVE DATA
P.I Sta. 20+68.23 "S-1-NB"
Δ = 9°42'02" Lt.
R = 804.00'
T = 68.22'
L = 136.12'
E = 2.89'
S.E. = 2.0 %
V = 30 MPH

4 CURVE DATA
P.I Sta. 25+88.93 "S-1-SB"
Δ = 55°25'45" Rt.
R = 350.00'
T = 183.87'
L = 338.60'
E = 45.36'
S.E. = 2.0 %
V = 30 MPH

5 CURVE DATA
P.I Sta. 214+19.03 "S-1"
Δ = 24°08'55" Rt.
R = 500.00'
T = 106.96'
L = 210.74'
E = 11.31'

6 CURVE DATA
P.I Sta. 23+23.93 "S-1-NB"
Δ = 15°36'40" Rt.
R = 1370.00'
T = 187.80'
L = 373.28'
E = 12.81'
S.E. = 2.0 %
V = 30 MPH

7 CURVE DATA
P.I Sta. 26+23.47 "S-1-NB"
Δ = 13°47'33" Lt.
R = 350.00'
T = 42.33'
L = 84.25'
E = 2.55'
S.E. = 2.0 %
V = 30 MPH

8 CURVE DATA
P.I Sta. 29+27.10 "S-1-NB"
Δ = 20°00'00" Rt.
R = 350.00'
T = 61.71'
L = 122.17'
E = 5.40'
S.E. = 2.0 %
V = 30 MPH

9 CURVE DATA
P.I Sta. 30+05.38 "S-1-SB"
Δ = 20°00'00" Lt.
R = 350.00'
T = 61.71'
L = 122.17'
E = 5.40'
S.E. = 2.0 %
V = 30 MPH

10 CURVE DATA
P.I Sta. 34+64.96 "S-1-NB"
Δ = 20°00'00" Rt.
R = 350.00'
T = 61.71'
L = 122.17'
E = 5.40'
S.E. = 2.0 %
V = 30 MPH

11 CURVE DATA
P.I Sta. 35+43.23 "S-1-SB"
Δ = 20°00'00" Lt.
R = 350.00'
T = 61.71'
L = 122.17'
E = 5.40'
S.E. = 2.0 %
V = 30 MPH

12 CURVE DATA
P.I Sta. 39+24.19 "S-1-SB"
Δ = 37°59'46" Rt.
R = 350.00'
T = 120.50'
L = 232.11'
E = 20.16'
S.E. = 2.0 %
V = 30 MPH

13 CURVE DATA
P.I Sta. 227+72.47 "S-1"
Δ = 13°46'21" Rt.
R = 1000.00'
T = 120.77'
L = 240.37'
E = 7.27'

14 CURVE DATA
P.I Sta. 37+56.12 "S-1-NB"
Δ = 10°01'39" Lt.
R = 350.00'
T = 30.71'
L = 61.25'
E = 1.34'
S.E. = 2.0 %
V = 30 MPH

15 CURVE DATA
P.I Sta. 45+65.48 "S-1-SB"
Δ = 17°56'39" Lt.
R = 2500.00'
T = 394.71'
L = 782.96'
E = 30.97'
S.E. = 2.0 %
V = 30 MPH

16 CURVE DATA
P.I Sta. 233+82.33 "S-1"
Δ = 13°43'14" Lt.
R = 3100.00'
T = 372.96'
L = 742.35'
E = 22.35'

17 CURVE DATA
P.I Sta. 45+46.07 "S-1-NB"
Δ = 9°55'14" Lt.
R = 3750.00'
T = 325.46'
L = 649.30'
E = 14.10'
S.E. = 2.0 %
V = 30 MPH

BF&S PRELIMINARY NOT FOR CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

DDI CROSSOVER
GEOMETRIC DETAILS

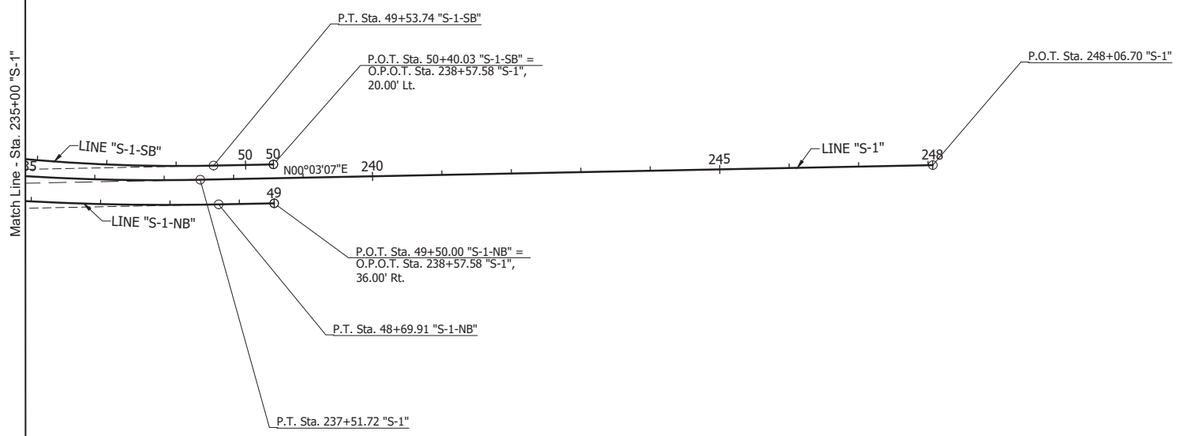
SCALE	BRIDGE FILE
1" = 100'	
	DESIGNATION
	2401424

SHEET 16 OF 205

CONTRACT
R-45760

BFS NO. 748200

\\bfsfol2\Jobs\748200.0000\ProDevelopment\Design\Drawings\Drawings - Road\748200.R262.dwg Jarrett Rhine Plot:11/20/2025 3:11 PM Save:11/20/2025 2:41 PM



\\bfsfs2\jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R262.dwg Jarrett Rhine Plot:11/20/2025 3:11 PM Save:11/20/2025 2:41 PM

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

DDI CROSSOVER
GEOMETRIC DETAILS

SCALE: 1" = 100'

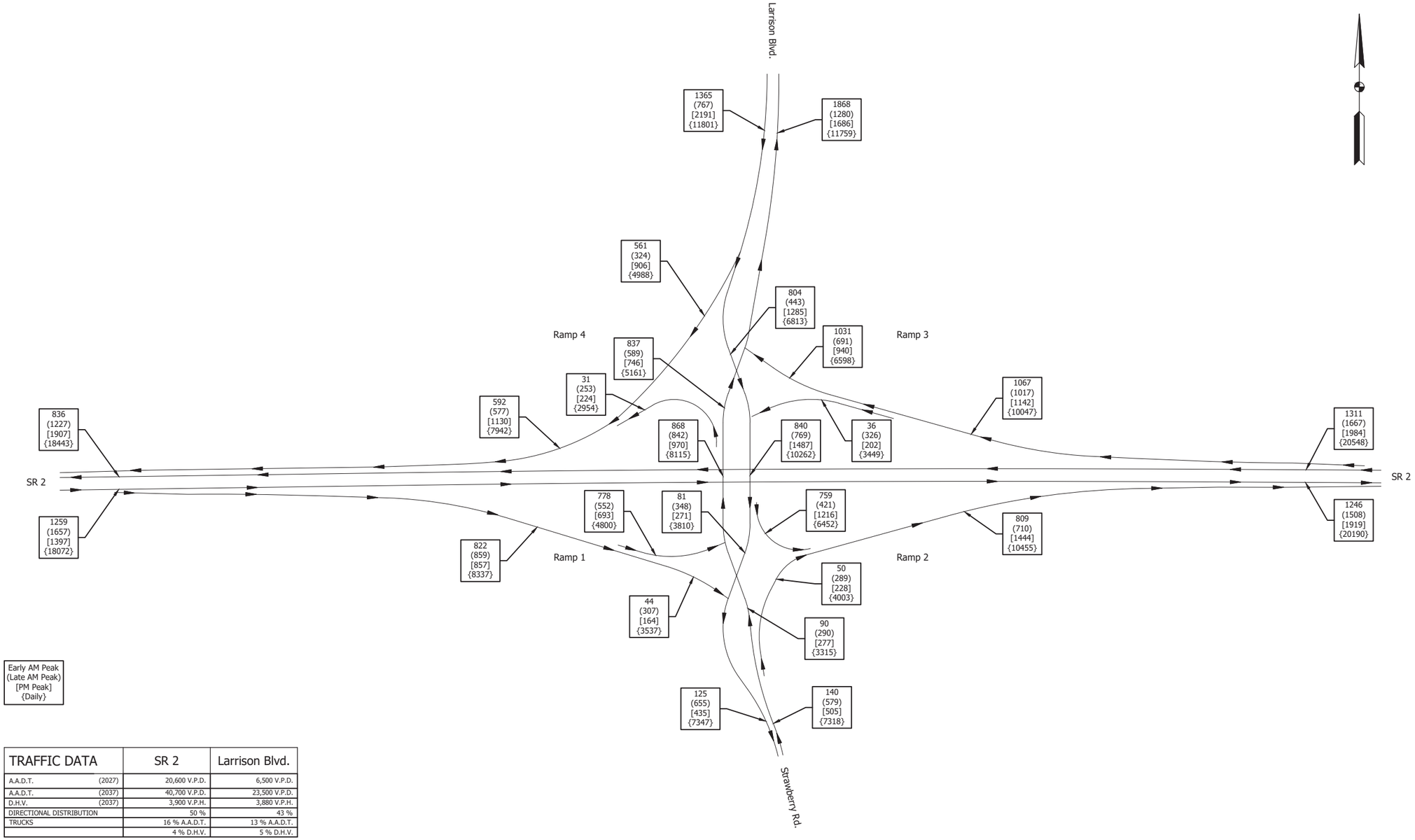
BRIDGE FILE:

DESIGNATION: 2401424

SHEET: 17 OF 205

CONTRACT: R-45760

BFS NO. 748200



Early AM Peak
(Late AM Peak)
[PM Peak]
{Daily}

TRAFFIC DATA		SR 2	Larrison Blvd.
A.A.D.T.	(2027)	20,600 V.P.D.	6,500 V.P.D.
A.A.D.T.	(2037)	40,700 V.P.D.	23,500 V.P.D.
D.H.V.	(2037)	3,900 V.P.H.	3,880 V.P.H.
DIRECTIONAL DISTRIBUTION		50 %	43 %
TRUCKS		16 % A.A.D.T.	13 % A.A.D.T.
		4 % D.H.V.	5 % D.H.V.

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: LRH DRAWN: BKM

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

TRAFFIC VOLUME DIAGRAM

SCALE: N/A

BRIDGE FILE

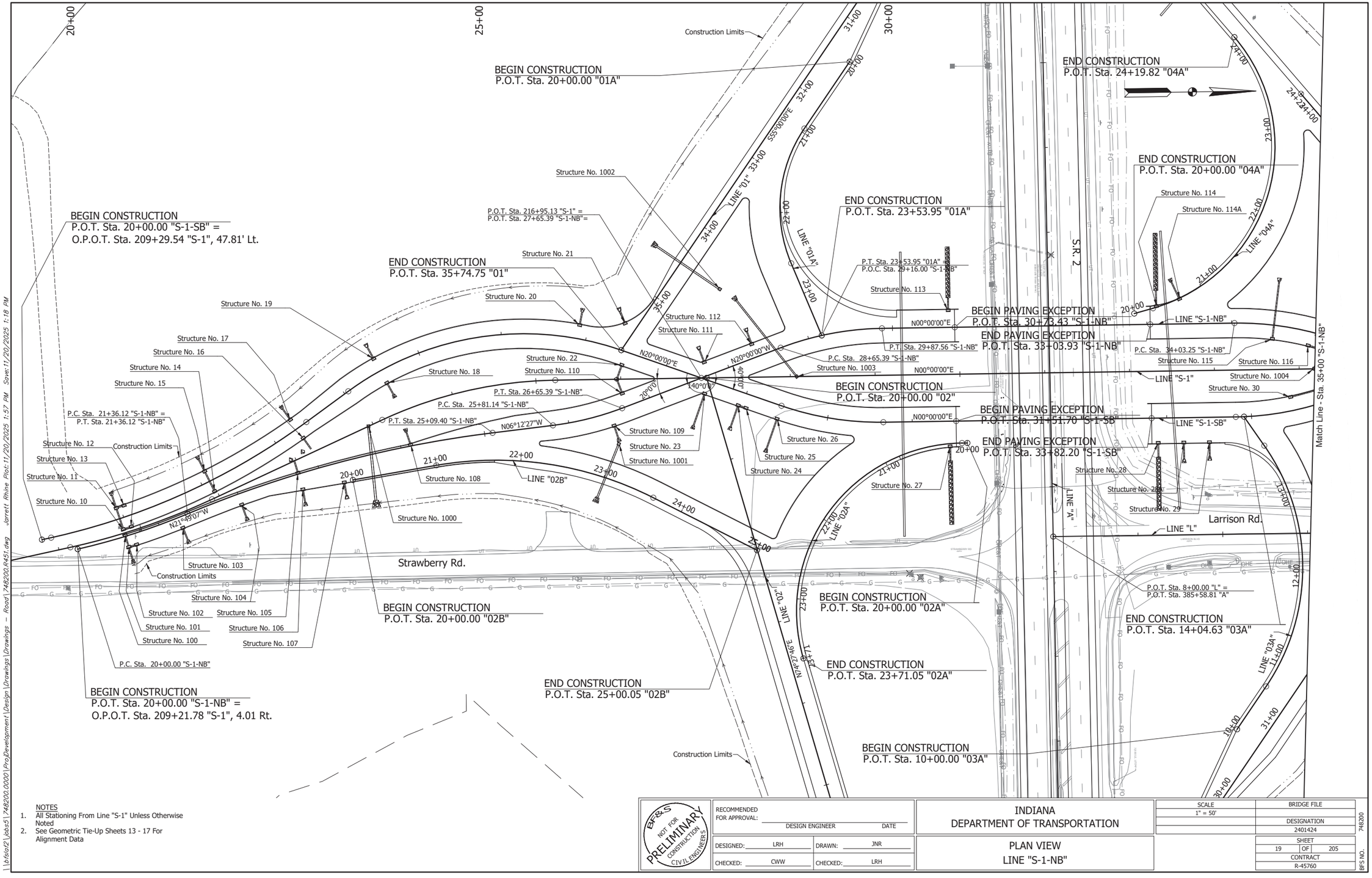
DESIGNATION: 2401424

SHEET: 18 OF 205

CONTRACT: R-45760

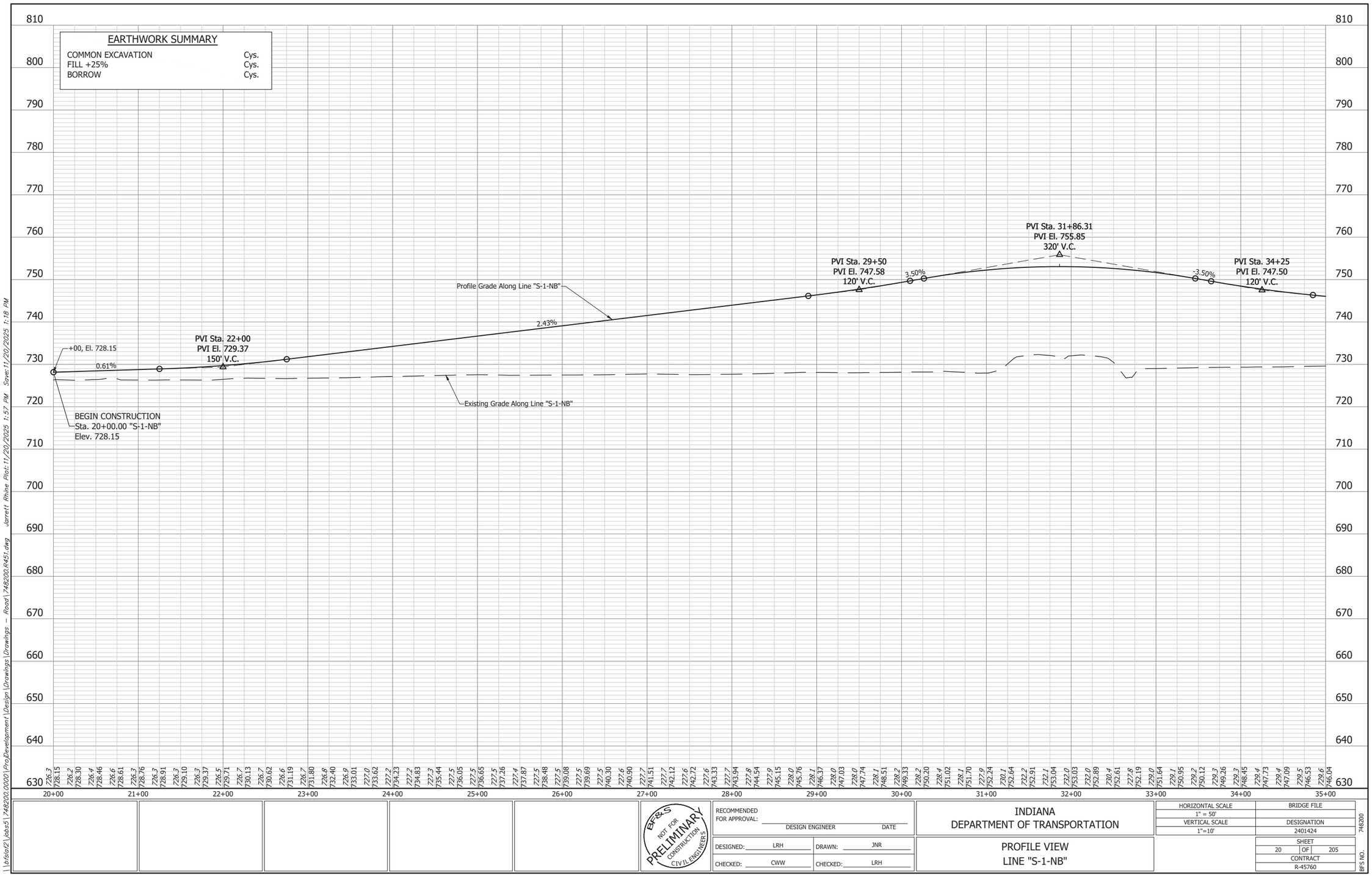
BFS NO. 748200

\\bfsla\2\Jobs\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R681.dwg Jarrett Rhine Plot:11/20/2025 1:56 PM Save:11/20/2025 1:17 PM

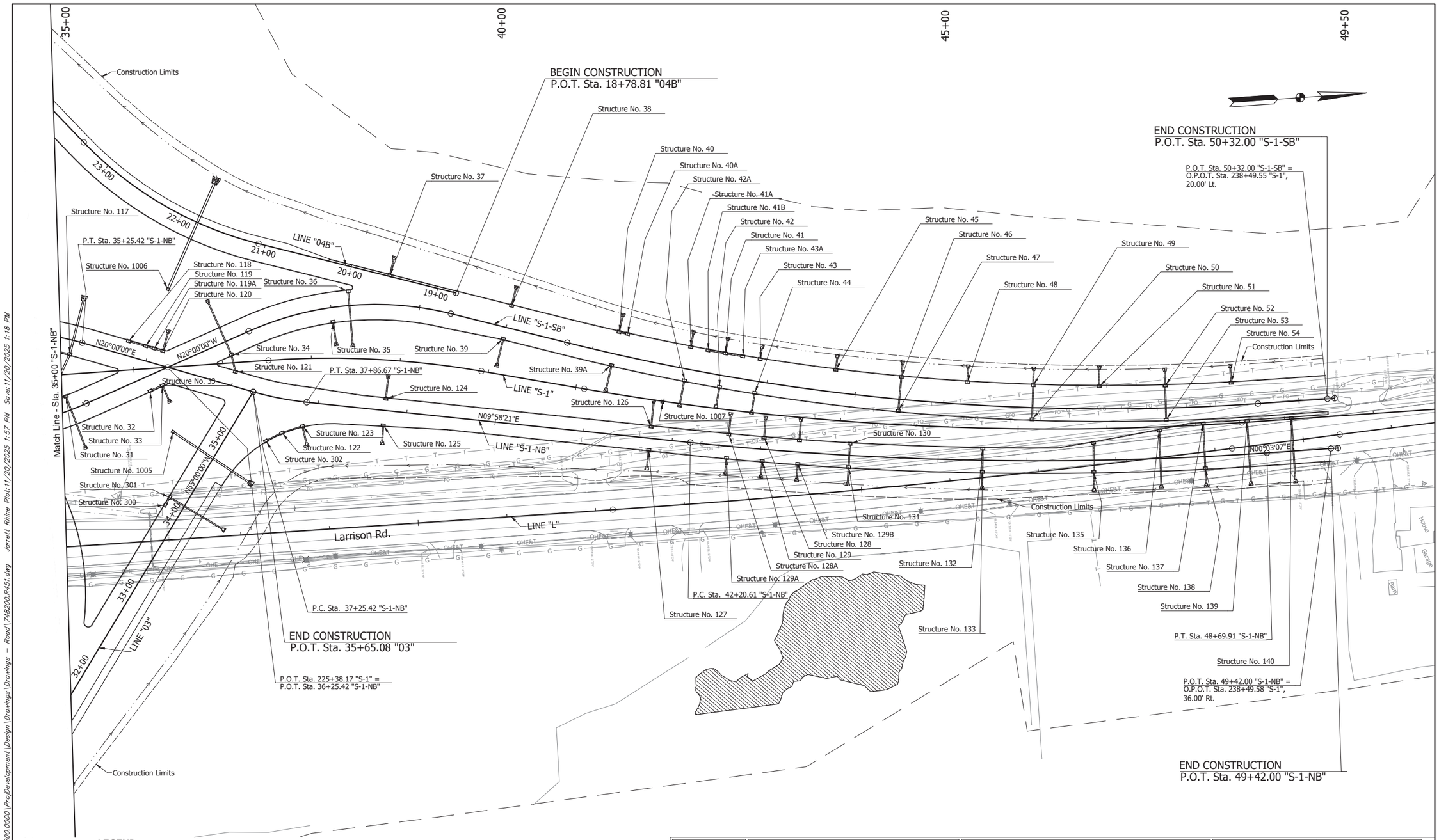

BEGIN CONSTRUCTION
P.O.T. Sta. 20+00.00 "01A"
END CONSTRUCTION
P.O.T. Sta. 24+19.82 "04A"
END CONSTRUCTION
P.O.T. Sta. 20+00.00 "04A"
BEGIN CONSTRUCTION
P.O.T. Sta. 20+00.00 "S-1-SB" =
O.P.O.T. Sta. 209+29.54 "S-1", 47.81' Lt.
END CONSTRUCTION
P.O.T. Sta. 35+74.75 "01"
END CONSTRUCTION
P.O.T. Sta. 23+53.95 "01A"
BEGIN PAVING EXCEPTION
P.O.T. Sta. 30+73.43 "S-1-NB"
END PAVING EXCEPTION
P.O.T. Sta. 33+03.93 "S-1-NB"
BEGIN CONSTRUCTION
P.O.T. Sta. 20+00.00 "02"
BEGIN PAVING EXCEPTION
P.O.T. Sta. 31+51.70 "S-1-SB"
END PAVING EXCEPTION
P.O.T. Sta. 33+82.20 "S-1-SB"
BEGIN CONSTRUCTION
P.O.T. Sta. 20+00.00 "S-1-NB" =
O.P.O.T. Sta. 209+21.78 "S-1", 4.01 Rt.
BEGIN CONSTRUCTION
P.O.T. Sta. 20+00.00 "02B"
END CONSTRUCTION
P.O.T. Sta. 25+00.05 "02B"
BEGIN CONSTRUCTION
P.O.T. Sta. 20+00.00 "02A"
END CONSTRUCTION
P.O.T. Sta. 23+71.05 "02A"
BEGIN CONSTRUCTION
P.O.T. Sta. 10+00.00 "03A"
END CONSTRUCTION
P.O.T. Sta. 14+04.63 "03A"
P.O.T. Sta. 8+00.00 "L" =
P.O.T. Sta. 385+58.81 "A"
Construction Limits
Strawberry Rd.
Larrison Rd.
S.R. 2
LINE "01"
LINE "01A"
LINE "02A"
LINE "02B"
LINE "04A"
LINE "S-1-NB"
LINE "S-1"
LINE "S-1-SB"
LINE "L"
LINE "A"
LINE "03A"
Match Line - Sta. 35+00 "S-1-NB"
P.C. Sta. 20+00.00 "S-1-NB"
P.C. Sta. 21+36.12 "S-1-NB" =
P.T. Sta. 21+36.12 "S-1-NB"
P.C. Sta. 25+81.14 "S-1-NB"
P.T. Sta. 25+09.40 "S-1-NB"
P.T. Sta. 26+65.39 "S-1-NB"
P.C. Sta. 28+65.39 "S-1-NB"
P.T. Sta. 29+87.56 "S-1-NB"
P.C. Sta. 34+03.25 "S-1-NB"
P.T. Sta. 23+53.95 "01A"
P.O.C. Sta. 29+16.00 "S-1-SB"
P.O.T. Sta. 216+95.13 "S-1" =
P.O.T. Sta. 27+65.39 "S-1-NB"=
Structure No. 1002
Structure No. 1003
Structure No. 1004
Structure No. 1000
Structure No. 1001
Structure No. 100
Structure No. 101
Structure No. 102
Structure No. 103
Structure No. 104
Structure No. 105
Structure No. 106
Structure No. 107
Structure No. 108
Structure No. 109
Structure No. 110
Structure No. 111
Structure No. 112
Structure No. 113
Structure No. 114
Structure No. 114A
Structure No. 115
Structure No. 116
Structure No. 10
Structure No. 11
Structure No. 12
Structure No. 13
Structure No. 14
Structure No. 15
Structure No. 16
Structure No. 17
Structure No. 18
Structure No. 19
Structure No. 20
Structure No. 21
Structure No. 22
Structure No. 23
Structure No. 24
Structure No. 25
Structure No. 26
Structure No. 27
Structure No. 28
Structure No. 28A
Structure No. 29
Structure No. 30
N21°49'07"W
N06°12'27"W
N20°00'00"E
N20°00'00"W
N00°00'00"E
140°00'00"
40°00'00"
20°00'00"
N27°49'46"E
25°47'18"
NOTES
1. All Stationing From Line "S-1" Unless Otherwise Noted
2. See Geometric Tie-Up Sheets 13 - 17 For Alignment Data
RECOMMENDED FOR APPROVAL:
DESIGN ENGINEER
DATE
DESIGNED: LRH
DRAWN: JNR
CHECKED: CWW
CHECKED: LRH
BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS
INDIANA DEPARTMENT OF TRANSPORTATION
PLAN VIEW
LINE "S-1-NB"
SCALE 1" = 50'
BRIDGE FILE
DESIGNATION 2401424
SHEET 19 OF 205
CONTRACT R-45760
BFS NO. 748200
\\bfsfol2\jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R451.dwg Jarrett Rhine Plot:11/20/2025 1:18 PM Save:11/20/2025 1:57 PM

EARTHWORK SUMMARY

COMMON EXCAVATION	Cys.
FILL +25%	Cys.
BORROW	Cys.



| | | |



LEGEND

Wetlands

NOTES

1. All Stationing From Line "S-1" Unless Otherwise Noted
2. See Geometric Tie-Up Sheets 13 - 17 For Alignment Data

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

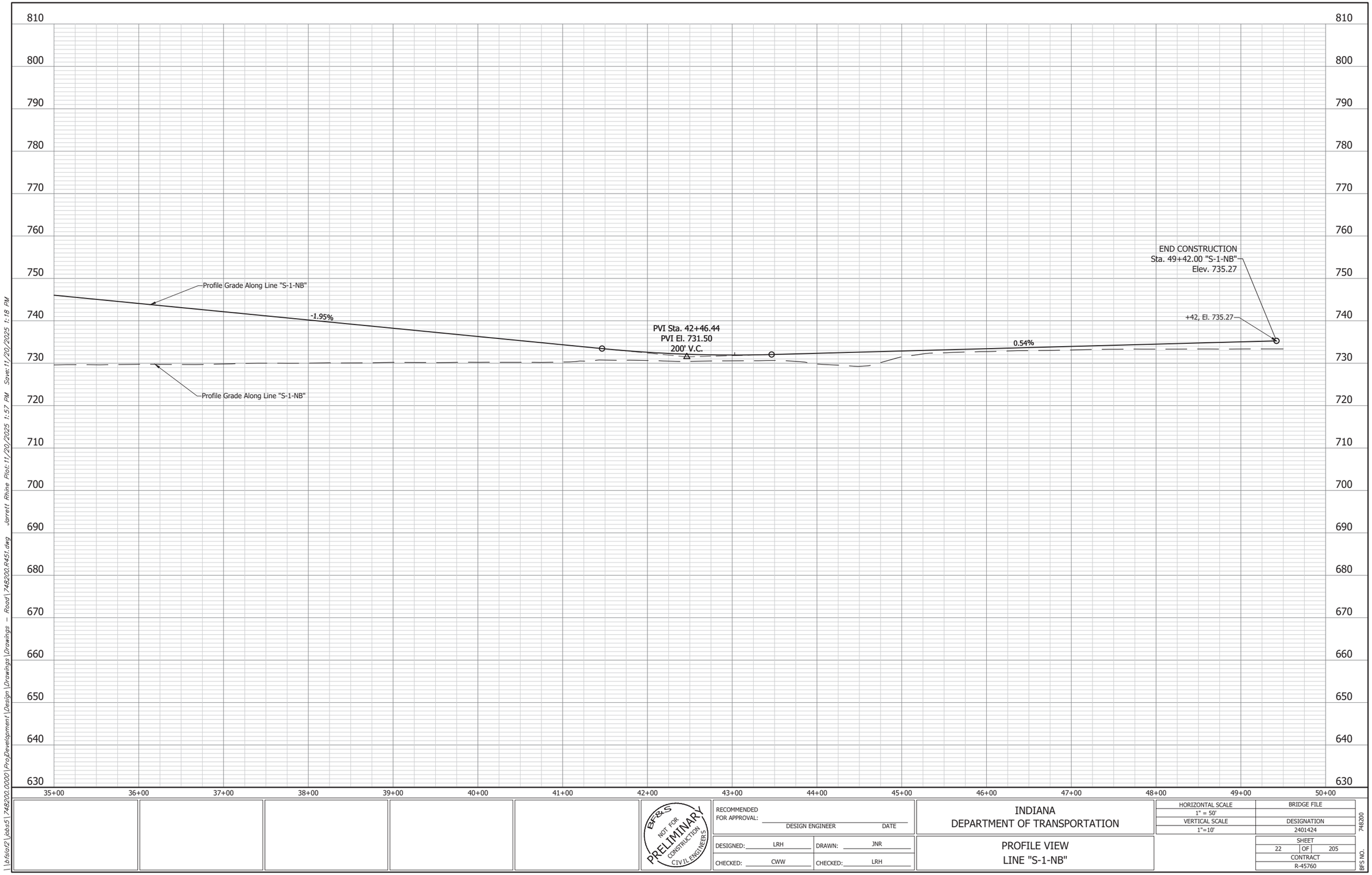
PLAN VIEW
LINE "S-1-NB"

SCALE	BRIDGE FILE
1" = 50'	
	DESIGNATION
	2401424

SHEET		
21	OF	205
CONTRACT		
R-45760		

BF'S NO. 748200

\\bfsfol2\jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R451.dwg Jarrett Rhine Plot:11/20/2025 1:57 PM Saved:11/20/2025 1:18 PM



\\bfsla2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings – Road\748200_R451.dwg Jarrett Rhine Plot:11/20/2025 1:57 PM Save:11/20/2025 1:18 PM

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

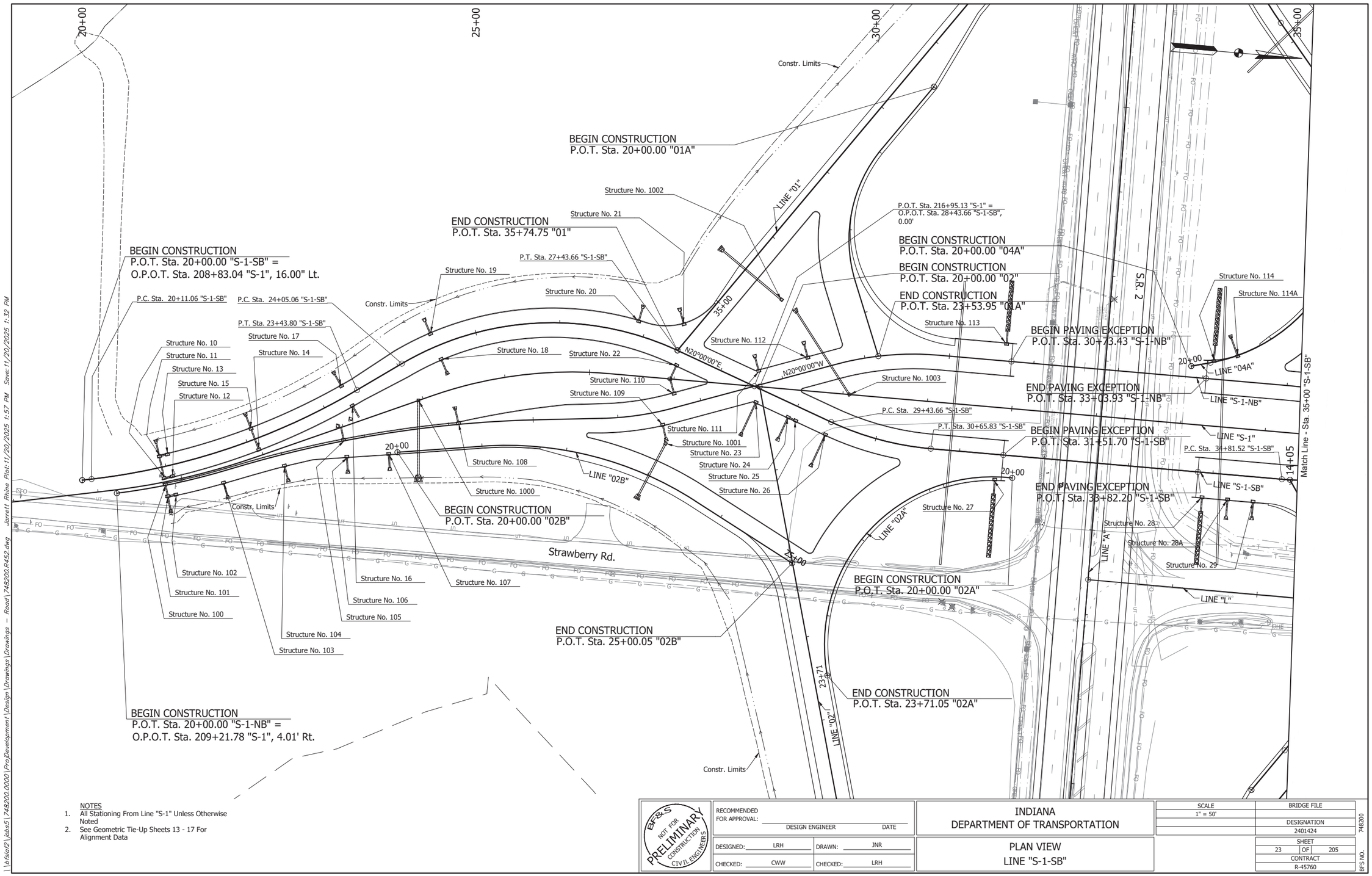
INDIANA
DEPARTMENT OF TRANSPORTATION

PROFILE VIEW
LINE "S-1-NB"

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	
VERTICAL SCALE	DESIGNATION
1"=10'	2401424

SHEET			
22	OF	205	
CONTRACT			
R-45760			

BFS NO. 748200



NOTES
1. All Stationing From Line "S-1" Unless Otherwise Noted
2. See Geometric Tie-Up Sheets 13 - 17 For Alignment Data

EFS&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: JNR

CHECKED: CWW | CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN VIEW
LINE "S-1-SB"

SCALE: 1" = 50'

BRIDGE FILE

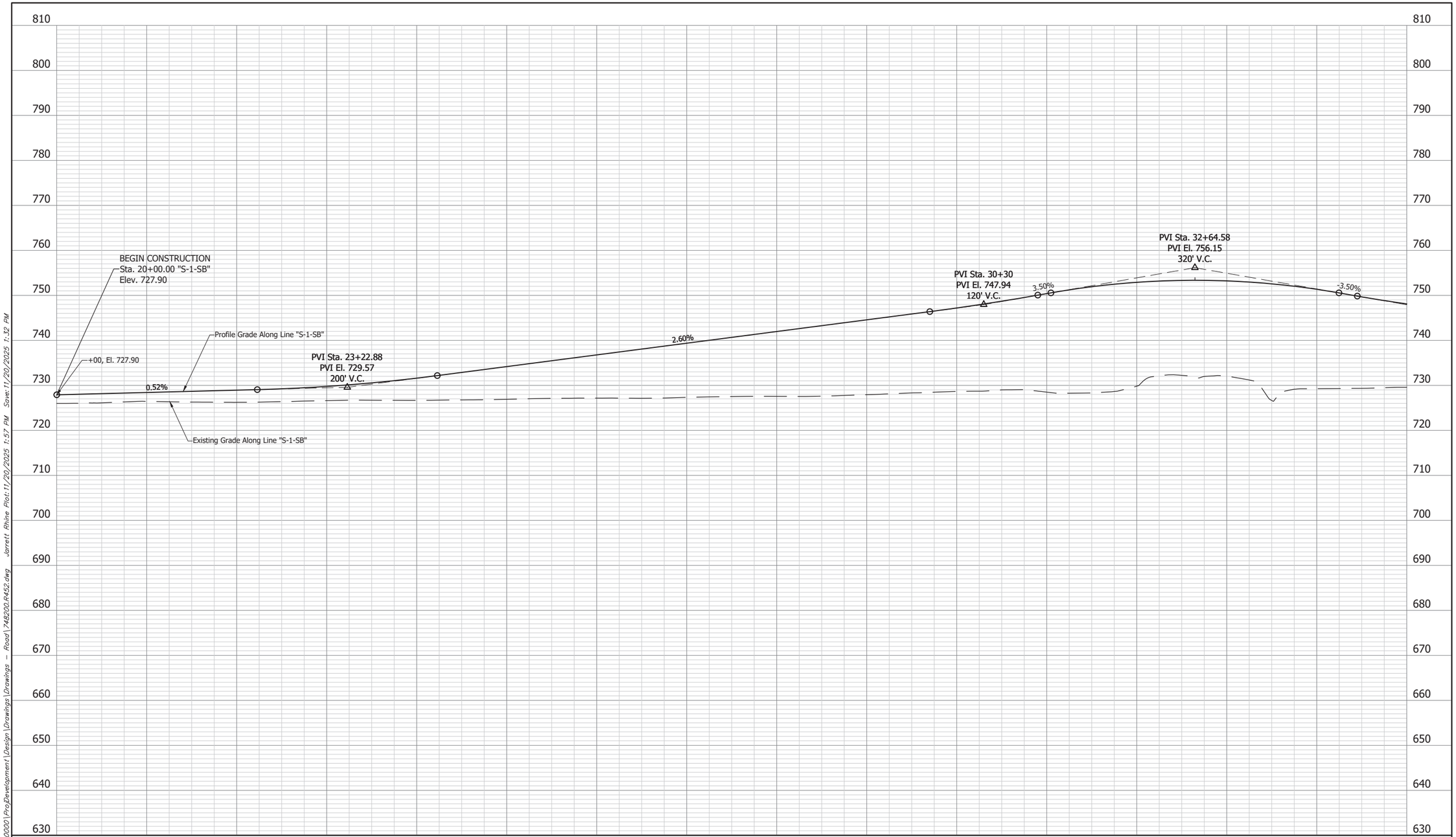
DESIGNATION: 2401424

SHEET: 23 OF 205

CONTRACT: R-45760

BFS NO. 748200

\\bfsiol2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R452.dwg Jarrett Rhine Plot:11/20/2025 1:57 PM Save:11/20/2025 1:32 PM



BF&S NOT FOR CONSTRUCTION PRELIMINARY CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

PROFILE VIEW
LINE "S-1-SB"

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	
VERTICAL SCALE	DESIGNATION
1"=10'	2401424

SHEET 24 OF 205

CONTRACT R-45760

BFS NO. 748200

\\bfsfol2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings – Road\748200.R452.dwg Jarrett Rhine Plot:11/20/2025 1:57 PM Save:11/20/2025 1:32 PM

END CONSTRUCTION
P.O.T. Sta. 24+19.82 "04A"

25+00

Constr. Limits

P.O.T. Sta. 225+38.17 "S-1" =
P.O.T. Sta. 37+03.69 "S-1-SB"

Structure No. 34

P.C. Sta. 38+03.69 "S-1-SB"

BEGIN CONSTRUCTION
P.O.T. Sta. 20+00.00 "04"

BEGIN CONSTRUCTION
P.O.T. Sta. 18+78.81 "04B"

P.T. Sta. 40+35.80 "S-1-SB"

END CONSTRUCTION
P.O.T. Sta. 50+40.03 "S-1-SB" =
O.P.O.T. Sta. 238+57.58 "S-1", 20.00' Lt.

P.O.T. Sta. 50+40.03 "S-1-SB"

40+00

45+00

50+00

50+40

LINE "04A"

LINE "04"

20+00

LINE "S-1-SB"

Match Line - Sta. 35+00 "S-1-SB"

N20°00'00"E

N20°00'00"W

35+00

LINE "S-1-NB"

LINE "03"

Larrison Rd.

P.T. Sta. 36+03.69 "S-1-SB"

P.T. Sta. 49+53.74 "S-1-SB"

Structure No. 1006
Structure No. 115
Structure No. 116
Structure No. 117
Structure No. 120
Structure No. 119A
Structure No. 119
Structure No. 118
Structure No. 1004
Structure No. 32
Structure No. 33
Structure No. 1005
Structure No. 31
Structure No. 30
Structure No. 301
Structure No. 300
Structure No. 36
Structure No. 35
Structure No. 39
Structure No. 121
Structure No. 124
Structure No. 123
Structure No. 122
Structure No. 302
Structure No. 125
Structure No. 126
Structure No. 37
Structure No. 39A
Structure No. 42A
Structure No. 38
Structure No. 40
Structure No. 40A
Structure No. 41A
Structure No. 41B
Structure No. 41
Structure No. 43A
Structure No. 43
Structure No. 44
Structure No. 45
Structure No. 46
Structure No. 47
Structure No. 48
Structure No. 49
Structure No. 50
Structure No. 51
Structure No. 52
Structure No. 54
Structure No. 53
Structure No. 130
Structure No. 132
Structure No. 140
Structure No. 131
Structure No. 128B
Structure No. 129B
Structure No. 128
Structure No. 127
Structure No. 1007
Structure No. 42
Structure No. 129A
Structure No. 128A
Structure No. 129
Structure No. 133
Structure No. 134
Structure No. 135
Structure No. 139
Structure No. 137
Structure No. 138
Structure No. 136

Constr. Limits

Constr. Limits

END CONSTRUCTION
P.O.T. Sta. 35+65.08 "03"

END CONSTRUCTION
P.O.T. Sta. 49+50.00 "S-1-NB" =
O.P.O.T. Sta. 238+57.58 "S-1", 36.00' Rt.

LEGEND

Wetlands

NOTES
1. All Stationing From Line "S-1" Unless Otherwise Noted
2. See Geometric Tie-Up Sheets 13 - 17 For Alignment Data

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN VIEW
LINE "S-1-SB"

SCALE	BRIDGE FILE
1" = 50'	
	DESIGNATION
	2401424
SHEET	
25 OF 205	
CONTRACT	
R-45760	

BF'S NO. 748200

\\bfsfol2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings – Road\748200.R452.dwg Jarrett Rhine Plot:11/20/2025 1:57 PM Saved:11/20/2025 1:32 PM

PVI Sta. 35+05
PVI El. 747.74
120' V.C.

-2.09%

PVI Sta. 42+86.90
PVI El. 731.43
200' V.C.

Profile Grade Along Line "S-1-SB"

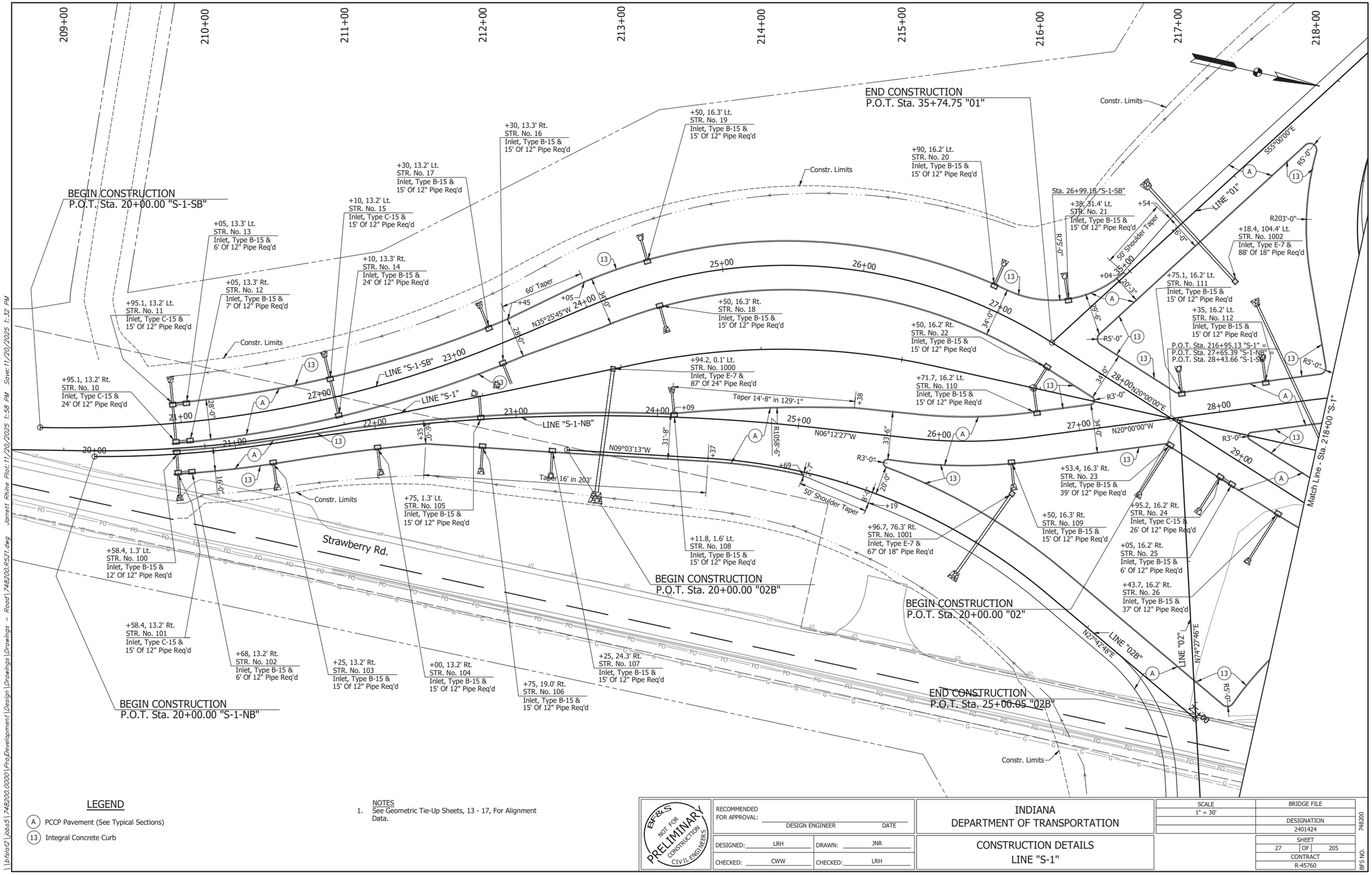
Existing Grade Along Line "S-1-SB"

0.50%

END CONSTRUCTION
Sta. 50+32.00 "S-1-SB"
Elev. 735.16

+32, El. 735.16

35+00	36+00	37+00	38+00	39+00	40+00	41+00	42+00	43+00	44+00	45+00	46+00	47+00	48+00	49+00	50+00	50+40
739.6	748.09	739.5	747.42	739.3	746.81	739.6	746.28	739.7	745.76	739.7	745.24	739.6	744.72	739.7	744.19	739.7	743.67	739.7	743.15	739.7	742.63	739.8	742.11	739.9	741.59	739.9	741.06	739.8	740.54	739.8	740.02	739.9	739.50	739.9	738.98	739.9	738.46	739.9	737.94	740.0	737.41	740.1	736.89	740.2	736.37	740.2	735.85	740.2	735.33	740.2	734.81	740.2	734.29	740.3	733.76	740.4	733.25	740.4	732.82	740.4	732.46	740.4	732.18	740.4	731.98	740.4	731.87	740.6	731.83	740.4	731.88	740.4	732.00	740.5	732.12	740.5	732.25	740.5	732.37	740.6	732.50	740.6	732.62	740.8	732.75	740.7	732.87	740.7	733.00	740.6	733.12	740.6	733.25	740.8	733.37	741.4	733.50	741.3	733.62	741.3	733.75	741.4	733.87	741.5	734.00	741.6	734.12	741.6	734.25	741.4	734.37	741.5	734.50	741.6	734.62	741.6	734.75	741.5	734.87	741.4	735.00	741.4	735.12	741.4
---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---



LEGEND

(A) PCCP Pavement (See Typical Sections)

(13) Integral Concrete Curb

NOTES

1. See Geometric Tie-Up Sheets, 13 - 17, For Alignment Data.

BF&S PRELIMINARY NOT FOR CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: JNR

CHECKED: CWW | CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

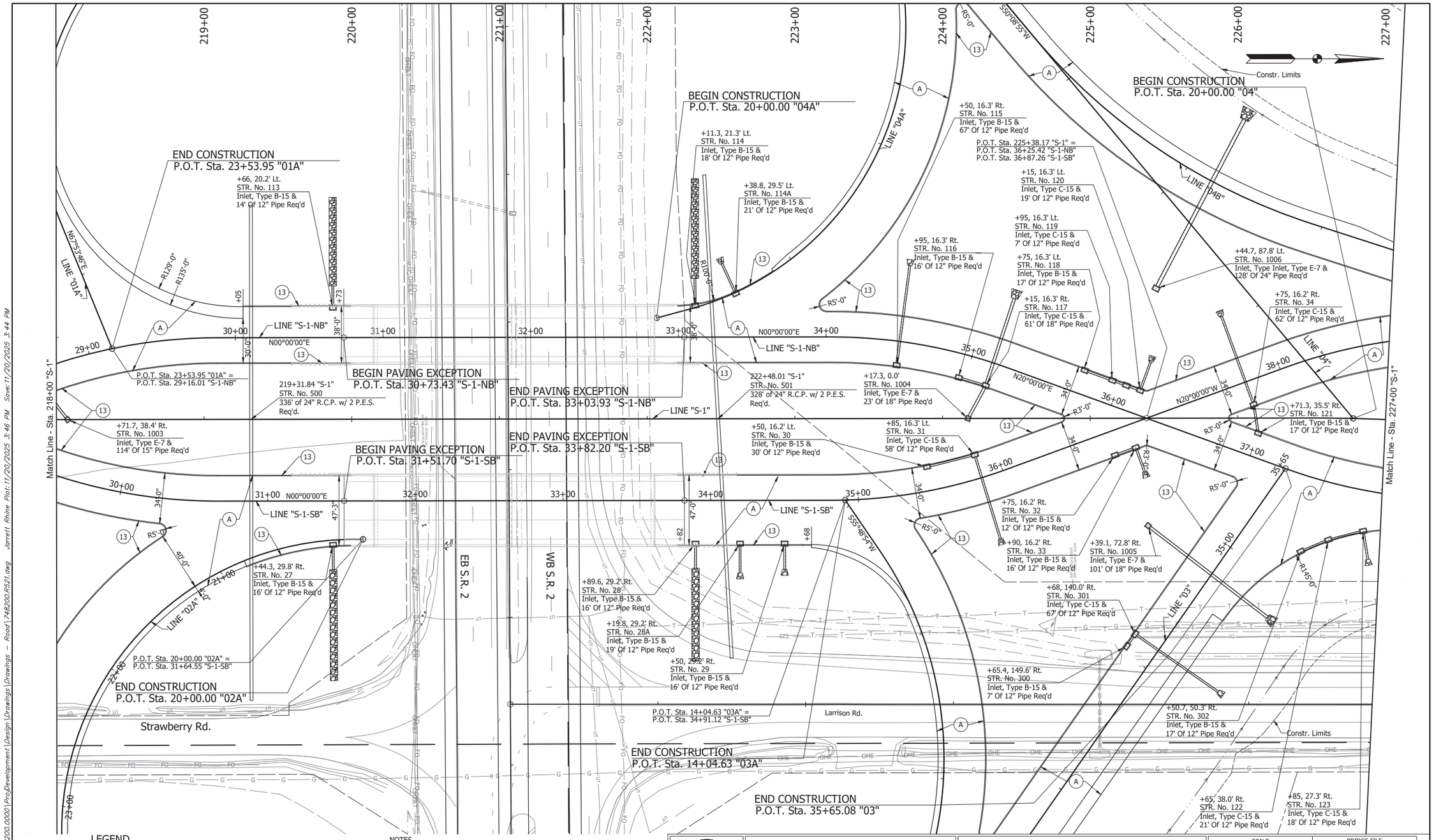
CONSTRUCTION DETAILS
LINE "S-1"

SCALE	BRIDGE FILE
1" = 30'	
	DESIGNATION
	2401424

SHEET		
27	OF	205
CONTRACT		
R-45760		

BFS NO. 748200

\\bfsfs02\Jobs5\748200.0000\ProDevelopment\Design\Drawings\Drawings - Road\748200.R521.dwg Jarrett Rhine Plot:11/20/2025 1:58 PM Save:11/20/2025 1:32 PM



LEGEND

(A) PCCP Pavement (See Typical Sections)

(13) Integral Concrete Curb

NOTES

1. See Geometric Tie-Up Sheets, 13 - 17, For Alignment Data.

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: JNR

CHECKED: CWW | CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

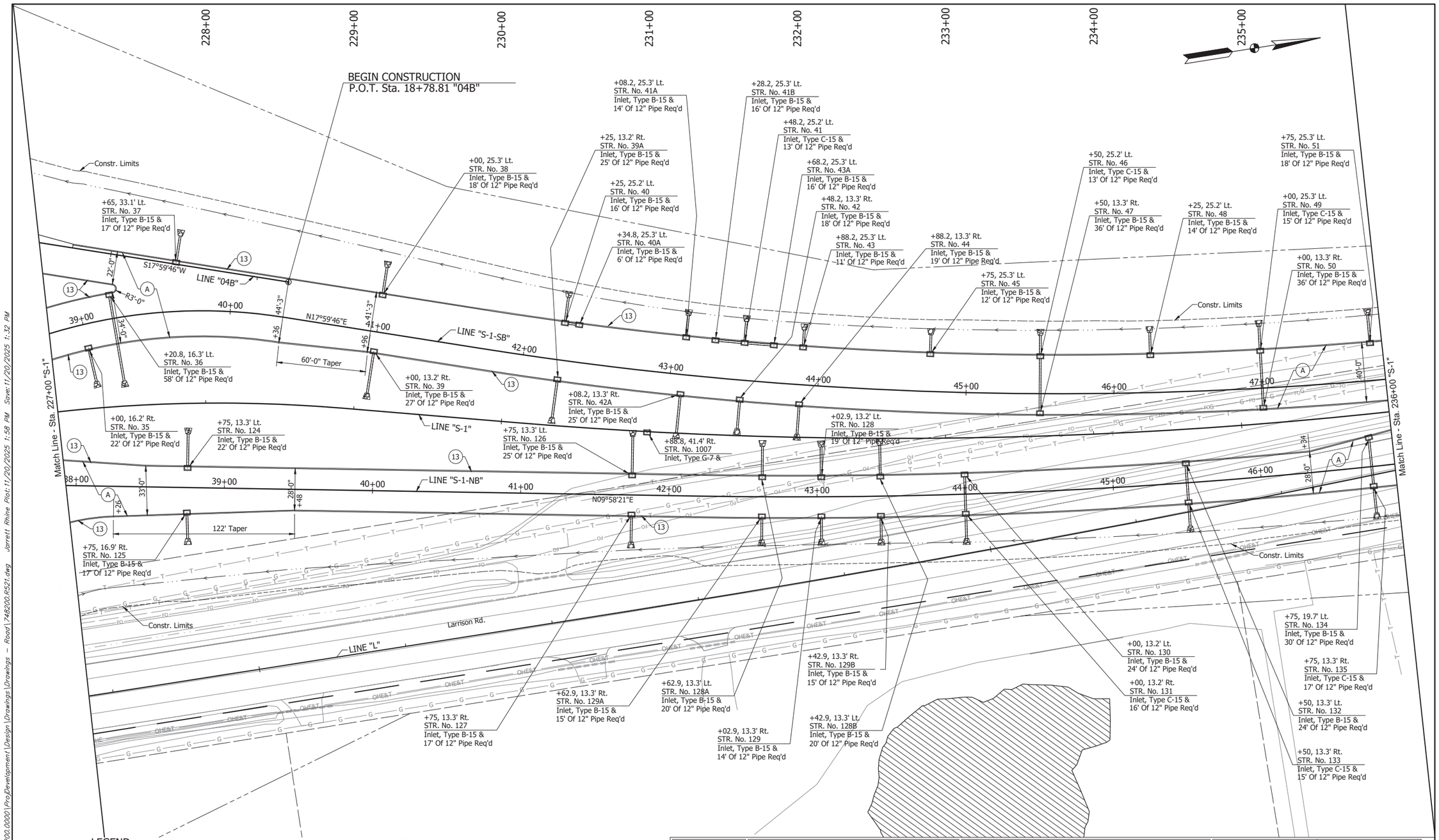
CONSTRUCTION DETAILS
LINE "S-1"

SCALE	BRIDGE FILE
1" = 30'	
	DESIGNATION
	2401424

SHEET		
28	OF	205
CONTRACT		
R-45760		

BFS NO. 748200

\\bfsfol2\jobs\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R521.dwg Jarrett Rhine Plot:11/20/2025 3:46 PM Save:11/20/2025 3:44 PM


228+00
229+00
230+00
231+00
232+00
233+00
234+00
235+00
BEGIN CONSTRUCTION
P.O.T. Sta. 18+78.81 "04B"
Constr. Limits
+65, 33.1' Lt.
STR. No. 37
Inlet, Type B-15 &
17' Of 12" Pipe Req'd
+00, 25.3' Lt.
STR. No. 38
Inlet, Type B-15 &
18' Of 12" Pipe Req'd
+25, 13.2' Rt.
STR. No. 39A
Inlet, Type B-15 &
25' Of 12" Pipe Req'd
+25, 25.2' Lt.
STR. No. 40
Inlet, Type B-15 &
16' Of 12" Pipe Req'd
+34.8, 25.3' Lt.
STR. No. 40A
Inlet, Type B-15 &
6' Of 12" Pipe Req'd
+08.2, 25.3' Lt.
STR. No. 41A
Inlet, Type B-15 &
14' Of 12" Pipe Req'd
+28.2, 25.3' Lt.
STR. No. 41B
Inlet, Type B-15 &
16' Of 12" Pipe Req'd
+48.2, 25.2' Lt.
STR. No. 41
Inlet, Type C-15 &
13' Of 12" Pipe Req'd
+68.2, 25.3' Lt.
STR. No. 43A
Inlet, Type B-15 &
16' Of 12" Pipe Req'd
+48.2, 13.3' Rt.
STR. No. 42
Inlet, Type B-15 &
18' Of 12" Pipe Req'd
+88.2, 25.3' Lt.
STR. No. 43
Inlet, Type B-15 &
11' Of 12" Pipe Req'd
+88.2, 13.3' Rt.
STR. No. 44
Inlet, Type B-15 &
19' Of 12" Pipe Req'd
+75, 25.3' Lt.
STR. No. 45
Inlet, Type B-15 &
12' Of 12" Pipe Req'd
+50, 25.2' Lt.
STR. No. 46
Inlet, Type C-15 &
13' Of 12" Pipe Req'd
+50, 13.3' Rt.
STR. No. 47
Inlet, Type B-15 &
36' Of 12" Pipe Req'd
+25, 25.2' Lt.
STR. No. 48
Inlet, Type B-15 &
14' Of 12" Pipe Req'd
+75, 25.3' Lt.
STR. No. 51
Inlet, Type B-15 &
18' Of 12" Pipe Req'd
+00, 25.3' Lt.
STR. No. 49
Inlet, Type C-15 &
15' Of 12" Pipe Req'd
+00, 13.3' Rt.
STR. No. 50
Inlet, Type B-15 &
36' Of 12" Pipe Req'd
Constr. Limits
S17°59'46"W
LINE "04B"
N17°59'46"E
LINE "S-1-SB"
LINE "S-1"
LINE "S-1-NB"
N09°58'21"E
LINE "L"
22'-0"
R3'-0"
34'-0"
44'-3"
41'-3"
+36
+96
60'-0" Taper
122' Taper
33'-0"
28'-0"
+26
+48
40'-0"
+20.8, 16.3' Lt.
STR. No. 36
Inlet, Type B-15 &
58' Of 12" Pipe Req'd
+00, 13.2' Rt.
STR. No. 39
Inlet, Type B-15 &
27' Of 12" Pipe Req'd
+08.2, 13.3' Rt.
STR. No. 42A
Inlet, Type B-15 &
25' Of 12" Pipe Req'd
+00, 16.2' Rt.
STR. No. 35
Inlet, Type B-15 &
22' Of 12" Pipe Req'd
+75, 13.3' Lt.
STR. No. 124
Inlet, Type B-15 &
22' Of 12" Pipe Req'd
+75, 13.3' Lt.
STR. No. 126
Inlet, Type B-15 &
25' Of 12" Pipe Req'd
+88.8, 41.4' Rt.
STR. No. 1007
Inlet, Type G-7 &
+02.9, 13.2' Lt.
STR. No. 128
Inlet, Type B-15 &
19' Of 12" Pipe Req'd
+75, 16.9' Rt.
STR. No. 125
Inlet, Type B-15 &
17' Of 12" Pipe Req'd
+75, 13.3' Rt.
STR. No. 127
Inlet, Type B-15 &
17' Of 12" Pipe Req'd
+62.9, 13.3' Rt.
STR. No. 129A
Inlet, Type B-15 &
15' Of 12" Pipe Req'd
+62.9, 13.3' Lt.
STR. No. 128A
Inlet, Type B-15 &
20' Of 12" Pipe Req'd
+02.9, 13.3' Rt.
STR. No. 129
Inlet, Type B-15 &
14' Of 12" Pipe Req'd
+42.9, 13.3' Rt.
STR. No. 129B
Inlet, Type B-15 &
15' Of 12" Pipe Req'd
+42.9, 13.3' Lt.
STR. No. 128B
Inlet, Type B-15 &
20' Of 12" Pipe Req'd
+00, 13.2' Lt.
STR. No. 130
Inlet, Type B-15 &
24' Of 12" Pipe Req'd
+00, 13.2' Rt.
STR. No. 131
Inlet, Type C-15 &
16' Of 12" Pipe Req'd
+75, 19.7' Lt.
STR. No. 134
Inlet, Type B-15 &
30' Of 12" Pipe Req'd
+75, 13.3' Rt.
STR. No. 135
Inlet, Type C-15 &
17' Of 12" Pipe Req'd
+50, 13.3' Lt.
STR. No. 132
Inlet, Type B-15 &
24' Of 12" Pipe Req'd
+50, 13.3' Rt.
STR. No. 133
Inlet, Type C-15 &
15' Of 12" Pipe Req'd
Match Line - Sta. 227+00 "S-1"
Match Line - Sta. 236+00 "S-1"
Larrison Rd.
OHE&T
Constr. Limits
LEGEND
A PCCP Pavement (See Typical Sections)
Wetlands
13 Integral Concrete Curb
NOTES
1. See Geometric Tie-Up Sheets, 13 - 17, For Alignment Data.
BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS
RECOMMENDED FOR APPROVAL:
DESIGN ENGINEER
DATE
DESIGNED: LRH
DRAWN: JNR
CHECKED: CWW
CHECKED: LRH
INDIANA
DEPARTMENT OF TRANSPORTATION
CONSTRUCTION DETAILS
LINE "S-1"
SCALE
1" = 30'
BRIDGE FILE
DESIGNATION
2401424
SHEET
29 OF 205
CONTRACT
R-45760
BFS NO.
748200
\\bfslor2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200_R521.dwg Jarrett Rhine Plot:11/20/2025 1:58 PM Save:11/20/2025 1:32 PM

\\bfsloc2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R521.dwg Jarrett Rhine Plot:11/20/2025 1:58 PM Save:11/20/2025 1:32 PM

236+00 237+00 238+00 239+00 240+00 241+00 242+00 243+00 244+00 245+00

+50, 25.3' Lt.
STR. No. 52
Inlet, Type C-15 &
15' Of 12" Pipe Req'd

+50, 13.2' Rt.
STR. No. 53
Inlet, Type B-15 &
36' Of 12" Pipe Req'd

+25, 25.2' Lt.
STR. No. 54
Inlet, Type B-15 &
16' Of 12" Pipe Req'd

END CONSTRUCTION
P.O.T. Sta. 50+10.84 "S-1-SB"

Constr. Limits

48+00 49+00 50+00 50+40

LINE "S-1-SB"

N00°03'07"E

40'-0"

Match Line - Sta. 236+00 "S-1"

LINE "S-1"

LINE "L"

47+00 48+00 49+00 49+50

N03°24'55"W

N00°03'07"E

LINE "S-1-NB"

52'-0"

END CONSTRUCTION
P.O.T. Sta. 49+50.00 "S-1-NB"

Constr. Limits

+50, 31.7' Lt.
STR. No. 136
Inlet, Type B-15 &
60' Of 12" Pipe Req'd

+00, 37.4' Lt.
STR. No. 137
Inlet, Type B-15 &
48' Of 12" Pipe Req'd

+50, 37.4' Lt.
STR. No. 139
Inlet, Type B-15 &
67' Of 12" Pipe Req'd

+00, 37.3' Lt.
STR. No. 140
Inlet, Type B-15 &
68' Of 12" Pipe Req'd

+00, 13.3' Rt.
STR. No. 138
Inlet, Type C-15 &
16' Of 12" Pipe Req'd

LEGEND

(A) PCCP Pavement (See Typical Sections)

(13) Integral Concrete Curb

NOTES

1. See Geometric Tie-Up Sheets, 13 - 17, For Alignment Data.

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: LRH DRAWN: JNR

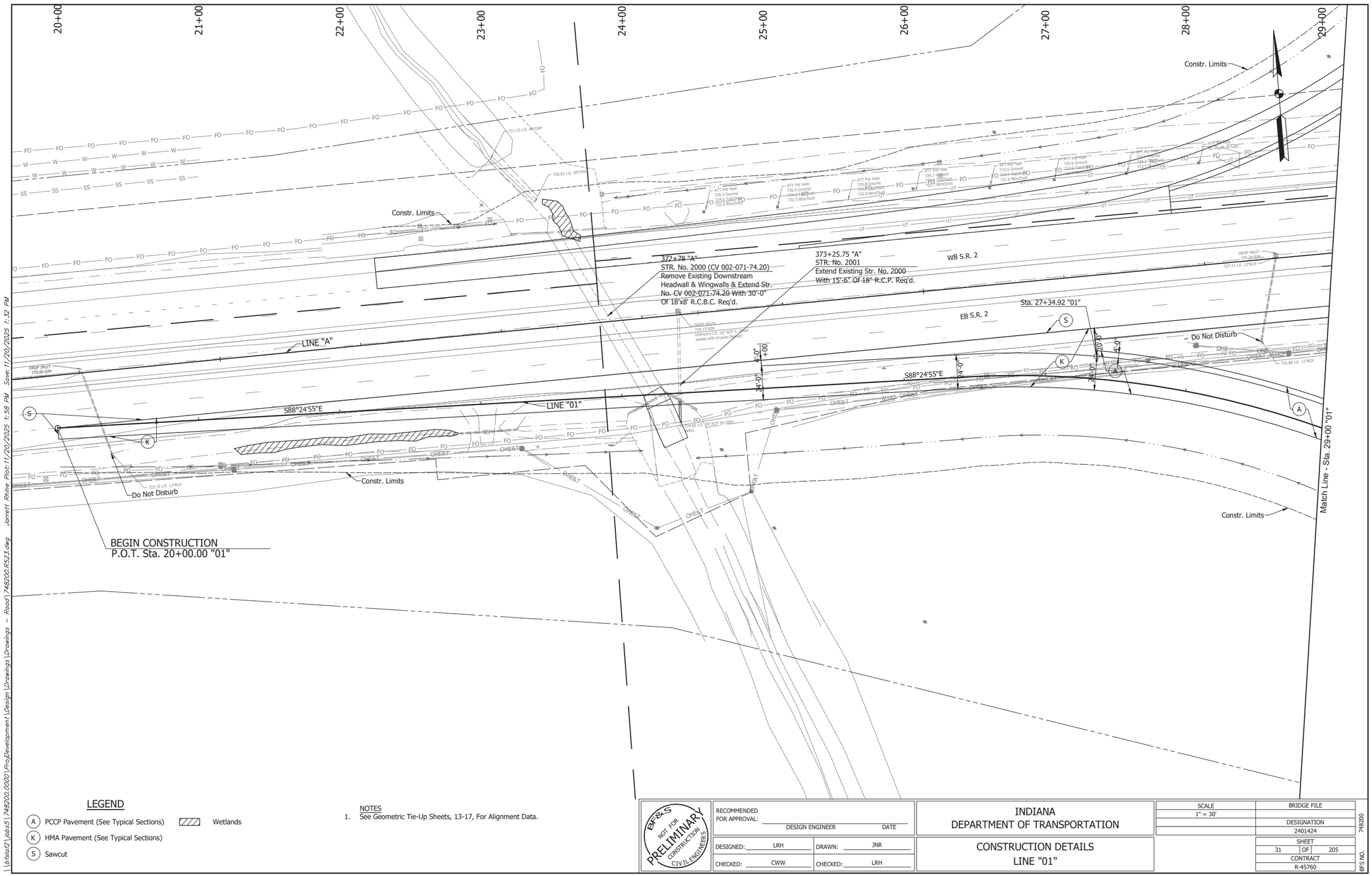
CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "S-1"

SCALE	BRIDGE FILE
1" = 30'	
	DESIGNATION 2401424
	SHEET 30 OF 205
	CONTRACT R-45760

BF'S NO. 748200



LEGEND

- (A) PCCP Pavement (See Typical Sections)
- (K) HMA Pavement (See Typical Sections)
- (S) Sawcut
- Wetlands

NOTES

1. See Geometric Tie-Up Sheets, 13-17, For Alignment Data.

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

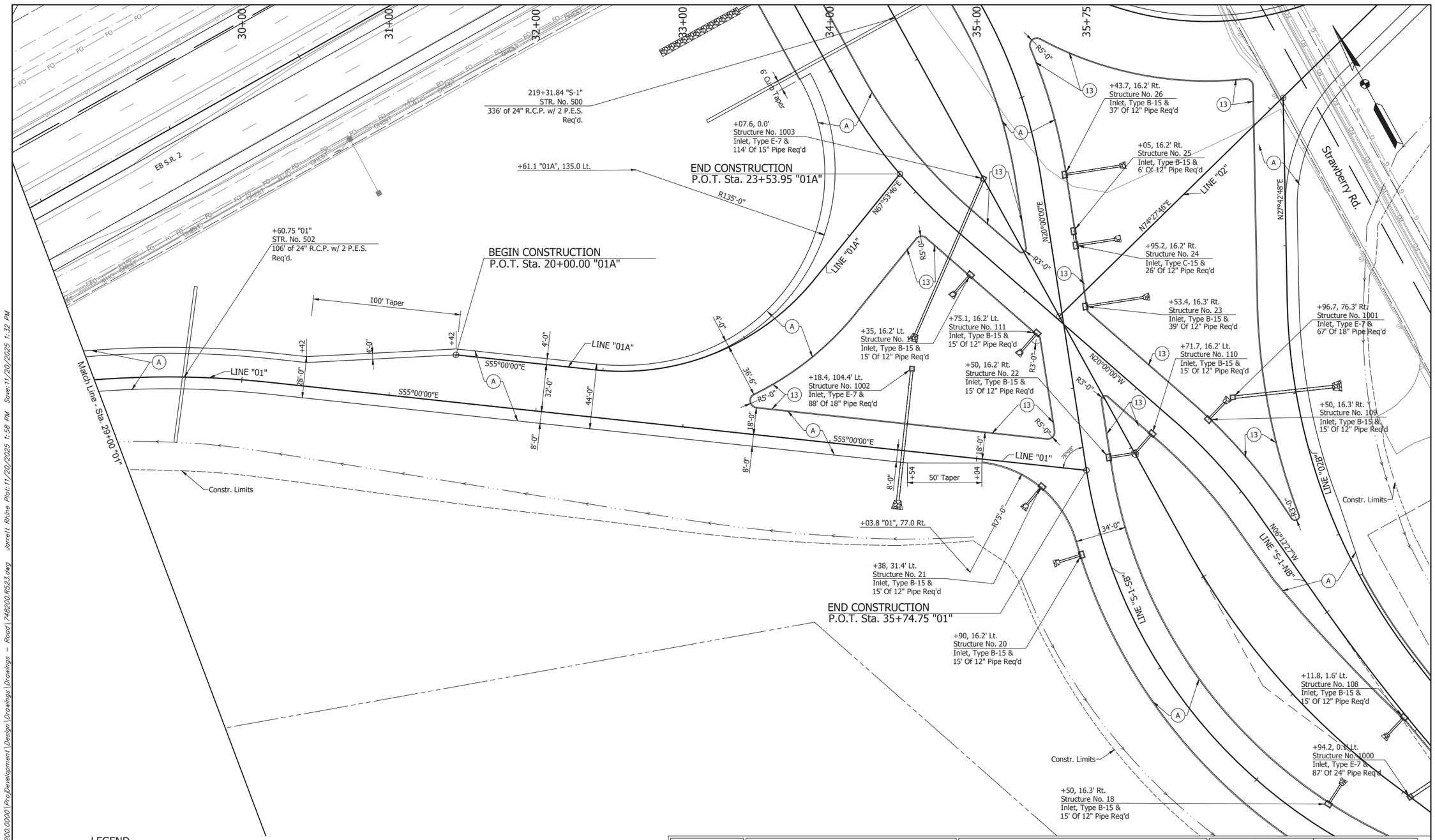
CONSTRUCTION DETAILS
LINE "01"

SCALE	BRIDGE FILE
1" = 30'	
	DESIGNATION
	2401424

SHEET		
31	OF	205
CONTRACT		
R-45760		

BF'S NO. 748200

\\bfsfol2\jobs\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R523.dwg Jarrett Rhine Plot:11/20/2025 1:58 PM Save:11/20/2025 1:32 PM



LEGEND

(A) PCCP Pavement (See Typical Sections)

(13) Integral Concrete Curb

NOTES

1. See Geometric Tie-Up Sheets, 13-17, For Alignment Data.

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

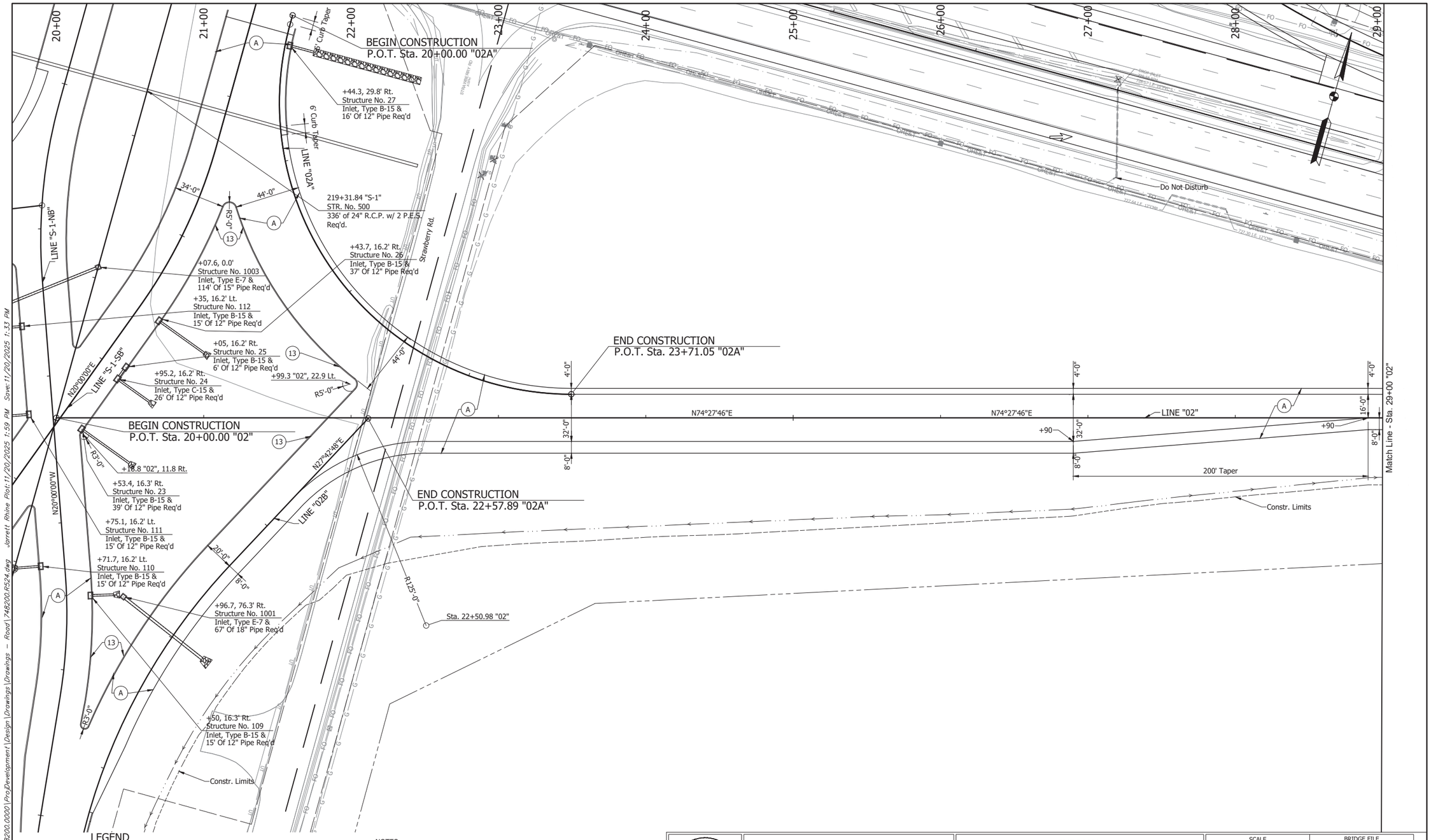
CONSTRUCTION DETAILS
LINE "01"

SCALE	BRIDGE FILE
1" = 30'	
	DESIGNATION
	2401424

SHEET		
32	OF	205
CONTRACT		
R-45760		

BFS NO. 748200

\\bfsfol2\Jobs\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R523.dwg Jarrett Rhine Plot:11/20/2025 1:58 PM Save:11/20/2025 1:32 PM



LEGEND

(A) PCCP Pavement (See Typical Sections)

(13) Integral Concrete Curb

NOTES

1. See Geometric Tie-Up Sheets, 13-17, For Alignment Data.

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

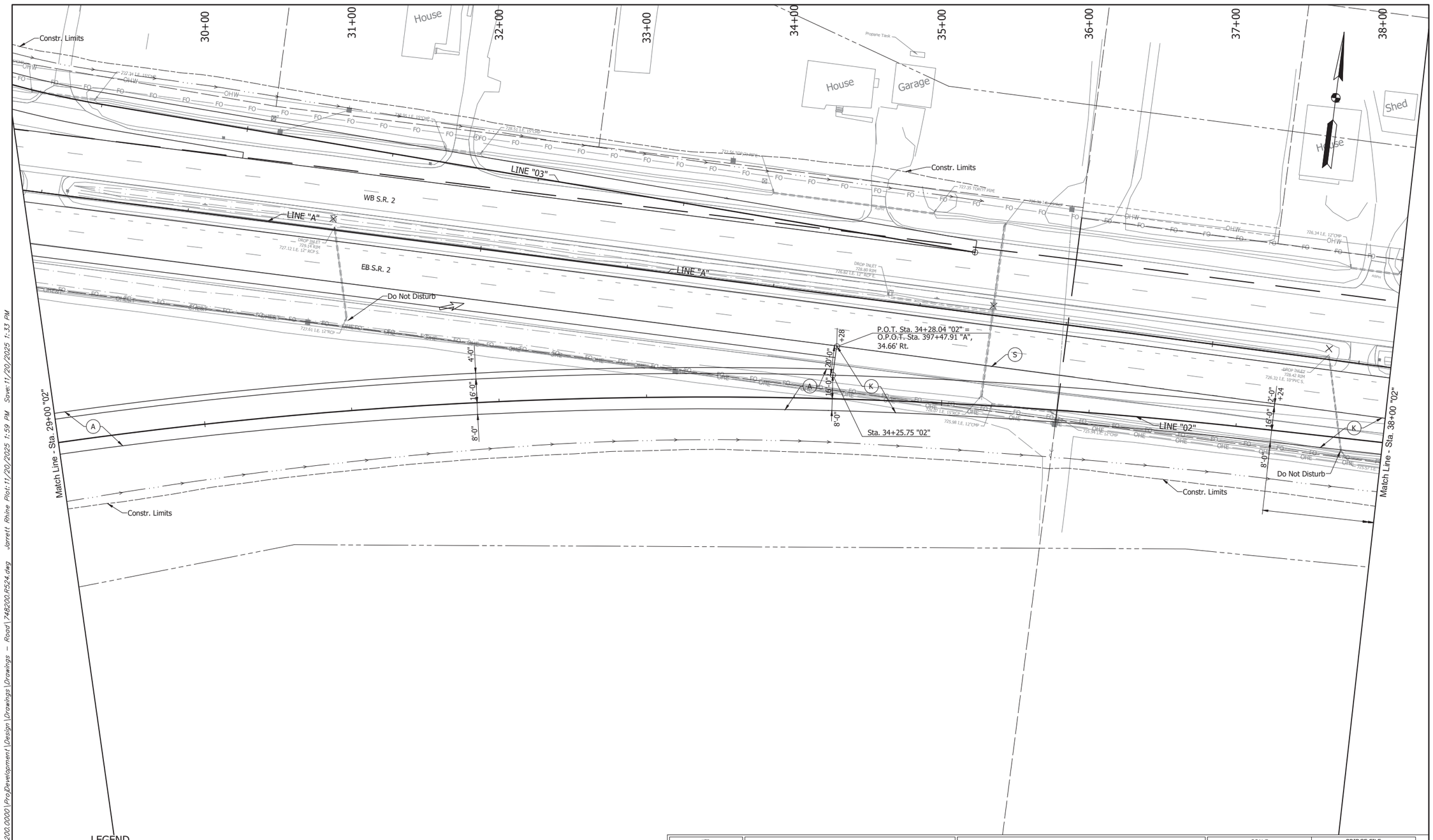
INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "02"

SCALE	BRIDGE FILE
1" = 30'	
	DESIGNATION
	2401424
	SHEET 33 OF 205
	CONTRACT R-45760

BFS NO. 748300

\\bfsfs02\jobs5\748200.0000\Proj\Development\Design\Drawings\Drawings - Road\748200.R524.dwg Jarrett Rhine Plot:11/20/2025 1:59 PM Save:11/20/2025 1:33 PM



LEGEND

(A) PCCP Pavement (See Typical Sections)

(K) HMA Pavement (See Typical Sections)

(13) Integral Concrete Curb

NOTES

1. See Geometric Tie-Up Sheets, 13-17, For Alignment Data.

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

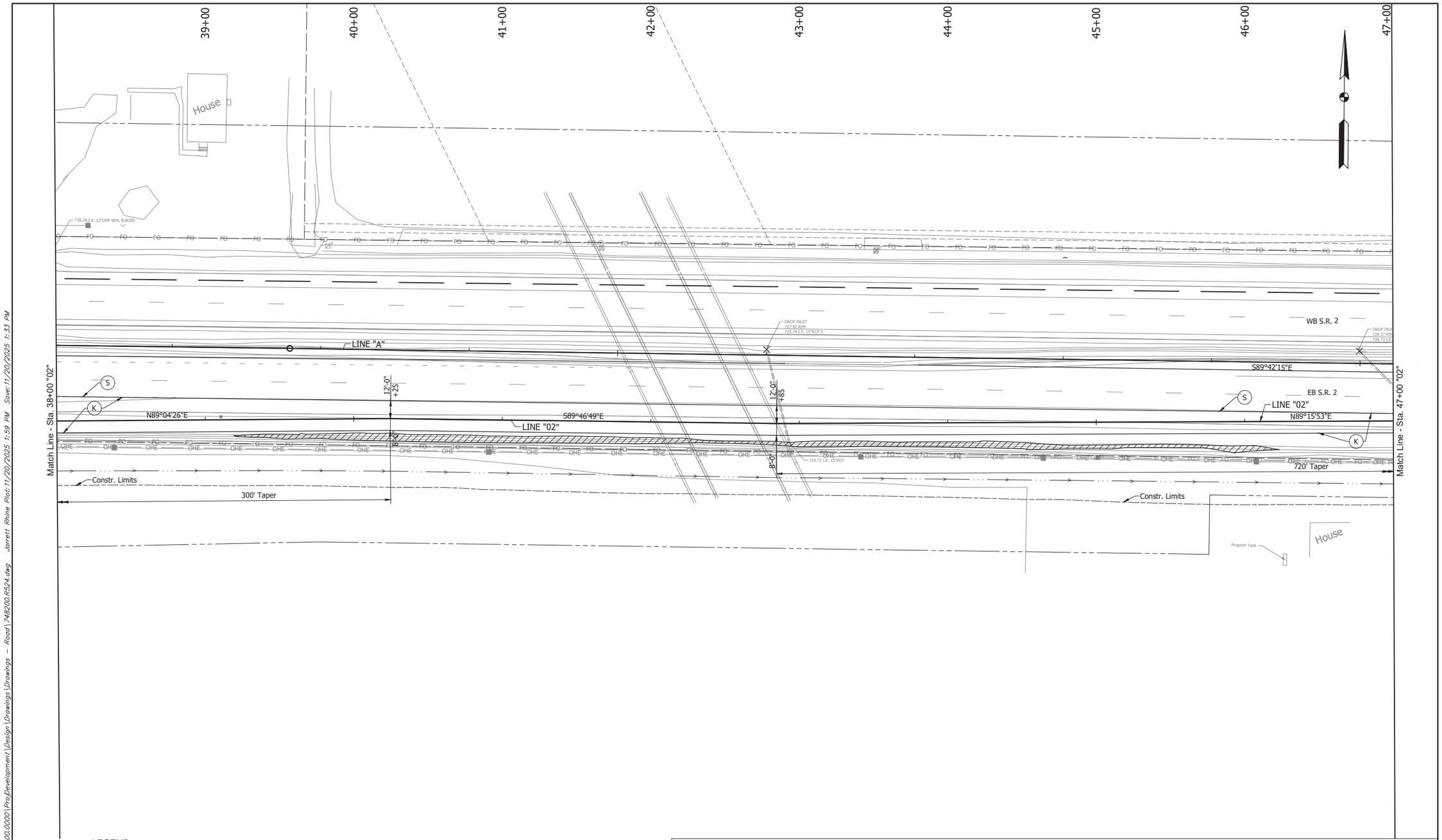
CONSTRUCTION DETAILS
LINE "02"

SCALE	BRIDGE FILE
1" = 30'	
	DESIGNATION
	2401424

SHEET			
34	OF	205	
CONTRACT			
R-45760			

BFS NO. 748200

\\bfsla2\Jobs\748200.0000\ProjDevelopment\Design\Drawings\Drawings – Road\748200.R524.dwg Jarett Rhine Plot:11/20/2025 1:59 PM Save:11/20/2025 1:33 PM



LEGEND

(K) HMA Pavement (See Typical Sections)

(13) Integral Concrete Curb

Wetlands

NOTES

1. See Geometric Tie-Up Sheets, 13-17, For Alignment Data.

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

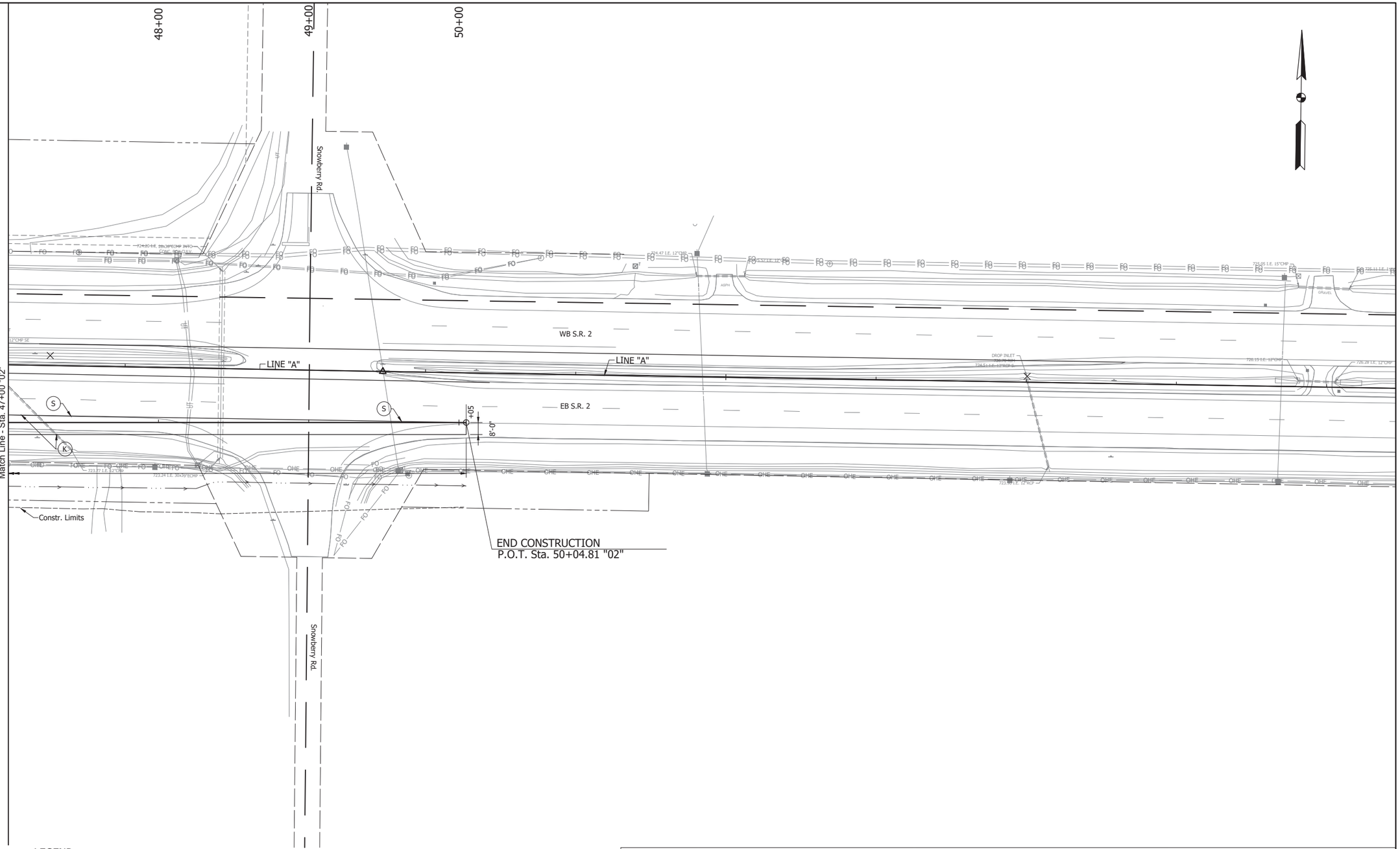
CONSTRUCTION DETAILS
LINE "02"

SCALE	BRIDGE FILE
1" = 30'	
	DESIGNATION
	2401424

SHEET			
35	OF	205	
CONTRACT			
R-45760			

BFS NO. 748200

\\bfsfol2\Jobs\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R524.dwg Jarrett Rhine Plot:11/20/2025 1:59 PM Save:11/20/2025 1:33 PM



LEGEND

(K) HMA Pavement (See Typical Sections)

(13) Integral Concrete Curb

Wetlands

NOTES

1. See Geometric Tie-Up Sheets, 13-17, For Alignment Data.

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "02"

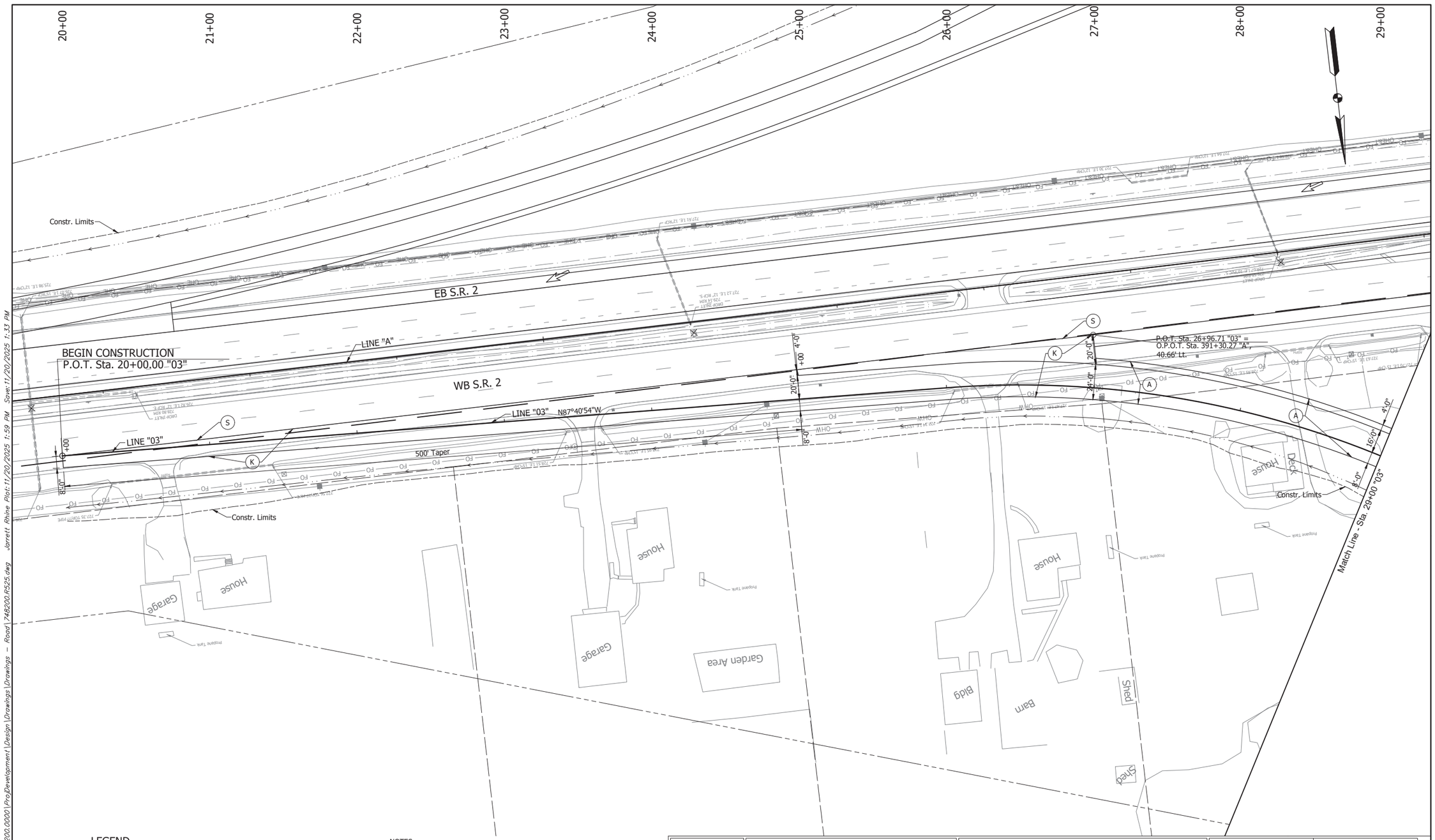
SCALE	BRIDGE FILE
1" = 30'	
	DESIGNATION
	2401424

SHEET 36 OF 205

CONTRACT
R-45760

BFS NO. 748200

\\bfsfol2\jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R524.dwg Jarrett Rhine Plot:11/20/2025 1:59 PM Save:11/20/2025 1:33 PM



LEGEND

(A) PCCP Pavement (See Typical Sections)

(13) Integral Concrete Curb

NOTES

1. See Geometric Tie-Up Sheets, 13 - 17, For Alignment Data.

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "03"

SCALE	BRIDGE FILE
1" = 30'	
	DESIGNATION
	2401424

SHEET		
37	OF	205
CONTRACT		
R-45760		

BF'S NO. 748200

\\bfsfol2\Jobs\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R525.dwg Jarrett Rhine Plot:11/20/2025 1:59 PM Save:11/20/2025 1:33 PM

\\bfsio2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R525.dwg Jarrett Rhine Plot:11/20/2025 1:59 PM Save:11/20/2025 1:33 PM

30+00 31+00 32+00 33+00 34+00 35+00 35+65

Match Line - Sta. 29+00 "03"

END CONSTRUCTION
P.O.T. Sta. 14+04.63 "03A"

BEGIN CONSTRUCTION
P.O.T. Sta. 10+00.00 "03A"

END CONSTRUCTION
P.O.T. Sta. 35+65.08 "03"

BEGIN CONSTRUCTION
P.O.T. Sta. 20+00.00 "04"

BEGIN CONSTRUCTION
P.O.T. Sta. 18+78.81 "04B"

Larrison Rd.

LINE "03A"

LINE "03"

LINE "04"

LINE "04B"

LINE "S-1-SB"

LINE "S-1-NB"

+51.4 "03A", 87.6 Lt.

R250'-0"

100' Taper

99' Taper

N55°00'00"W

N55°48'54"W

Constr. Limits

+19.8, 29.2' Rt.
Structure No. 28A
Inlet, Type B-15 &
19' Of 12" Pipe Req'd

+50, 29.2' Rt.
Structure No. 29
Inlet, Type B-15 &
16' Of 12" Pipe Req'd

+50, 16.2' Lt.
Structure No. 30
Inlet, Type B-15 &
30' Of 12" Pipe Req'd

+85, 16.3' Lt.
Structure No. 31
Inlet, Type C-15 &
58' Of 12" Pipe Req'd

+68, 140.0' Rt.
Structure No. 301
Inlet, Type C-15 &
67' Of 12" Pipe Req'd

+65.4, 149.6' Rt.
Structure No. 300
Inlet, Type B-15 &
7' Of 12" Pipe Req'd

+39.1, 72.8' Rt.
Structure No. 1005
Inlet, Type E-7 &
101' Of 18" Pipe Req'd

+75, 16.2' Rt.
Structure No. 32
Inlet, Type B-15 &
12' Of 12" Pipe Req'd

+90, 16.2' Rt.
Structure No. 33
Inlet, Type B-15 &
16' Of 12" Pipe Req'd

+50, 16.3' Rt.
Structure No. 115
Inlet, Type B-15 &
67' Of 12" Pipe Req'd

+95, 16.3' Rt.
Structure No. 116
Inlet, Type B-15 &
16' Of 12" Pipe Req'd

+17.3, 0.0'
Structure No. 1004
Inlet, Type E-7 &
23' Of 18" Pipe Req'd

+15, 16.3' Rt.
Structure No. 117
Inlet, Type C-15 &
61' Of 18" Pipe Req'd

+75, 16.3' Lt.
Structure No. 118
Inlet, Type B-15 &
17' Of 12" Pipe Req'd

+95, 16.3' Lt.
Structure No. 119
Inlet, Type C-15 &
7' Of 12" Pipe Req'd

+44.7, 87.8' Lt.
Structure No. 1006
Inlet, Type E-7 &
128' Of 24" Pipe Req'd

+05, 16.2' Lt.
Structure No. 119A
Inlet, Type C-15 &
7' Of 12" Pipe Req'd

+15, 16.3' Lt.
Structure No. 120
Inlet, Type C-15 &
19' Of 12" Pipe Req'd

+75, 16.2' Rt.
Structure No. 34
Inlet, Type C-15 &
62' Of 12" Pipe Req'd

+00, 16.2' Lt.
Structure No. 121
Inlet, Type B-15 &
17' Of 12" Pipe Req'd

+00, 16.2' Rt.
Structure No. 35
Inlet, Type B-15 &
22' Of 12" Pipe Req'd

+20.8, 16.3' Lt.
Structure No. 36
Inlet, Type B-15 &
58' Of 12" Pipe Req'd

+65, 33.1' Lt.
Structure No. 37
Inlet, Type B-15 &
17' Of 12" Pipe Req'd

+50.7, 50.3' Rt.
Structure No. 302
Inlet, Type B-15 &
17' Of 12" Pipe Req'd

+85, 27.3' Rt.
Structure No. 123
Inlet, Type C-15 &
18' Of 12" Pipe Req'd

+32.7 "S-1-NB", 164.9 Rt.

+65, 38.0' Rt.
Structure No. 122
Inlet, Type C-15 &
21' Of 12" Pipe Req'd

+75, 16.9' Rt.
Structure No. 125
Inlet, Type B-15 &
17' Of 12" Pipe Req'd

+75, 13.3' Lt.
Structure No. 124
Inlet, Type B-15 &
22' Of 12" Pipe Req'd

+00, 13.2' Rt.
Structure No. 39
Inlet, Type B-15 &
27' Of 12" Pipe Req'd

+00, 25.3' Lt.
Structure No. 38
Inlet, Type B-15 &
18' Of 12" Pipe Req'd

47'-0" 2'-0" +68 6' Curb Taper 23'-4" Shoulder Taper +92 4'-0" R75'-0" 35'-6" 34'-0" R5'-0" R3'-0" R5'-0" R145'-0"

LEGEND

(A) PCCP Pavement (See Typical Sections)

(13) Integral Concrete Curb

NOTES

1. See Geometric Tie-Up Sheets, 13 - 17, For Alignment Data.

BF&S NOT FOR CONSTRUCTION PRELIMINARY CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

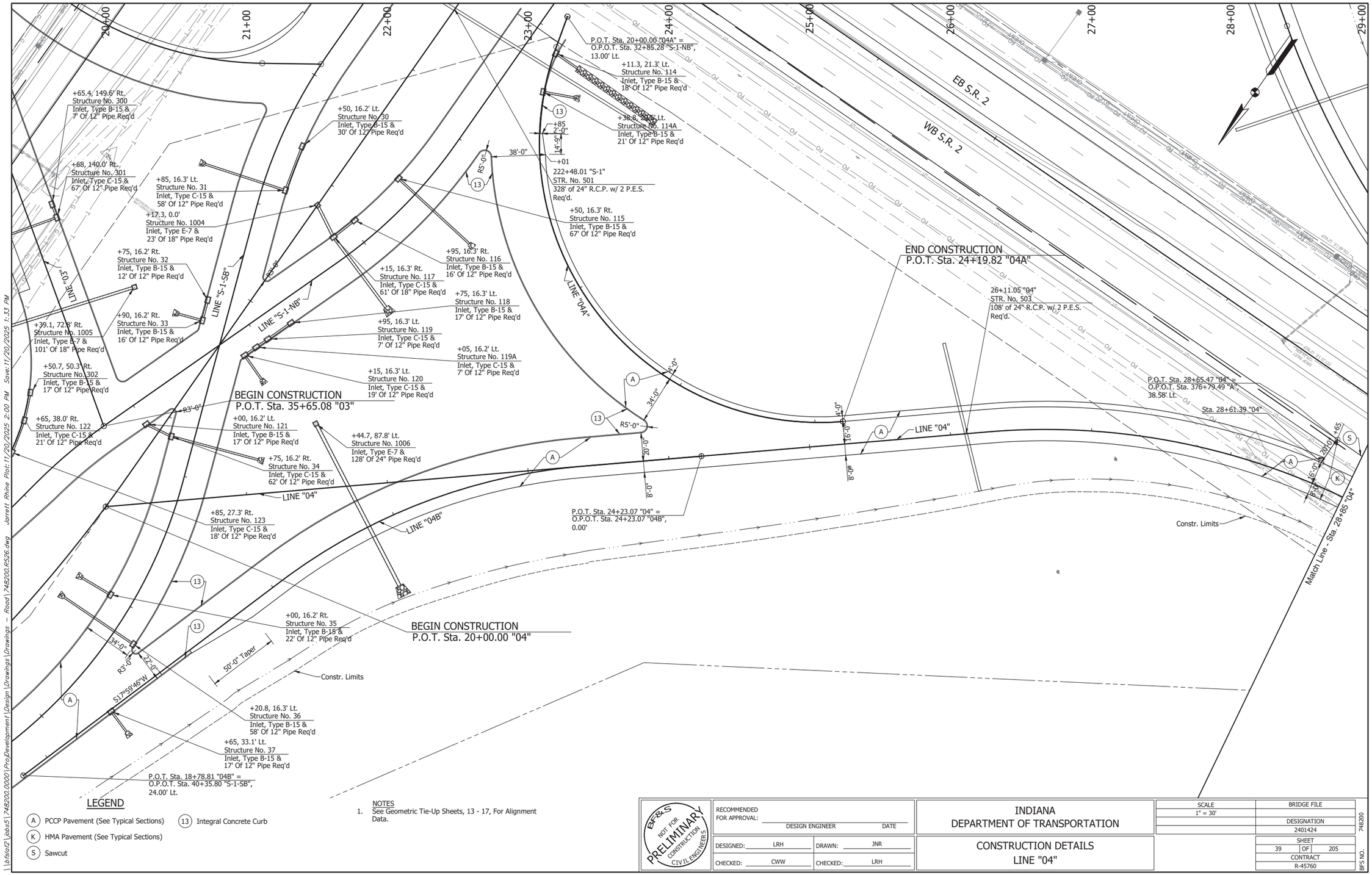
INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "03"

SCALE	BRIDGE FILE
1" = 30'	
	DESIGNATION
	2401424

SHEET		
38	OF	205
CONTRACT		
R-45760		

BFS NO. 748200



\\bfsfs02\Jobs\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R526.dwg Jarrett Rhine Plot:11/20/2025 2:00 PM Save:11/20/2025 1:33 PM

30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00 38+00

EB S.R. 2

LINE "A"

WB S.R. 2

LINE "04"

S89°13'54"W

300'-1" Taper

89' Taper

+24

+35

16'-0"

2'-0"

8'-0"

12'-0"

9'-8"

Match Line - Sta. 28+85 "04"

Constr. Limits

Constr. Limits

END CONSTRUCTION
P.O.T. Sta. 34+23.68 "04"

LEGEND

(K) HMA Pavement (See Typical Sections)

(S) Sawcut

Wetlands

NOTES

1. See Geometric Tie-Up Sheets, 13 - 17, For Alignment Data.

BF&S PRELIMINARY NOT FOR CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

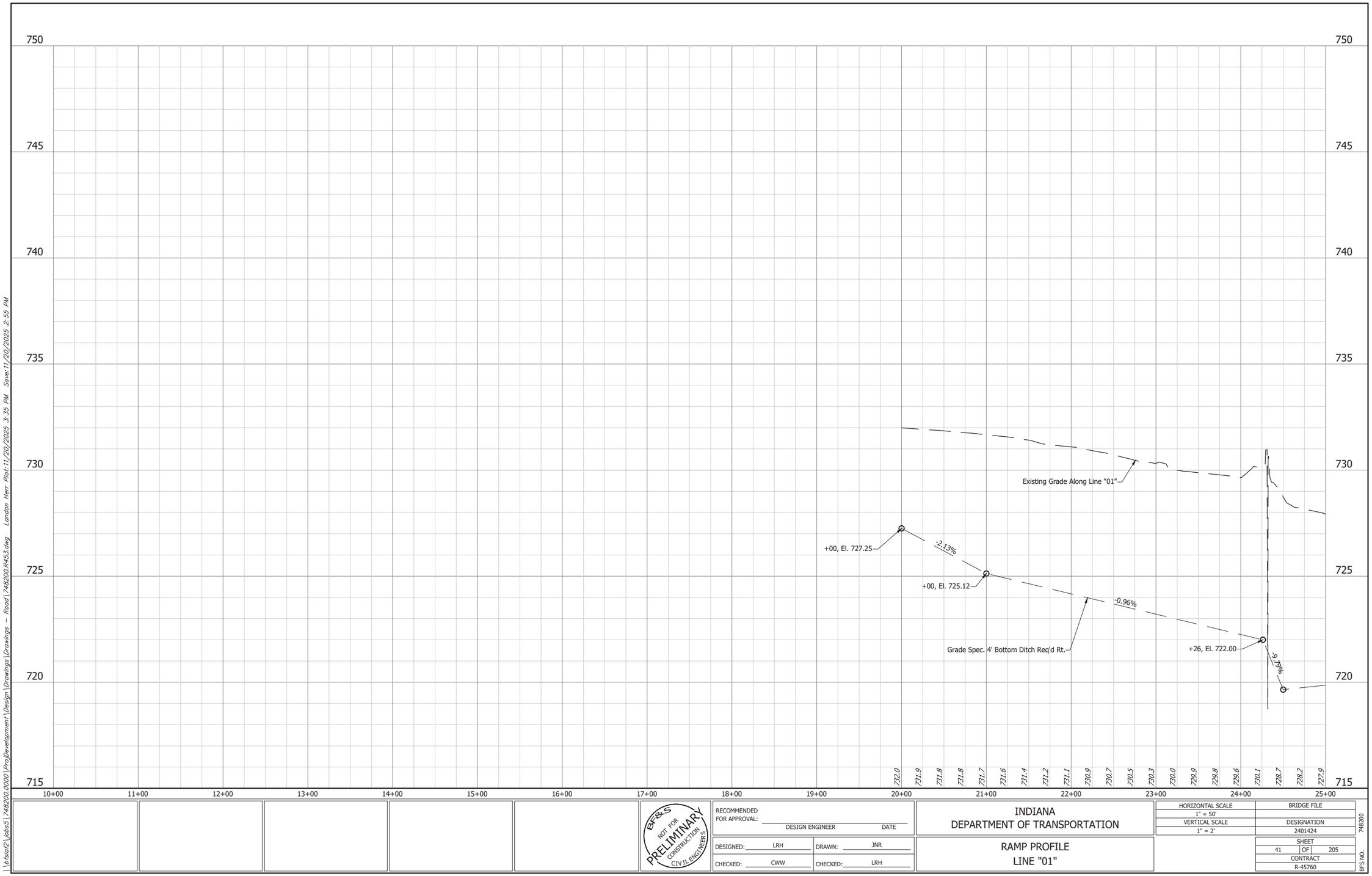
CONSTRUCTION DETAILS
LINE "04"

SCALE	BRIDGE FILE
1" = 30'	
	DESIGNATION
	2401424

SHEET		
40	OF	205
CONTRACT		
R-45760		

BFS NO. 748200

\\bfsfs02\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R526.dwg Jarrett Rhine Plot:11/20/2025 2:00 PM Save:11/20/2025 1:33 PM



BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: JNR

CHECKED: CWW | CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

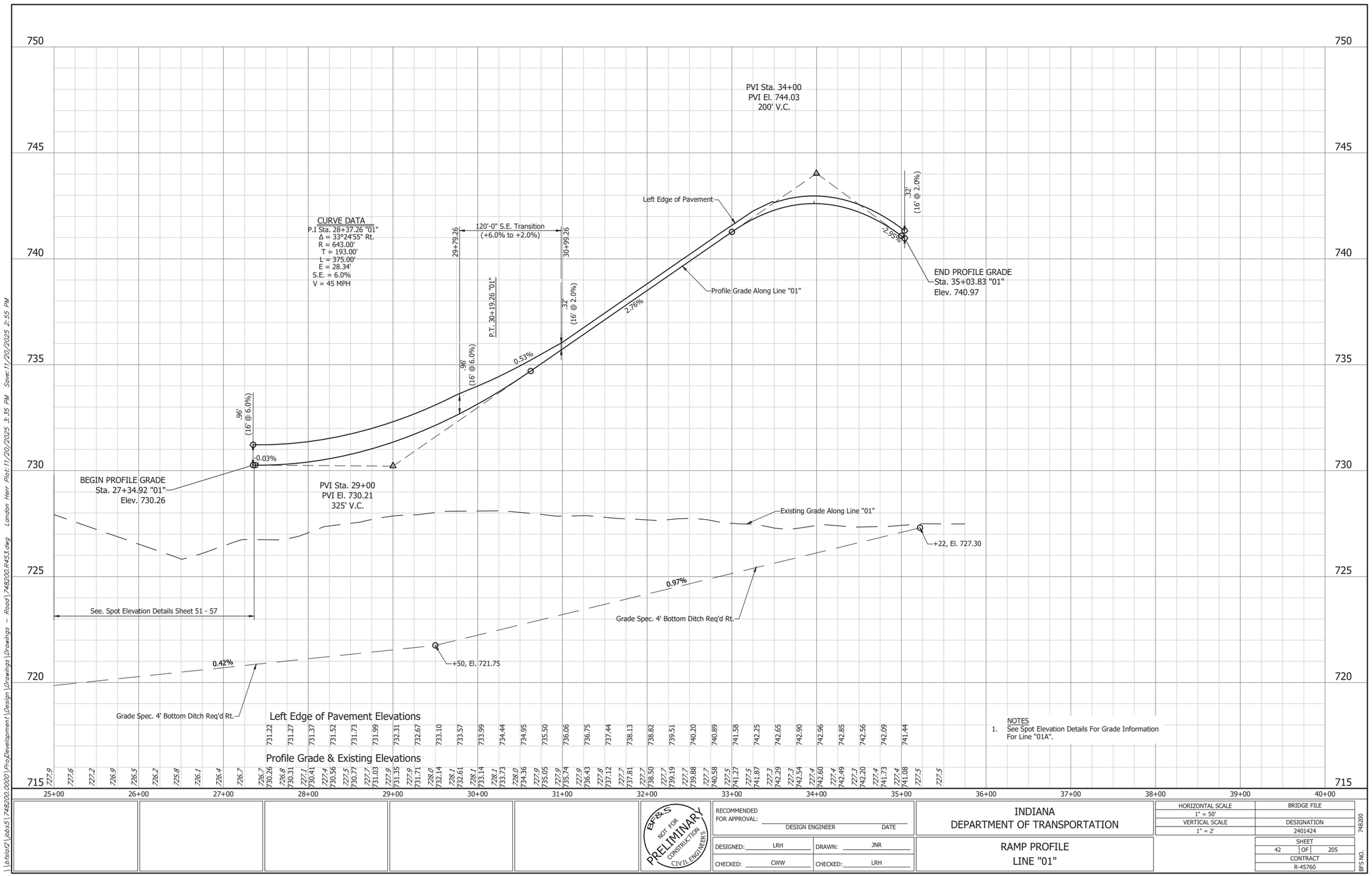
RAMP PROFILE
LINE "01"

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	
VERTICAL SCALE	DESIGNATION
1" = 2'	2401424

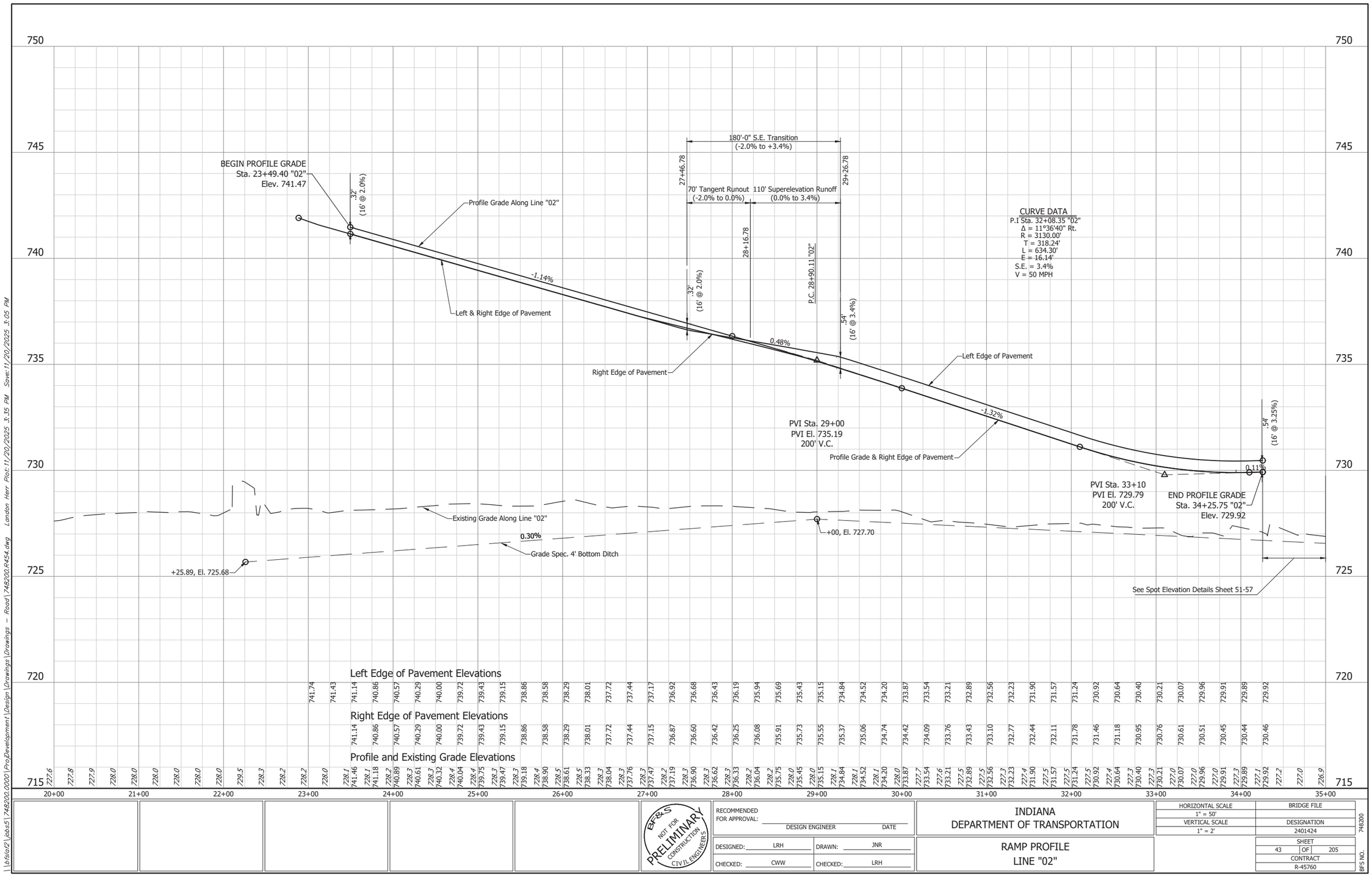
SHEET	
41	OF 205
CONTRACT	
R-45760	

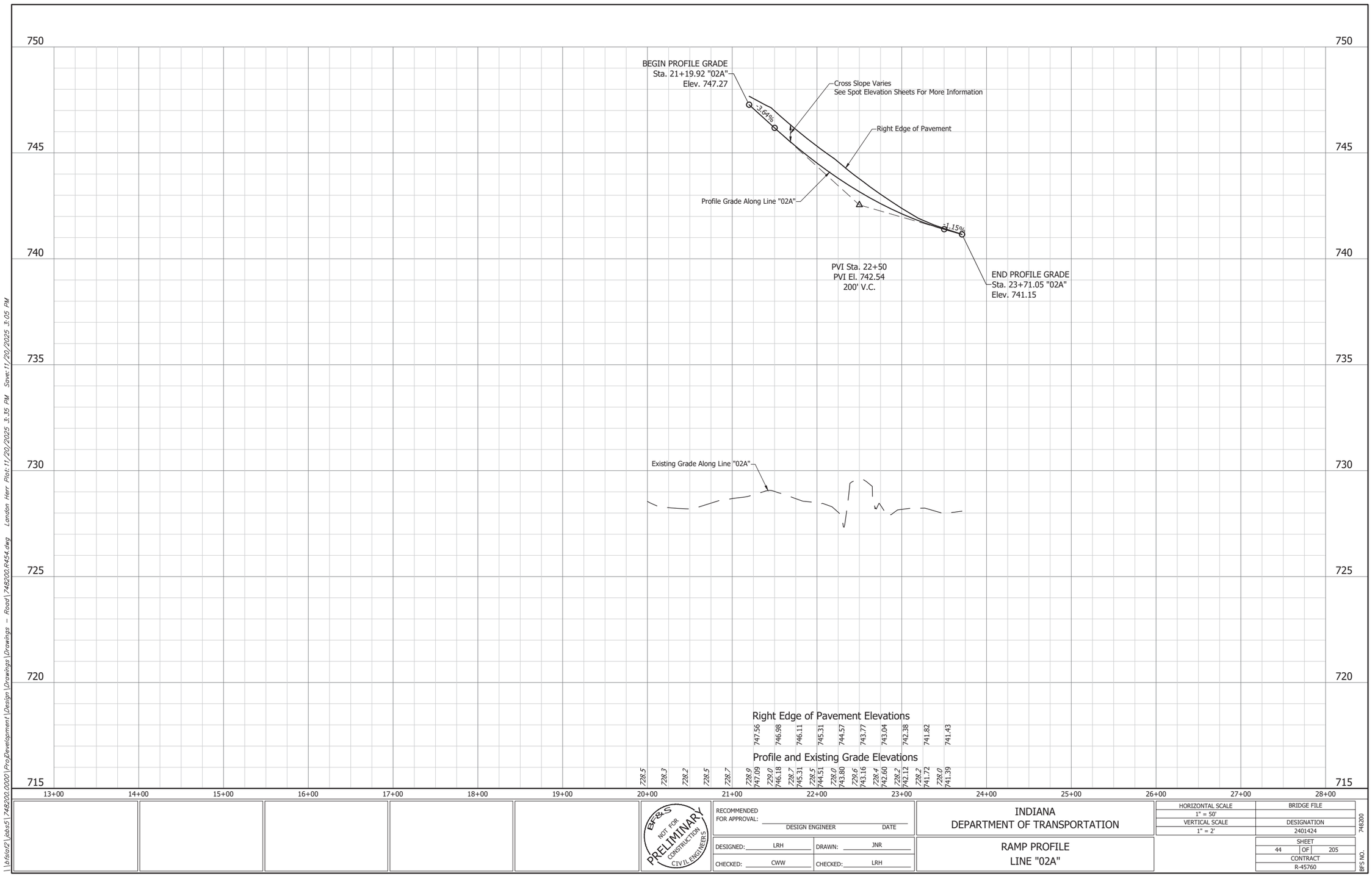
BFS NO. 748200

\\bfsla02\Jobs\748200.0001\ProjDevelopment\Design\Drawings\Drawings – Road\748200.R453.dwg London Herr Plot:11/20/2025 3:35 PM Saved:11/20/2025 2:55 PM



\\bfsla02\Jobs5\748200.0001\ProjDevelopment\Design\Drawings\Drawings – Road\748200_R453.dwg London Herr Plot:11/20/2025 3:35 PM Save:11/20/2025 2:55 PM


BEGIN PROFILE GRADE
Sta. 23+49.40 "02"
Elev. 741.47
.32'
(16' @ 2.0%)
Profile Grade Along Line "02"
-1.14%
Left & Right Edge of Pavement
180'-0" S.E. Transition
(-2.0% to +3.4%)
27+46.78
29+26.78
70' Tangent Runout
(-2.0% to 0.0%)
110' Superelevation Runoff
(0.0% to 3.4%)
28+16.78
P.C. 28+90.11 "02"
.32'
(16' @ 2.0%)
.54'
(16' @ 3.4%)
0.48%
Right Edge of Pavement
Left Edge of Pavement
CURVE DATA
P.I Sta. 32+08.35 "02"
Δ = 11°36'40" Rt.
R = 3130.00'
T = 318.24'
L = 634.30'
E = 16.14'
S.E. = 3.4%
V = 50 MPH
PVI Sta. 29+00
PVI El. 735.19
200' V.C.
-1.32%
Profile Grade & Right Edge of Pavement
.54'
(16' @ 3.25%)
0.11%
PVI Sta. 33+10
PVI El. 729.79
200' V.C.
END PROFILE GRADE
Sta. 34+25.75 "02"
Elev. 729.92
Existing Grade Along Line "02"
0.30%
Grade Spec. 4' Bottom Ditch
+25.89, El. 725.68
+00, El. 727.70
See Spot Elevation Details Sheet 51-57
750
745
740
735
730
725
720
715
Left Edge of Pavement Elevations
741.74 741.43 741.14 740.86 740.57 740.29 740.00 739.72 739.43 739.15 738.86 738.58 738.29 738.01 737.72 737.44 737.17 736.92 736.68 736.43 736.19 735.94 735.69 735.43 735.15 734.84 734.52 734.20 733.87 733.54 733.21 732.89 732.56 732.23 731.90 731.57 731.24 730.92 730.64 730.40 730.21 730.07 729.96 729.91 729.89 729.92
Right Edge of Pavement Elevations
741.14 740.86 740.57 740.29 740.00 739.72 739.43 739.15 738.86 738.58 738.29 738.01 737.72 737.44 737.15 736.87 736.60 736.42 736.25 736.08 735.91 735.73 735.55 735.37 735.06 734.74 734.42 734.09 733.76 733.43 733.10 732.77 732.44 732.11 731.78 731.46 731.18 730.95 730.76 730.61 730.51 730.45 730.44 730.46
Profile and Existing Grade Elevations
727.6 727.8 727.9 728.0 728.0 728.0 728.0 728.0 728.0 729.5 728.3 728.2 728.2 728.0 728.1 741.46 728.1 741.18 728.2 740.89 728.3 740.61 728.3 740.32 728.4 740.04 728.4 739.75 728.3 739.47 728.3 739.18 728.4 738.90 728.5 738.61 728.5 738.33 728.3 738.04 728.3 737.76 728.3 737.47 728.0 737.19 728.3 736.90 728.3 736.62 728.3 736.33 728.2 736.04 728.2 735.75 728.0 735.45 728.0 735.15 728.1 734.84 728.1 734.52 728.1 734.20 728.0 733.87 727.7 733.54 727.6 733.21 727.5 732.89 727.5 732.56 727.3 732.23 727.4 731.90 727.5 731.57 727.5 731.24 727.5 730.92 727.4 730.64 727.3 730.40 727.3 730.21 727.0 730.07 727.0 729.96 727.0 729.91 727.3 729.89 727.1 729.92 727.2 727.0 726.9
20+00
21+00
22+00
23+00
24+00
25+00
26+00
27+00
28+00
29+00
30+00
31+00
32+00
33+00
34+00
35+00
BF&S NOT FOR CONSTRUCTION PRELIMINARY CIVIL ENGINEERS
RECOMMENDED FOR APPROVAL: DESIGN ENGINEER DATE
DESIGNED: LRH
DRAWN: JNR
CHECKED: CWW
CHECKED: LRH
INDIANA
DEPARTMENT OF TRANSPORTATION
RAMP PROFILE
LINE "02"
HORIZONTAL SCALE 1" = 50'
VERTICAL SCALE 1" = 2'
BRIDGE FILE
DESIGNATION 2401424
SHEET 43 OF 205
CONTRACT R-45760
BFS NO. 748200
\\bfsfs02\jobs5\748200.0000\ProDevelopment\Design\Drawings\Drawings - Road\748200.R454.dwg London Herr Plot:11/20/2025 3:35 PM Saved:11/20/2025 3:05 PM



BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

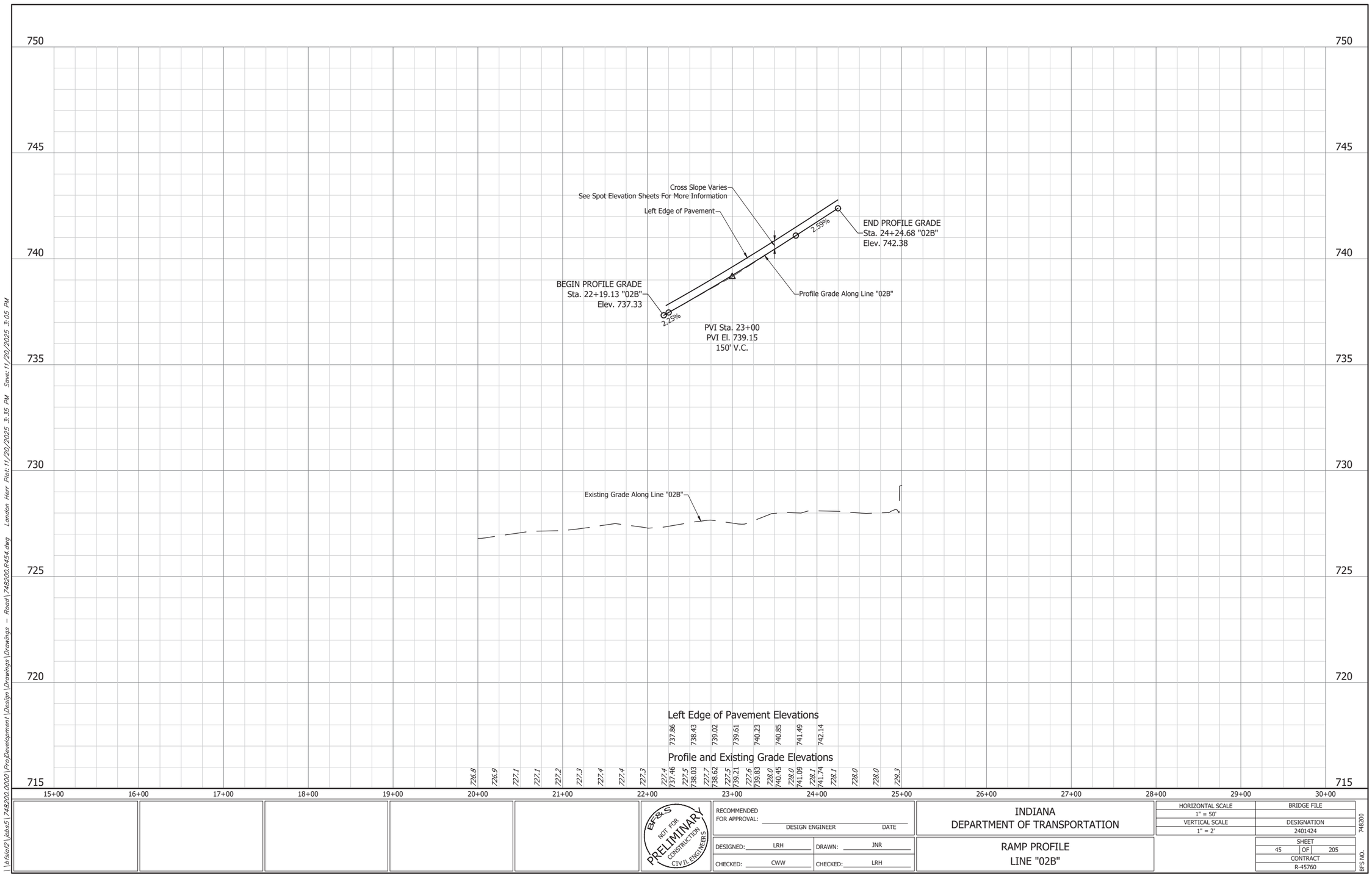
INDIANA
DEPARTMENT OF TRANSPORTATION

RAMP PROFILE
LINE "02A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	
VERTICAL SCALE	DESIGNATION
1" = 2'	2401424
SHEET	
44 OF 205	
CONTRACT	
R-45760	

BFS NO. 748200

\\bfsfol2\Jobs\748200.0001\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R454.dwg London Herr Plot:11/20/2025 3:35 PM Save:11/20/2025 3:05 PM



\\bfsla02\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings – Road\748200_R454.dwg London Herr Plot:11/20/2025 3:35 PM Saved:11/20/2025 3:05 PM

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: LRH DRAWN: JNR

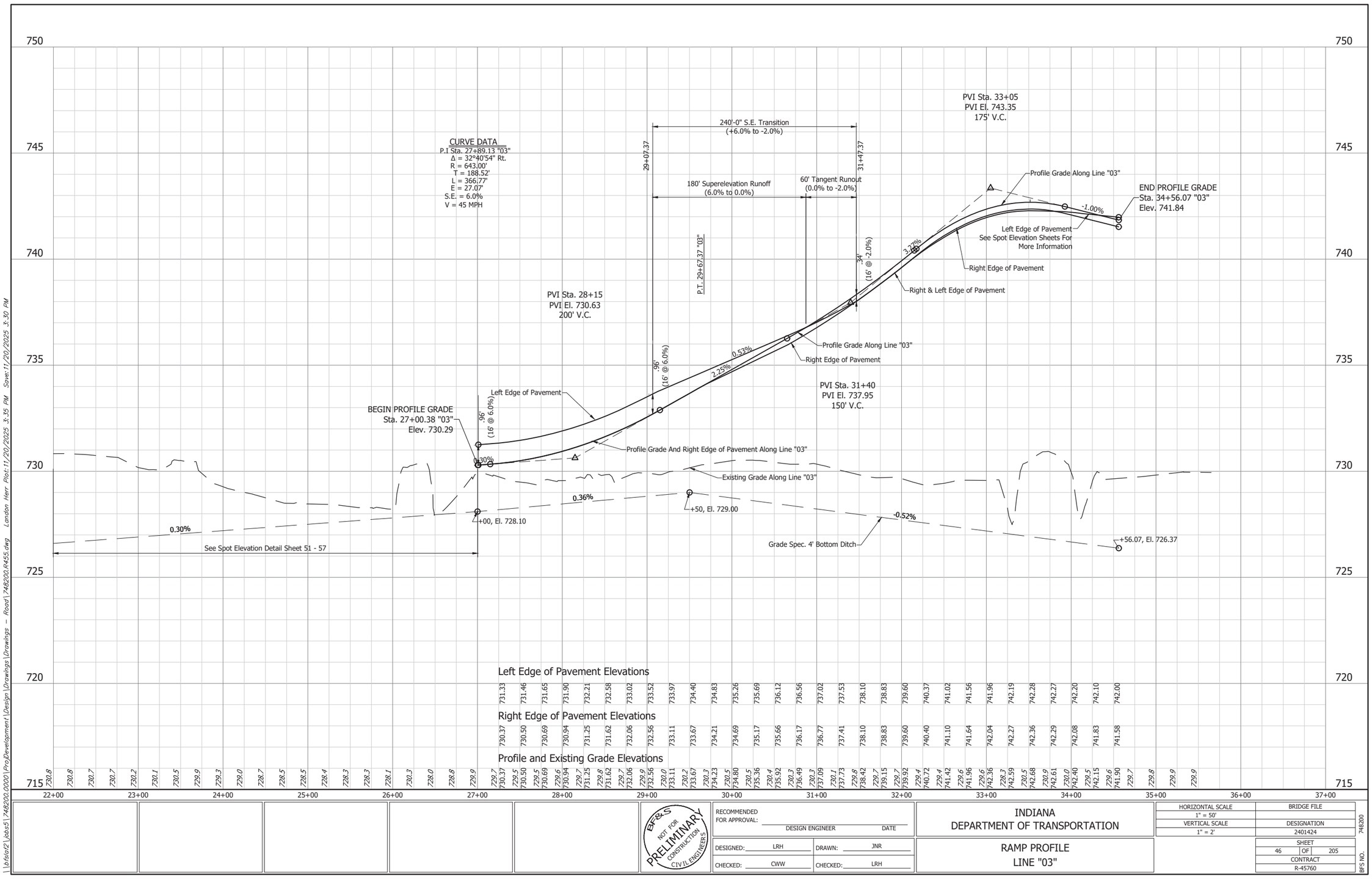
CHECKED: CWW CHECKED: LRH

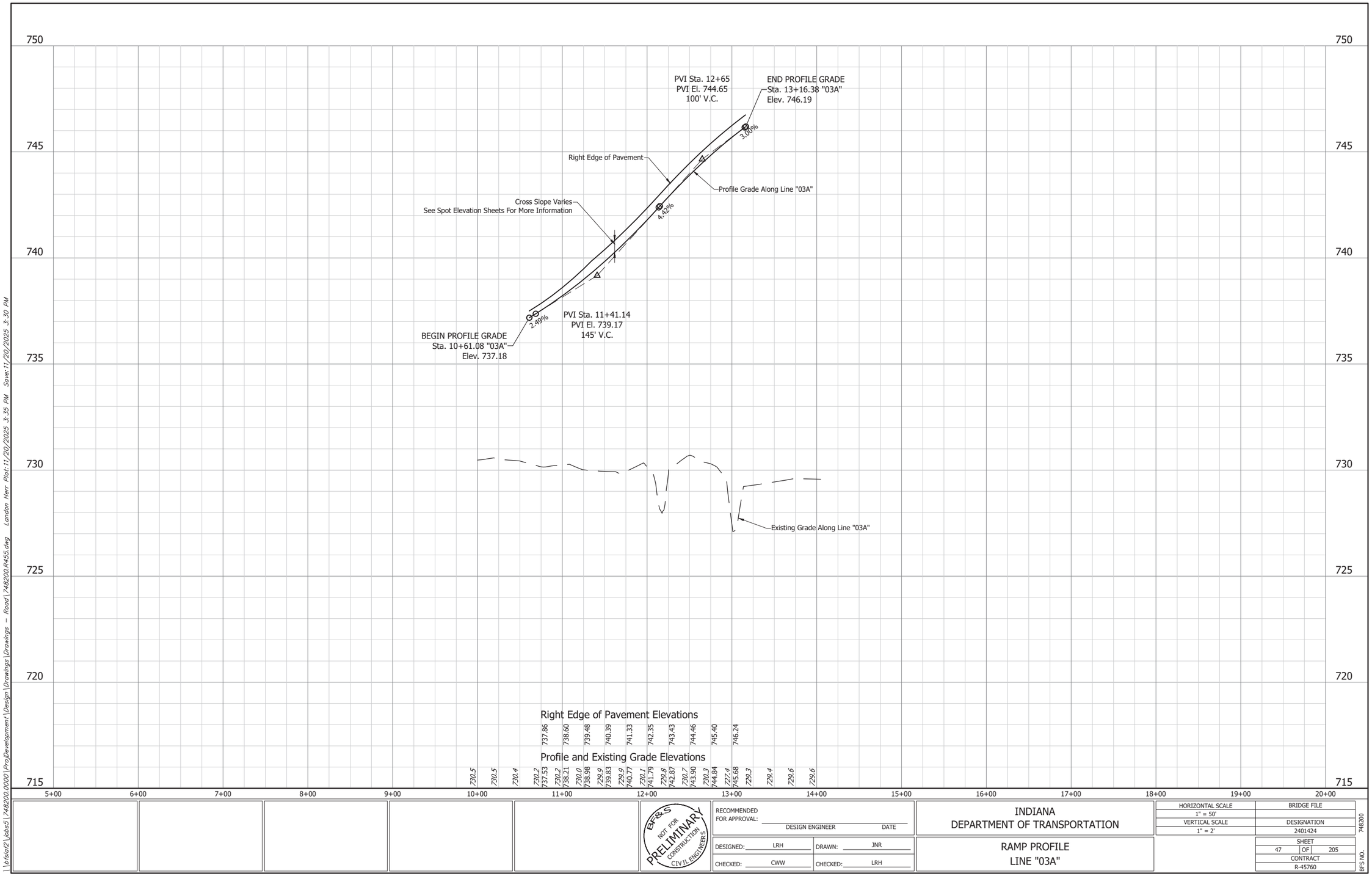
INDIANA
DEPARTMENT OF TRANSPORTATION

RAMP PROFILE
LINE "02B"

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	
VERTICAL SCALE	DESIGNATION
1" = 2'	2401424
SHEET	
45 OF 205	
CONTRACT	
R-45760	

BFS NO. 748200


CURVE DATA
P.I Sta. 27+89.13 "03"
Δ = 32°40'54" Rt.
R = 643.00'
T = 188.52'
L = 366.77'
E = 27.07'
S.E. = 6.0%
V = 45 MPH
240'-0" S.E. Transition
(+6.0% to -2.0%)
180' Superelevation Runoff
(6.0% to 0.0%)
60' Tangent Runout
(0.0% to -2.0%)
29+07.37
31+47.37
P.T. 29+67.37 "03"
.96' (16' @ 6.0%)
.34' (16' @ -2.0%)
PVI Sta. 33+05
PVI El. 743.35
175' V.C.
PVI Sta. 28+15
PVI El. 730.63
200' V.C.
PVI Sta. 31+40
PVI El. 737.95
150' V.C.
Profile Grade Along Line "03"
END PROFILE GRADE
Sta. 34+56.07 "03"
Elev. 741.84
Left Edge of Pavement
See Spot Elevation Sheets For
More Information
Right Edge of Pavement
Right & Left Edge of Pavement
Profile Grade Along Line "03"
Right Edge of Pavement
Left Edge of Pavement
BEGIN PROFILE GRADE
Sta. 27+00.38 "03"
Elev. 730.29
Profile Grade And Right Edge of Pavement Along Line "03"
Existing Grade Along Line "03"
+00, El. 728.10
+50, El. 729.00
+56.07, El. 726.37
Grade Spec. 4' Bottom Ditch
See Spot Elevation Detail Sheet 51 - 57
0.30%
0.53%
2.25%
0.36%
-0.52%
3.27%
-1.00%
Left Edge of Pavement Elevations
731.33 731.46 731.65 731.90 732.21 732.58 733.02 733.52 733.97 734.40 734.83 735.26 735.69 736.12 736.56 737.02 737.53 738.10 738.83 739.60 740.37 741.02 741.56 741.96 742.19 742.28 742.27 742.20 742.10 742.00
Right Edge of Pavement Elevations
730.37 730.50 730.69 730.94 731.25 731.62 732.06 732.56 733.11 733.67 734.21 734.69 735.17 735.66 736.17 736.77 737.41 738.10 738.83 739.60 740.40 741.10 741.64 742.04 742.27 742.36 742.29 742.08 741.83 741.58
Profile and Existing Grade Elevations
730.8 730.8 730.7 730.7 730.2 730.1 730.5 729.9 729.3 729.0 728.7 728.5 728.5 728.4 728.3 728.3 728.1 730.3 728.0 728.8 729.9 729.7 730.37 729.5 730.50 729.5 730.69 729.6 730.94 729.7 731.25 729.8 731.62 729.7 732.06 729.9 732.56 730.0 733.11 730.2 733.67 730.3 734.23 730.5 734.80 730.5 735.36 730.4 735.92 730.3 736.49 730.3 737.09 730.1 737.73 729.8 738.42 729.7 739.15 729.7 739.92 729.4 740.72 729.4 741.42 729.6 741.96 729.6 742.36 728.3 742.59 730.5 742.68 730.9 742.61 730.0 742.40 729.5 742.15 729.6 741.90 729.7 729.8 729.9 729.9
750
745
740
735
730
725
720
715
22+00 23+00 24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00
NOT FOR PRELIMINARY CONSTRUCTION
BF&S CIVIL ENGINEERS
RECOMMENDED FOR APPROVAL:
DESIGN ENGINEER
DATE
DESIGNED: LRH
DRAWN: JNR
CHECKED: CWW
CHECKED: LRH
INDIANA
DEPARTMENT OF TRANSPORTATION
RAMP PROFILE
LINE "03"
HORIZONTAL SCALE 1" = 50'
VERTICAL SCALE 1" = 2'
BRIDGE FILE
DESIGNATION 2401424
SHEET 46 OF 205
CONTRACT R-45760
BFS NO. 748200
\\bfsla02\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R455.dwg London Herr Plot:11/20/2025 3:35 PM Save:11/20/2025 3:30 PM



\\bfsla02\Jobs5\748200.0001\ProjDevelopment\Design\Drawings\Drawings – Road\748200.R455.dwg London Herr Plot:11/20/2025 3:35 PM Save:11/20/2025 3:30 PM

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

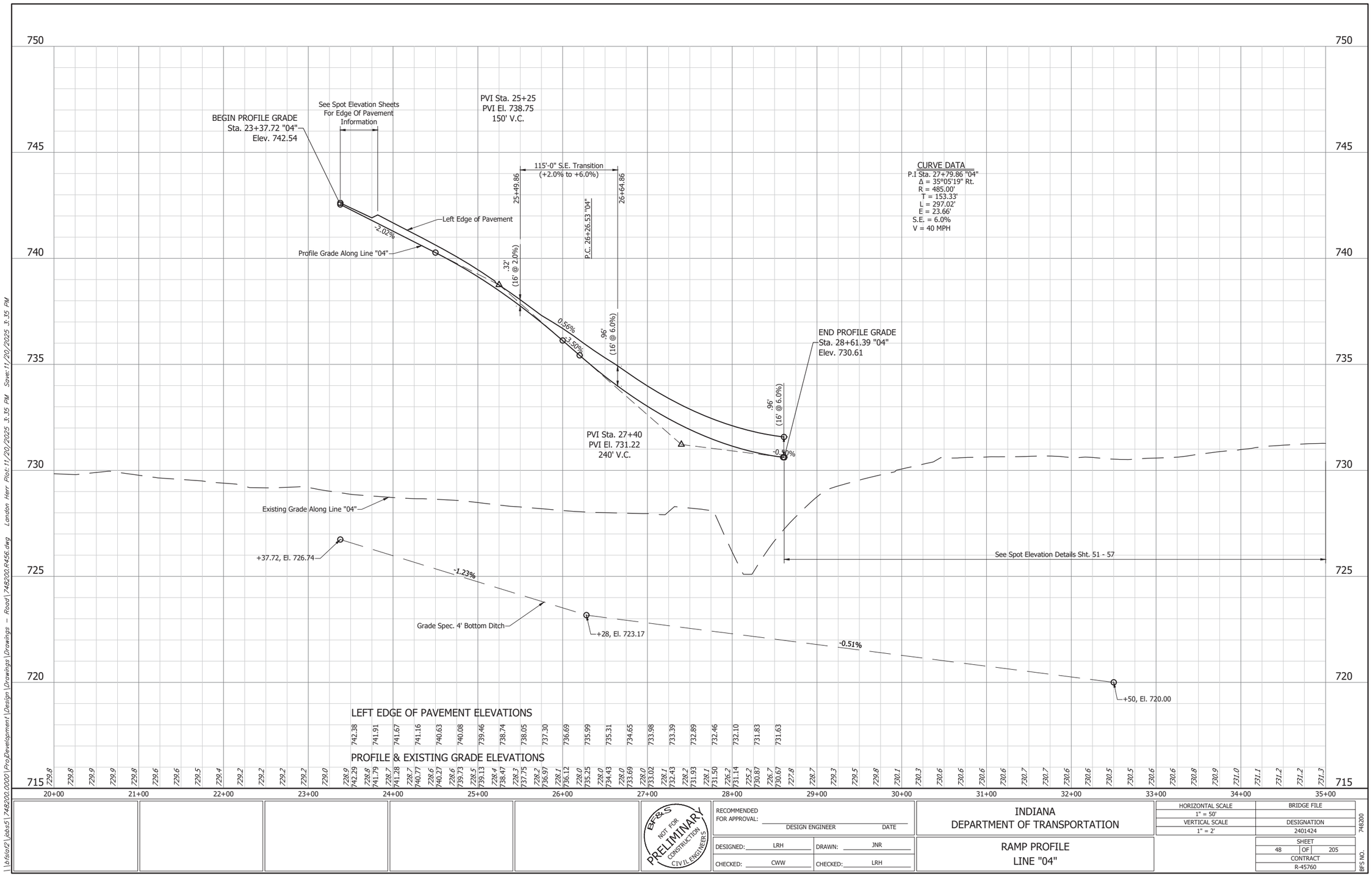
INDIANA
DEPARTMENT OF TRANSPORTATION

RAMP PROFILE
LINE "03A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	
VERTICAL SCALE	DESIGNATION
1" = 2'	2401424

SHEET			
47	OF	205	
CONTRACT			
R-45760			

BFS NO. 748200



BF&S NOT FOR CONSTRUCTION PRELIMINARY CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

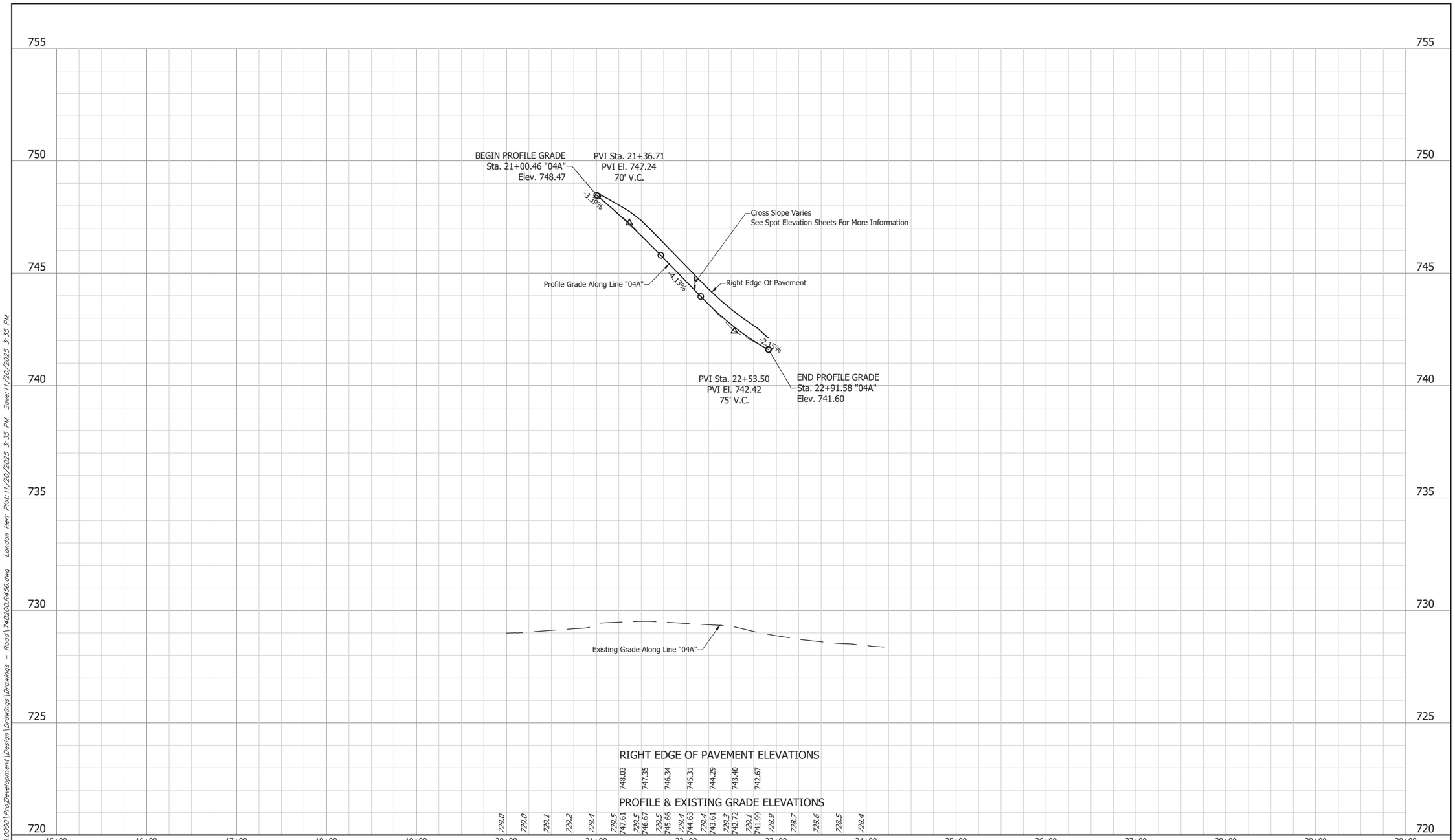
RAMP PROFILE
LINE "04"

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	
VERTICAL SCALE	DESIGNATION
1" = 2'	2401424

SHEET		
48	OF	205
CONTRACT		
R-45760		

BFS NO. 748200

\\bfsfol2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R456.dwg London Herr Plot:11/20/2025 3:35 PM Save:11/20/2025 3:35 PM



\\bfsla02\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings – Road\748200.R456.dwg London Herr Plot:11/20/2025 3:35 PM Save:11/20/2025 3:35 PM

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

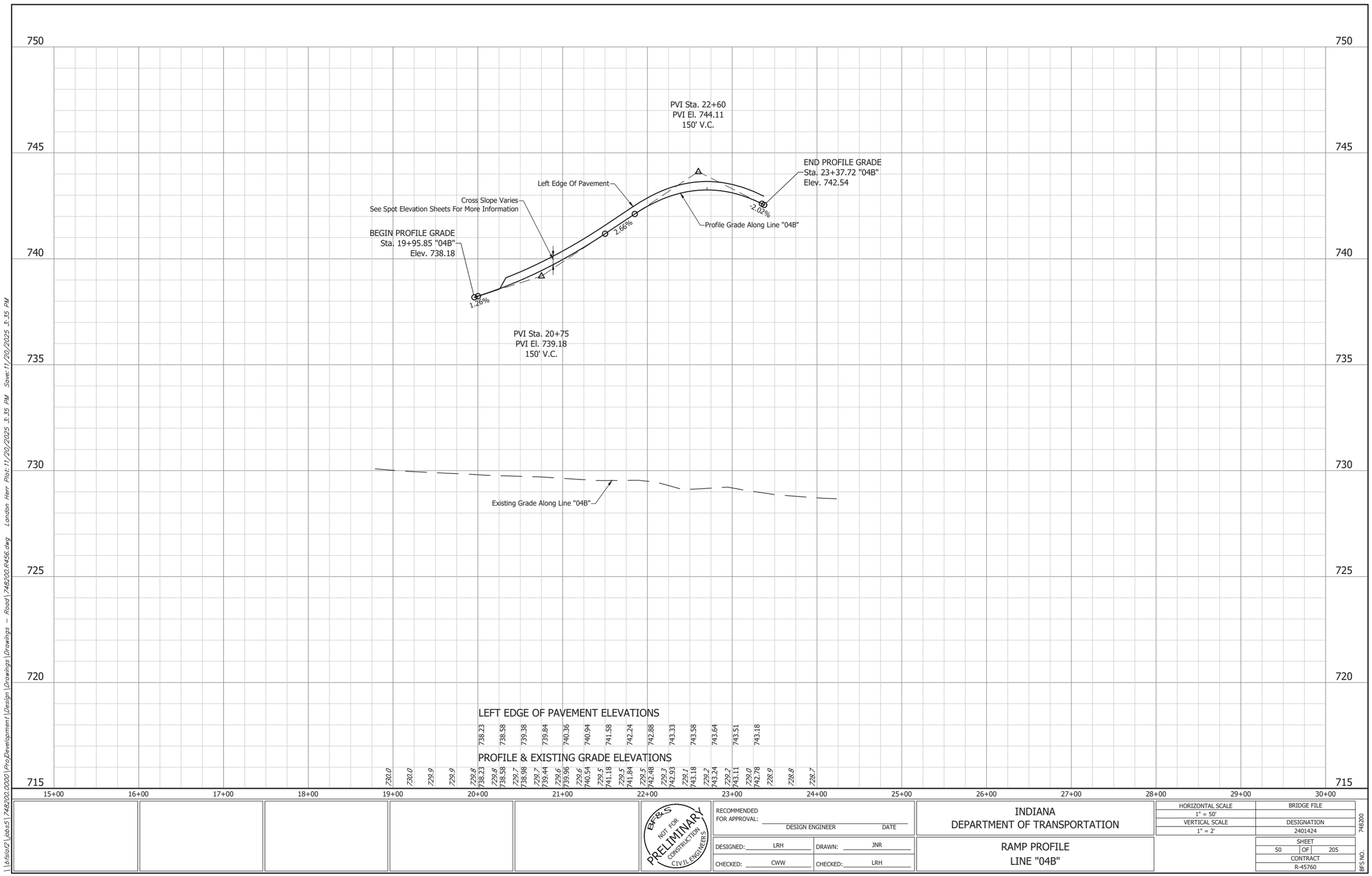
INDIANA
DEPARTMENT OF TRANSPORTATION

RAMP PROFILE
LINE "04A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	
VERTICAL SCALE	DESIGNATION
1" = 2'	2401424

SHEET			
49	OF	205	
CONTRACT			
R-45760			

BFS NO. 748200



BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

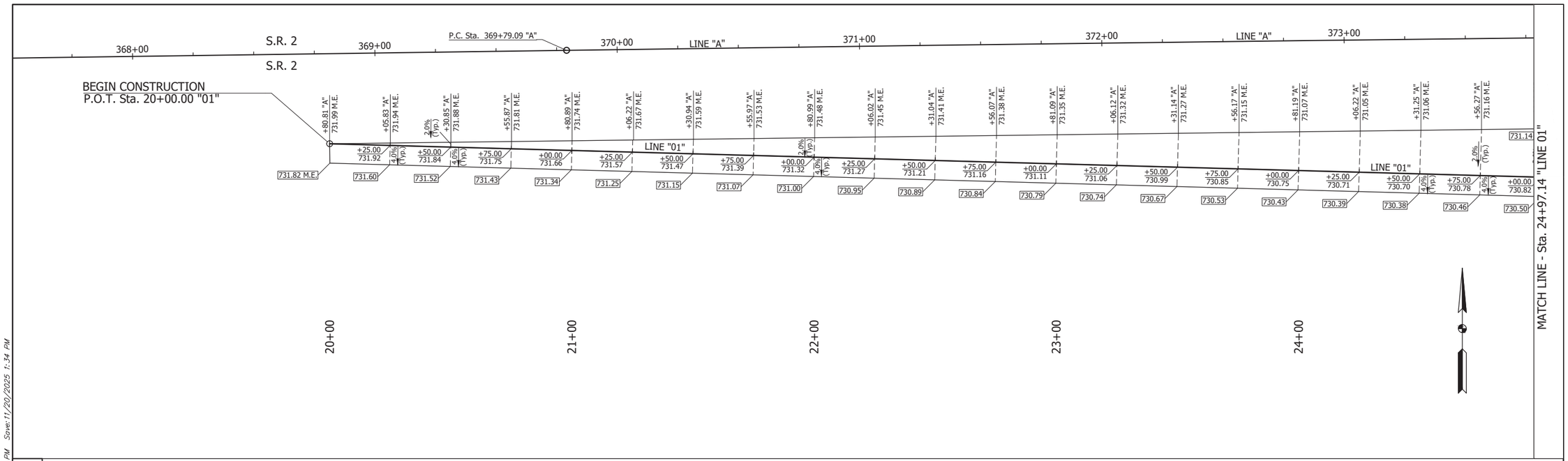
RAMP PROFILE
LINE "04B"

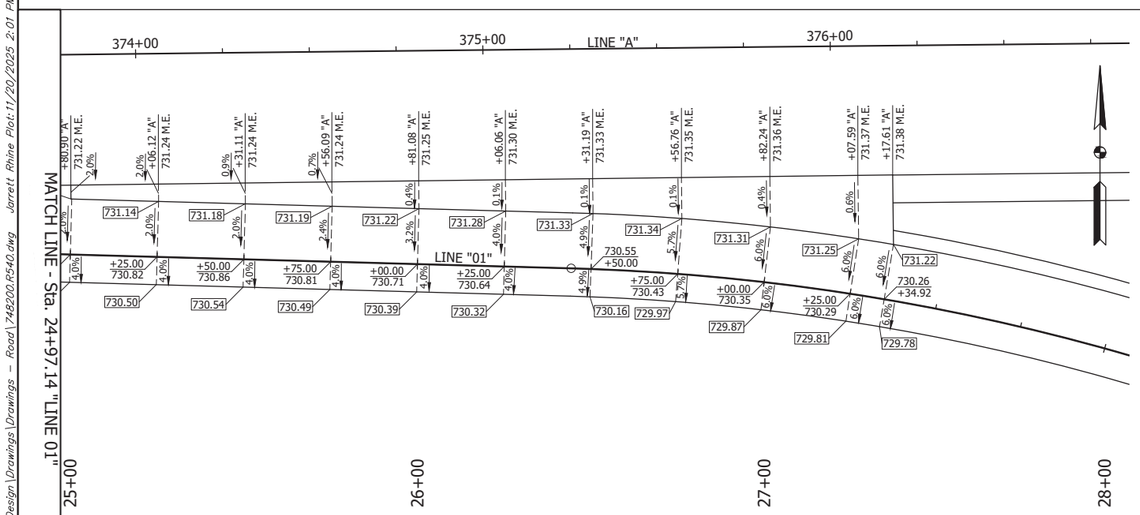
HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	
VERTICAL SCALE	DESIGNATION
1" = 2'	2401424

SHEET			
50	OF	205	
CONTRACT			
R-45760			

BFS NO. 748200

\\bfsla02\Jobs\748200.0001\ProjDevelopment\Design\Drawings\Drawings – Road\748200.R456.dwg London Herr Plot:11/20/2025 3:35 PM Save:11/20/2025 3:35 PM





BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: JNR

CHECKED: CWW | CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

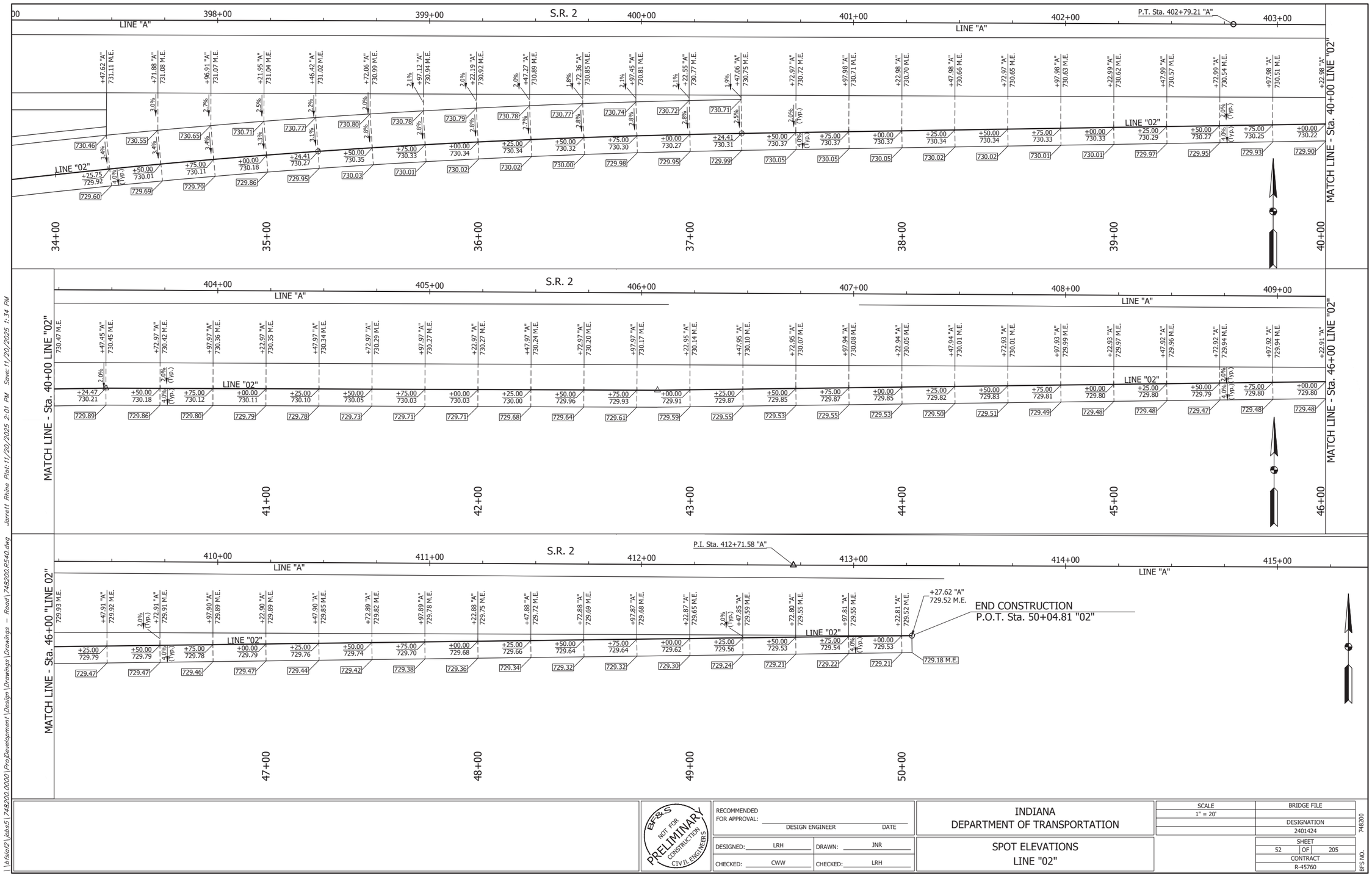
SPO ELEVATIONS
LINE "01"

SCALE	BRIDGE FILE
1" = 20'	
	DESIGNATION
	2401424

SHEET		
51	OF	205
CONTRACT		
R-45760		

BFS NO. 748200

\\bfsfol2\jobs5\748200.0000\ProDevelopment\Design\Drawings\Drawings – Road\748200.R540.dwg Jarrett Rhine Plot:11/20/2025 2:01 PM Save:11/20/2025 1:34 PM



BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: JNR

CHECKED: CWW | CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

SPOT ELEVATIONS
LINE "02"

SCALE	BRIDGE FILE
1" = 20'	
	DESIGNATION 2401424
	SHEET 52 OF 205
	CONTRACT R-45760

BFS NO. 748200

\\bfsfol2\jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R540.dwg Jarrett Rhine Plot:11/20/2025 2:01 PM Save:11/20/2025 1:34 PM



BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: JNR

CHECKED: CWW | CHECKED: LRH

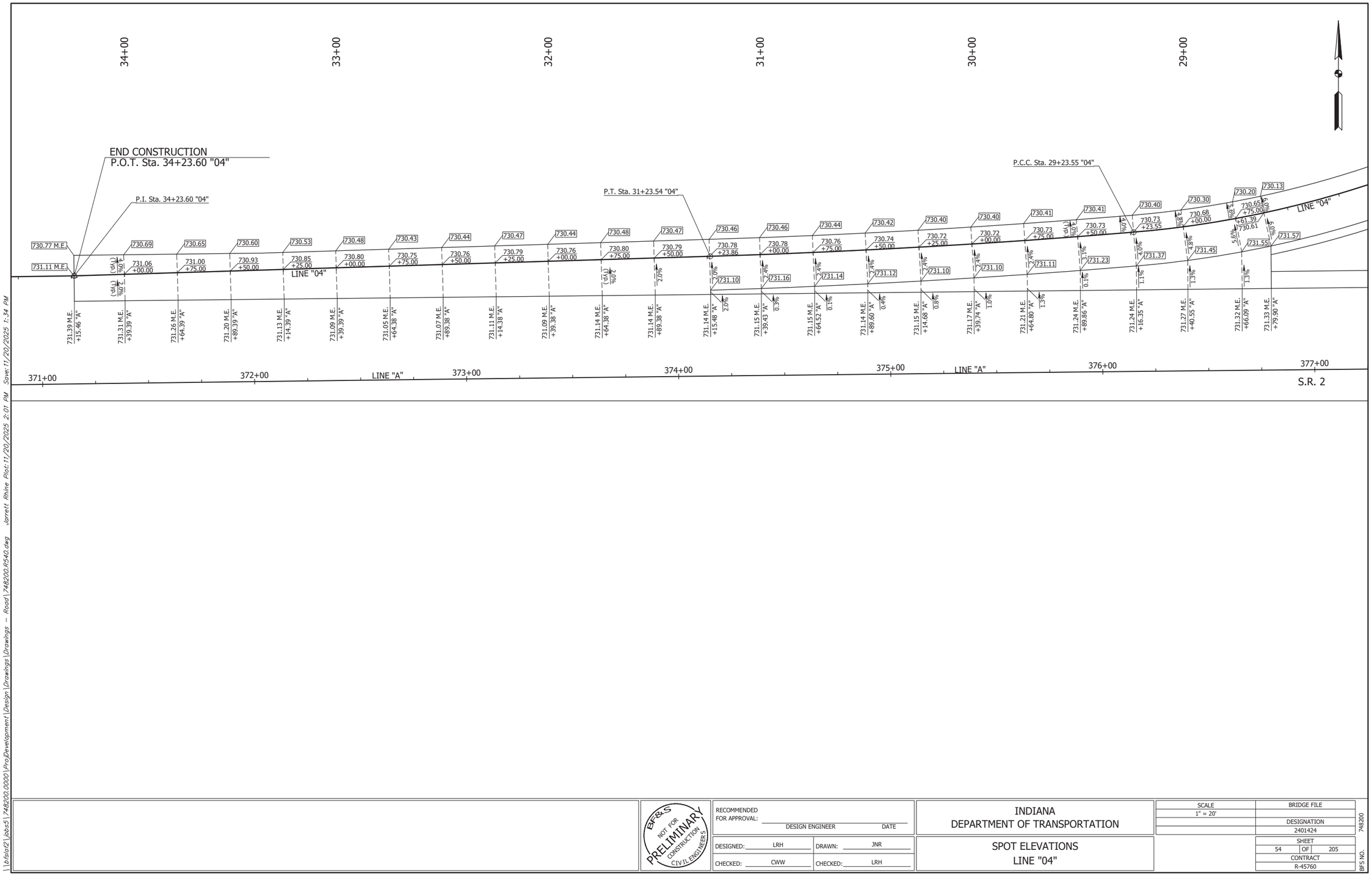
INDIANA
DEPARTMENT OF TRANSPORTATION

SPOT ELEVATIONS
LINE "03"

SCALE	BRIDGE FILE
1" = 20'	
	DESIGNATION 2401424
	SHEET 53 OF 205
	CONTRACT R-45760

BFS NO. 748200

\\bfsfor2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R540.dwg Jarrett Rhine Plot:11/20/2025 2:01 PM Save:11/20/2025 1:34 PM



\\bfsiaf2\jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R540.dwg Jarrett Rhine Plot:11/20/2025 2:01 PM Save:11/20/2025 1:34 PM

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: LRH DRAWN: JNR

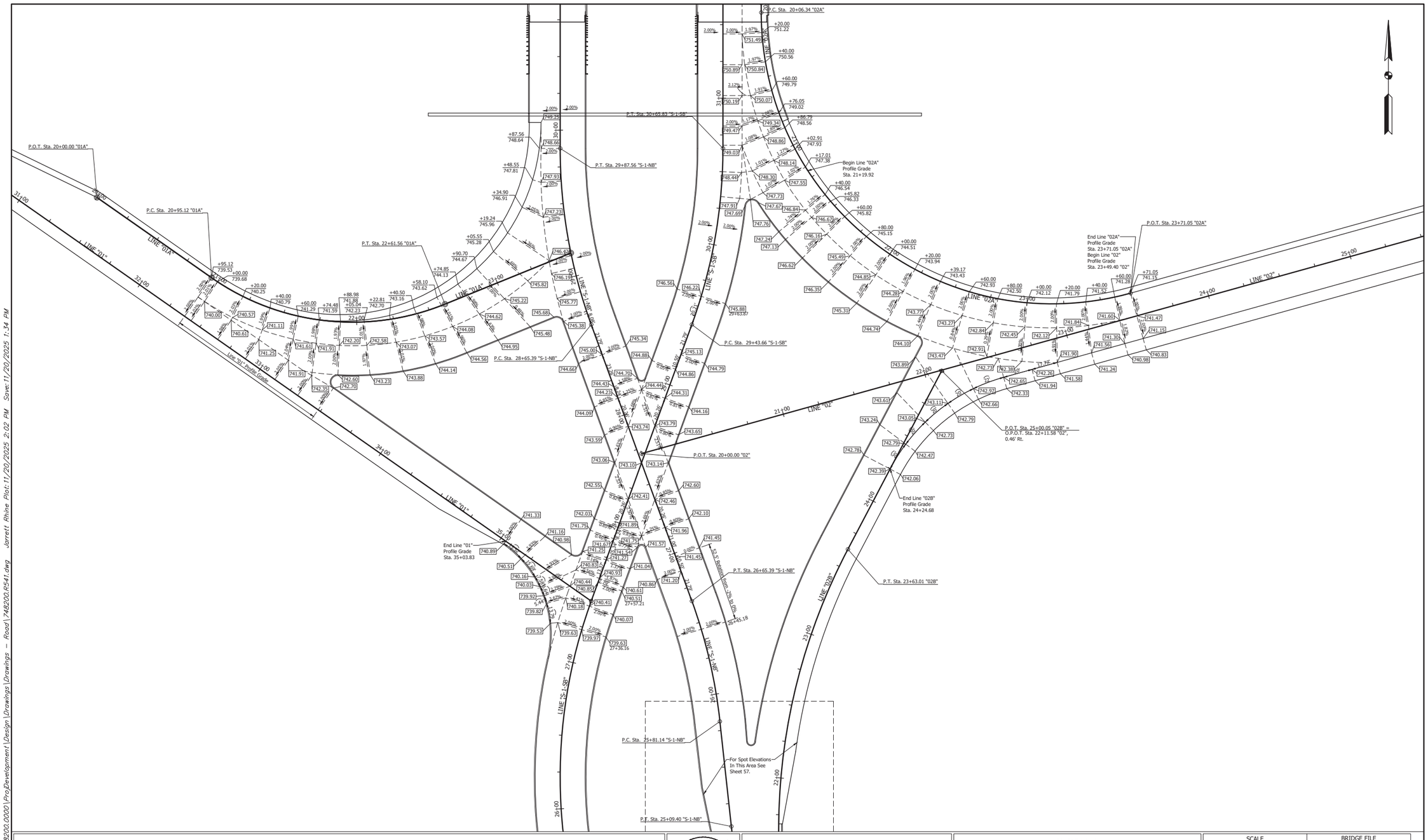
CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

SPOT ELEVATIONS
LINE "04"

SCALE	BRIDGE FILE
1" = 20'	
	DESIGNATION 2401424
	SHEET 54 OF 205
	CONTRACT R-45760

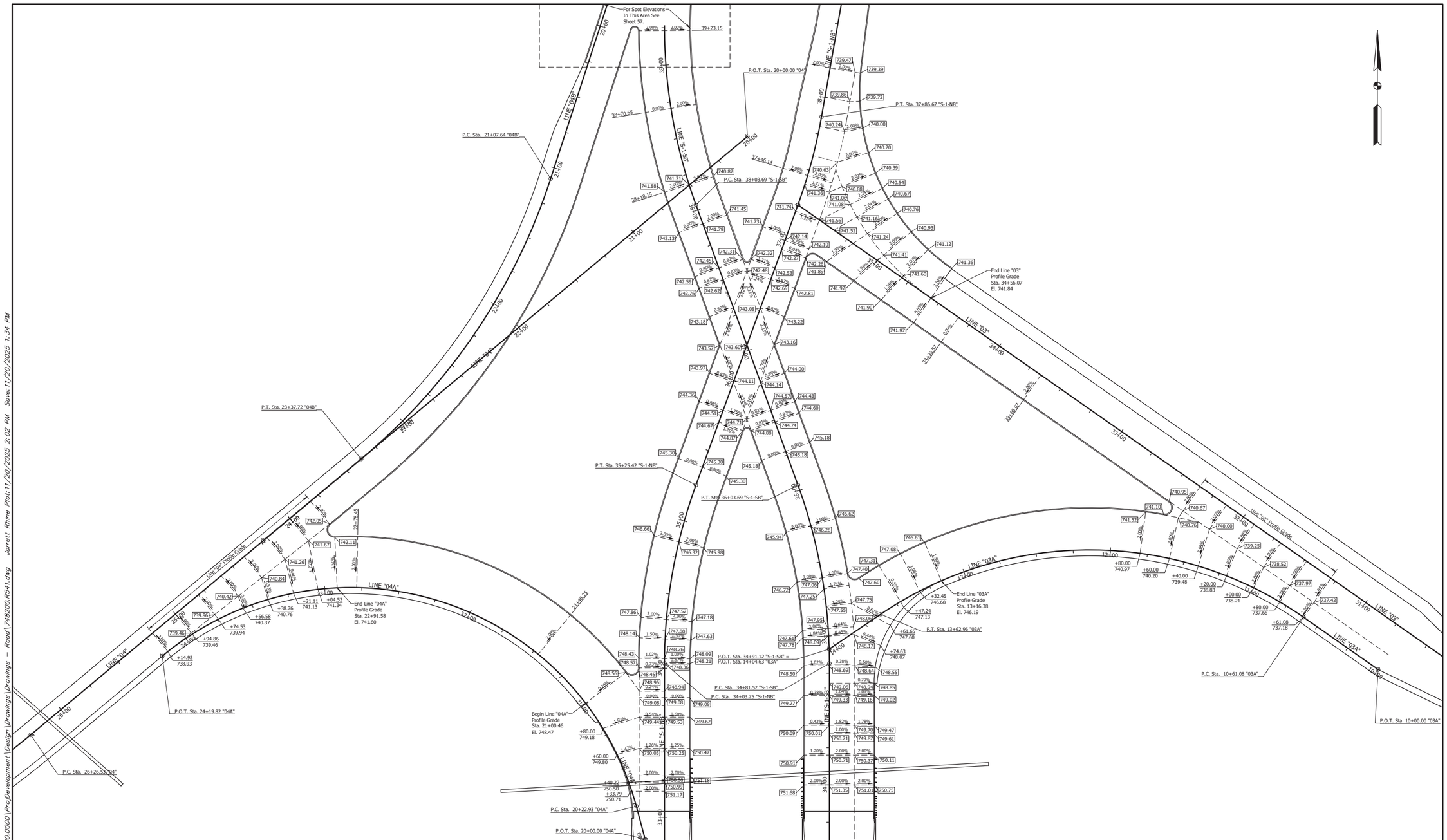
BFS NO. 748200



\\bfsfs2\jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R541.dwg Jarrett Rhine Plot:11/20/2025 2:02 PM Save:11/20/2025 1:34 PM

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE 1" = 30'	BRIDGE FILE
DESIGNED: LRH DRAWN: BKM	SPOT ELEVATIONS		DESIGNATION 2401424
CHECKED: CWW CHECKED: LRH			SHEET 55 OF 205
			CONTRACT R-45760

BFS NO. 748300



\\bfsfs2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings – Road\748200.R541.dwg Jarrett Rhine Plot:11/20/2025 2:02 PM Save:11/20/2025 1:34 PM

BFS NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: BKM

CHECKED: CWW | CHECKED: LRH

INDIANA DEPARTMENT OF TRANSPORTATION

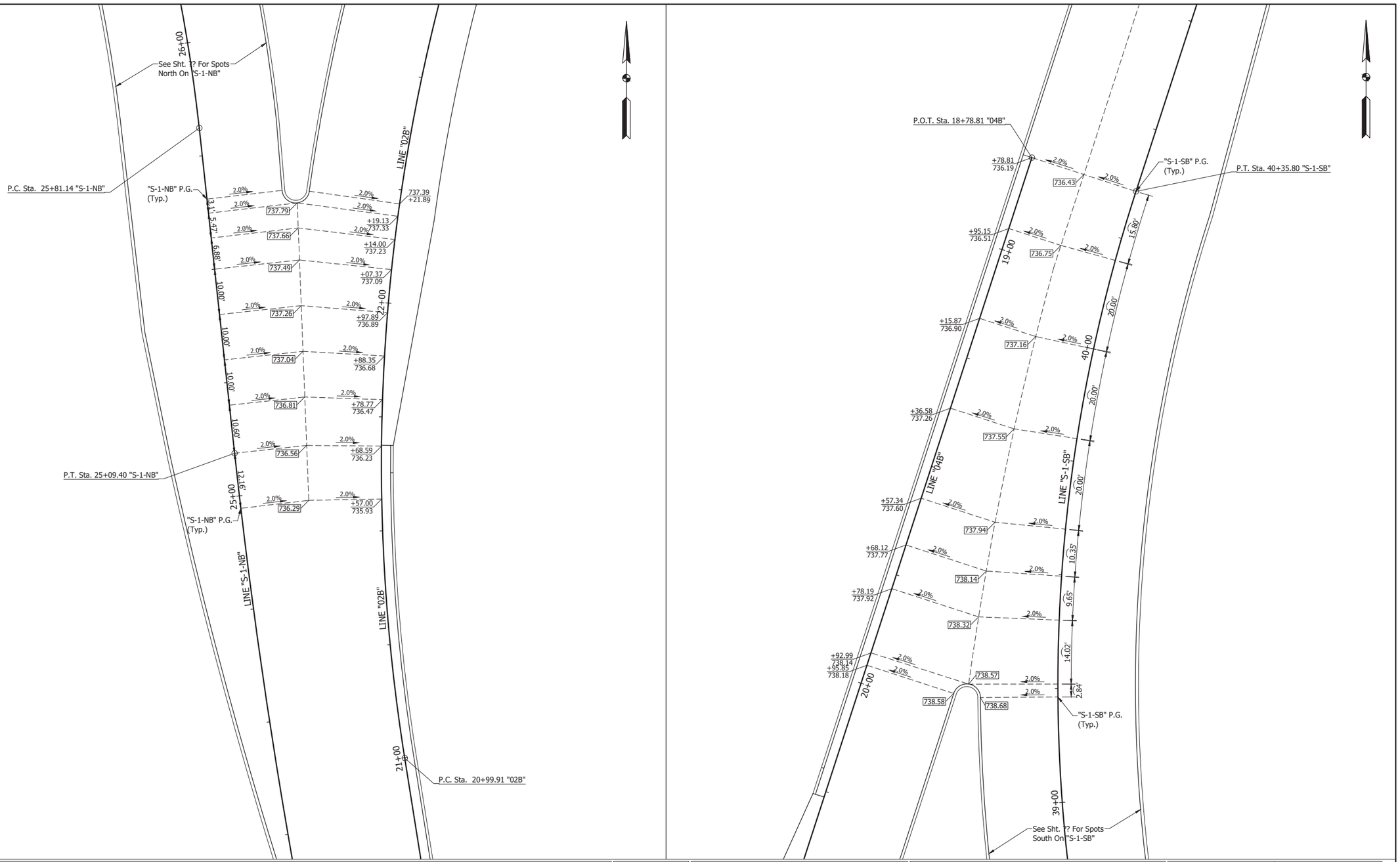
SPOT ELEVATIONS

SCALE	BRIDGE FILE
1" = 30'	
	DESIGNATION
	2401424

SHEET 56 OF 205

CONTRACT R-45760

BFS NO. 748200

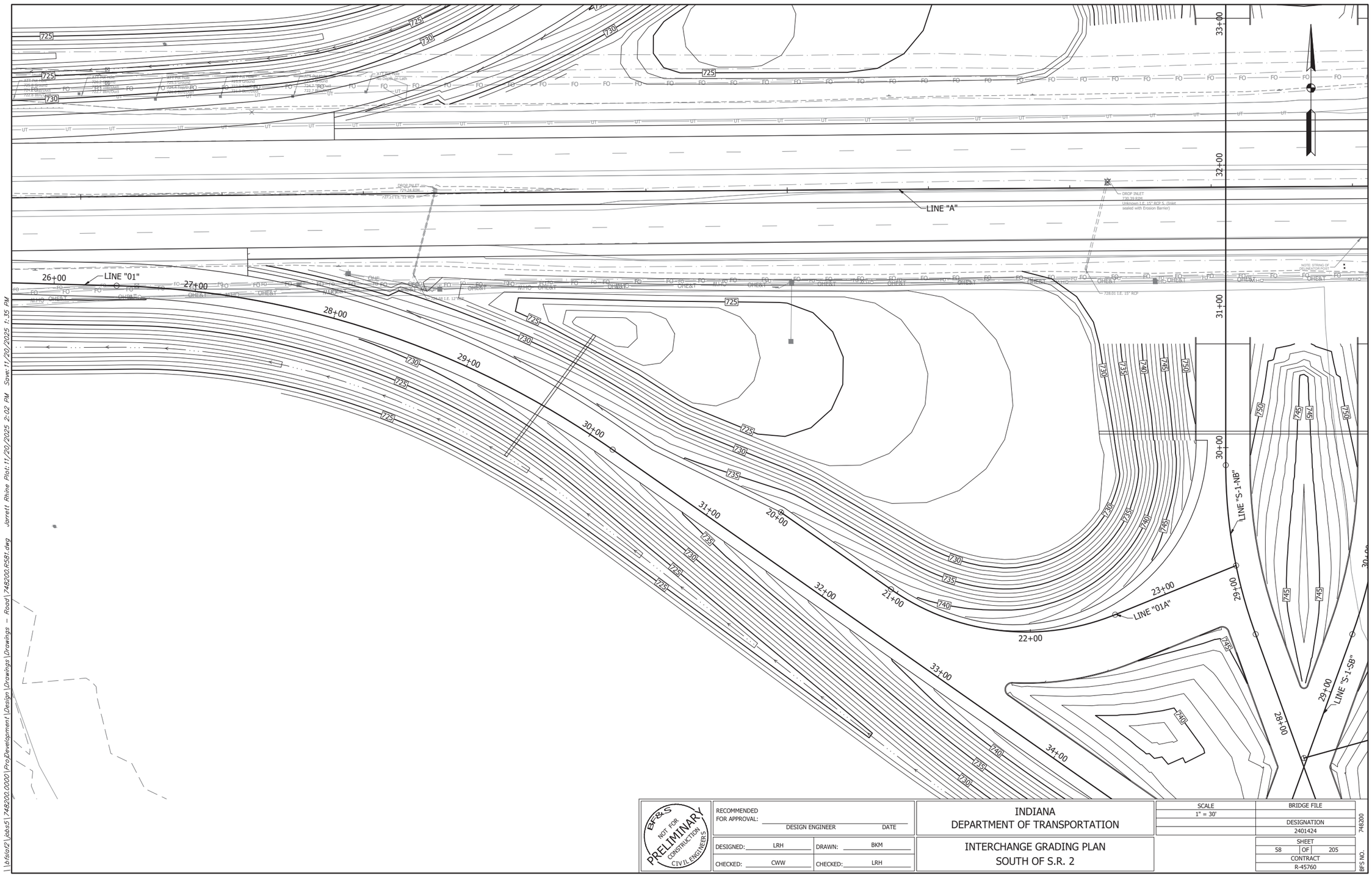


RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE: 1" = 10'	BRIDGE FILE:
DESIGNED: LRH DRAWN: JNR	SPOT ELEVATIONS		DESIGNATION: 2401424
CHECKED: CWW CHECKED: LRH			SHEET: 57 OF 205
			CONTRACT: R-45760

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

BFS NO. 748200

\\bfsfol2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R542.dwg Jarrett Rhine Plot:11/20/2025 2:02 PM Save:11/20/2025 1:35 PM



\\bfsiol2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R581.dwg Jarrett Rhine Plot:11/20/2025 2:02 PM Save:11/20/2025 1:35 PM

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: BKM

CHECKED: CWW | CHECKED: LRH

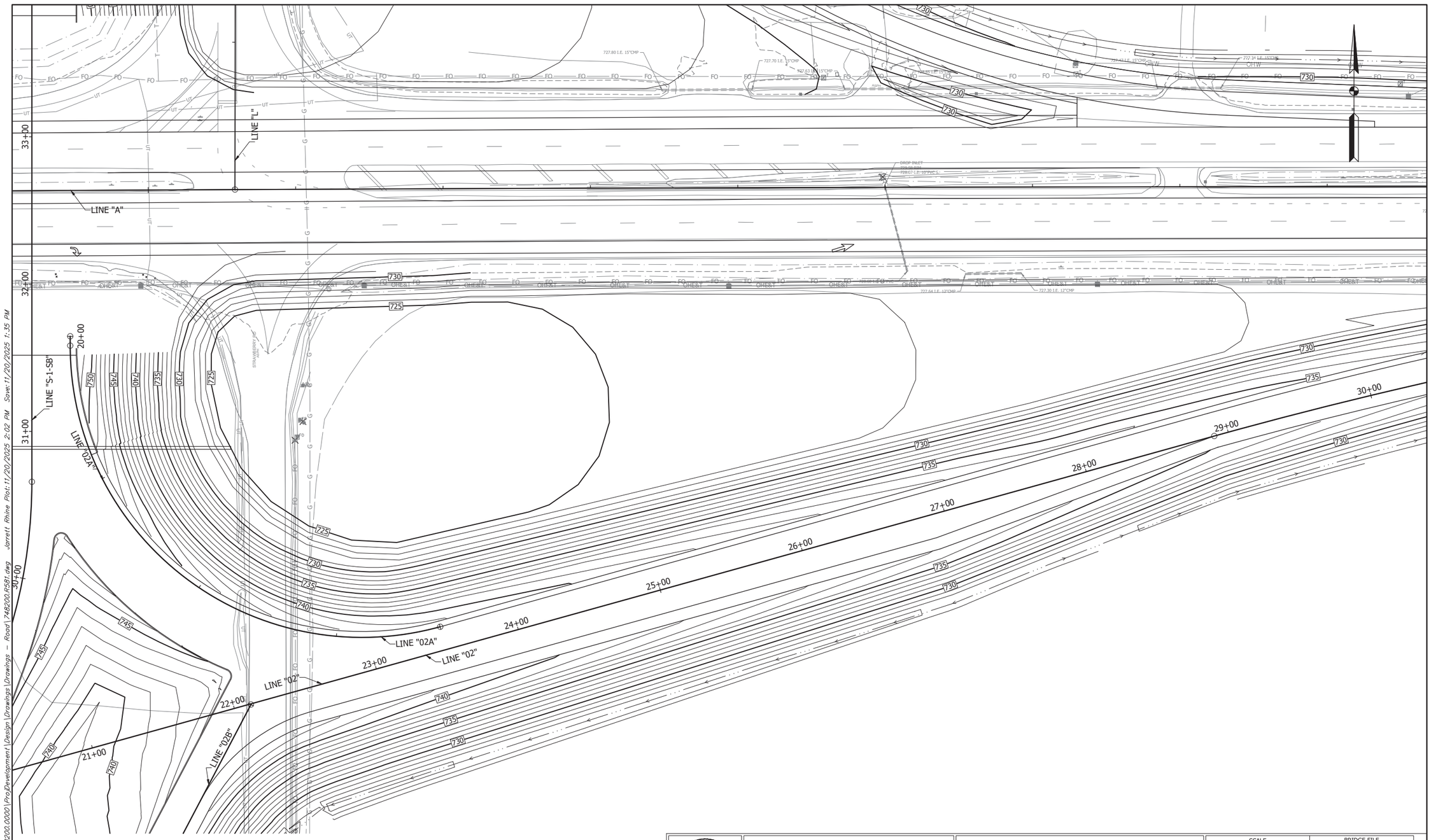
INDIANA
DEPARTMENT OF TRANSPORTATION

INTERCHANGE GRADING PLAN
SOUTH OF S.R. 2

SCALE	BRIDGE FILE
1" = 30'	
	DESIGNATION
	2401424

SHEET		
58	OF	205
CONTRACT		
R-45760		

BF'S NO. 748200



BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: BKM

CHECKED: CWW CHECKED: LRH

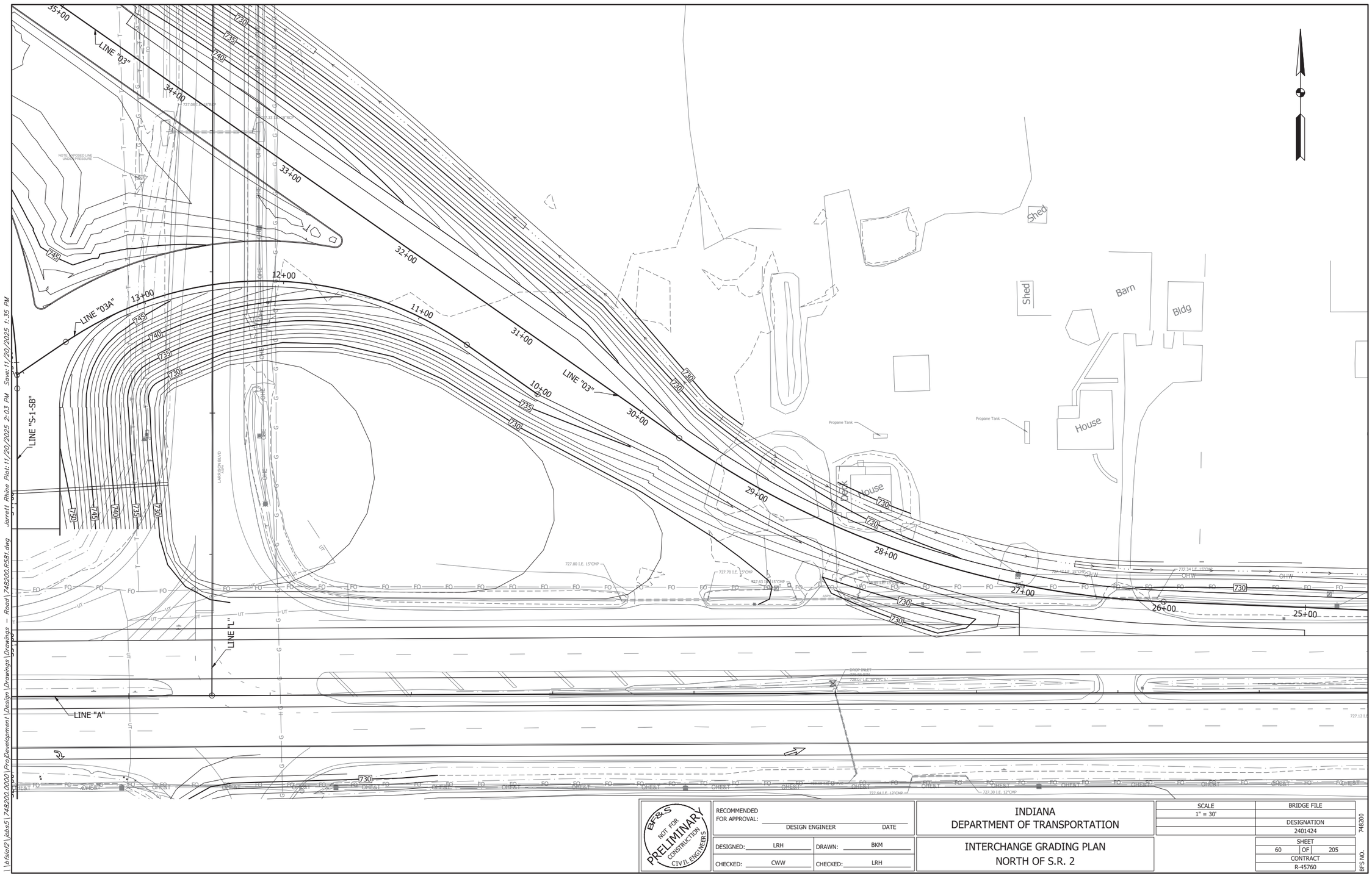
INDIANA
DEPARTMENT OF TRANSPORTATION

INTERCHANGE GRADING PLAN
SOUTH OF S.R. 2

SCALE	BRIDGE FILE
1" = 30'	
	DESIGNATION
	2401424
	SHEET 59 OF 205
	CONTRACT R-45760

BFS NO. 748200

I:\d\sla\2\jobs\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R581.dwg Jarrett Rhine Plot:11/20/2025 2:02 PM Save:11/20/2025 1:35 PM



\\bfsfo2\Jobs\748200.00001\ProjDevelopment\Design\Drawings\Drawings – Road\748200.R581.dwg Jarret Rhine Plot:11/20/2025 2:03 PM Save:11/20/2025 1:35 PM

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: BKM

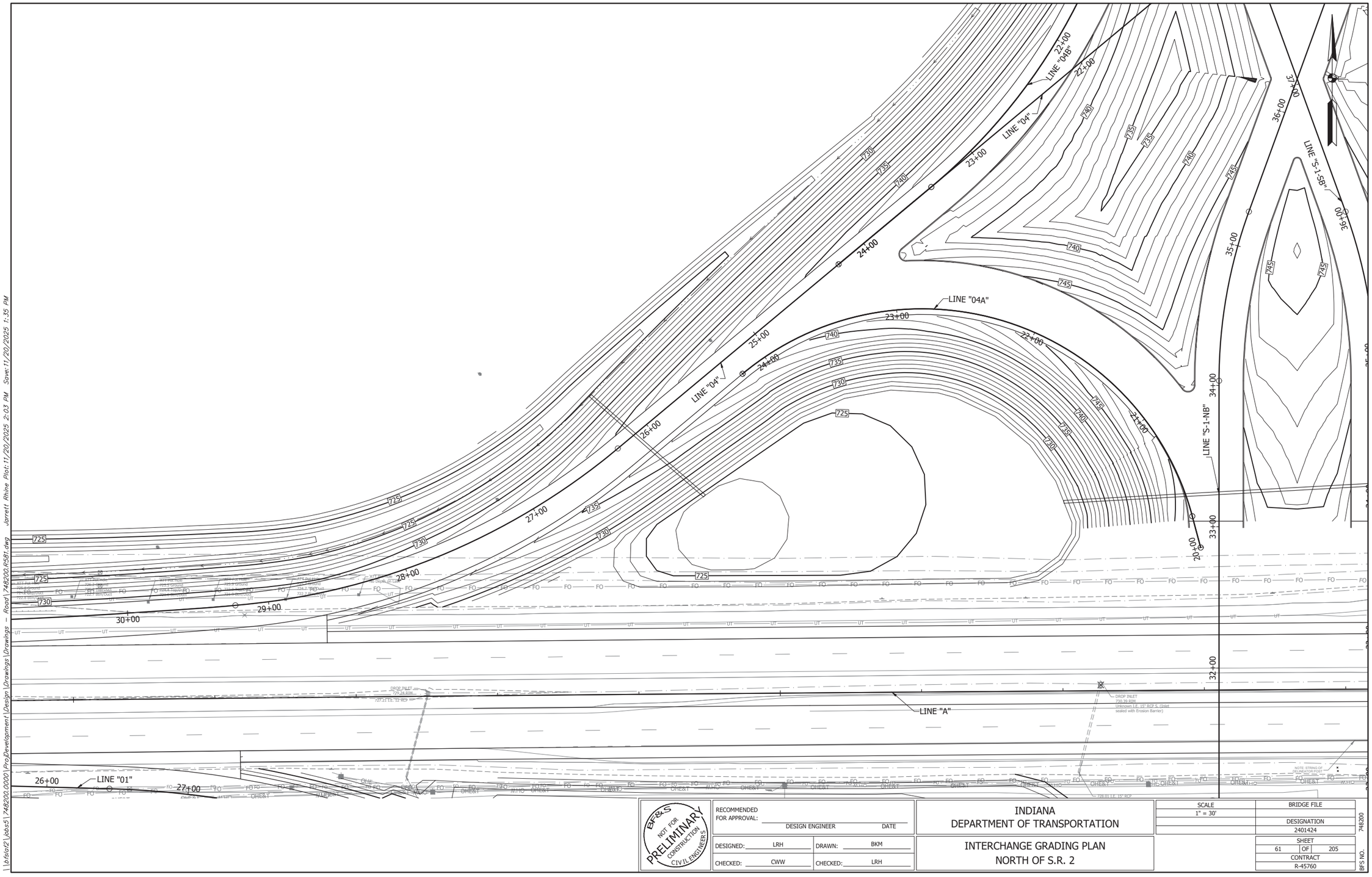
CHECKED: CWW | CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

INTERCHANGE GRADING PLAN
NORTH OF S.R. 2

SCALE	BRIDGE FILE
1" = 30'	
	DESIGNATION
	2401424
	SHEET 60 OF 205
	CONTRACT R-45760

BF'S NO. 748200



BFS&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: BKM

CHECKED: CWW | CHECKED: LRH

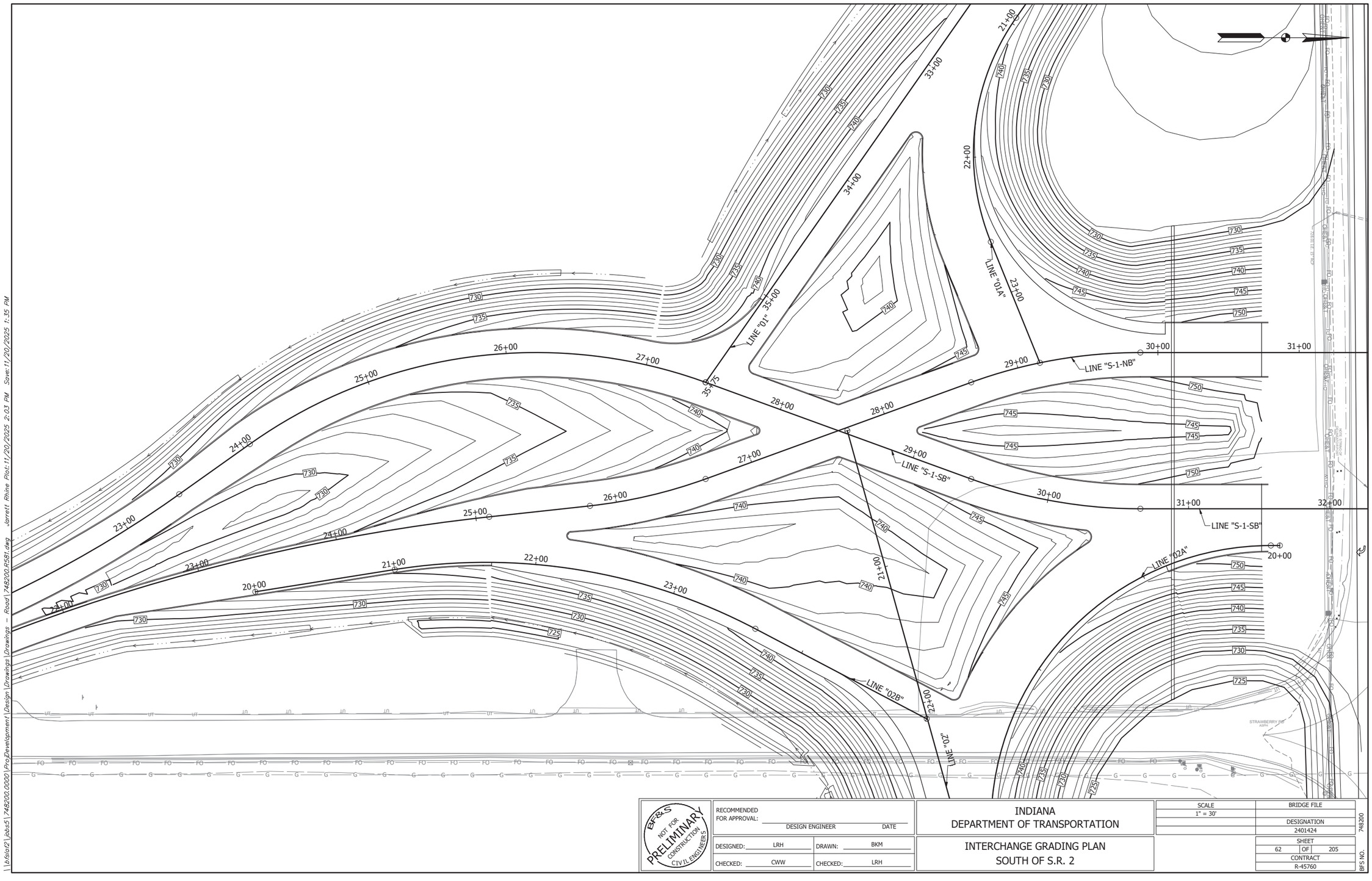
INDIANA
DEPARTMENT OF TRANSPORTATION

INTERCHANGE GRADING PLAN
NORTH OF S.R. 2

SCALE	BRIDGE FILE
1" = 30'	
	DESIGNATION
	2401424
	SHEET
	61 OF 205
	CONTRACT
	R-45760

BFS NO. 748200

\\bfsla02\Jobs\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200_RSB1.dwg Jarrett Rhine Plot:11/20/2025 2:03 PM Save:11/20/2025 1:35 PM



BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: LRH DRAWN: BKM

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

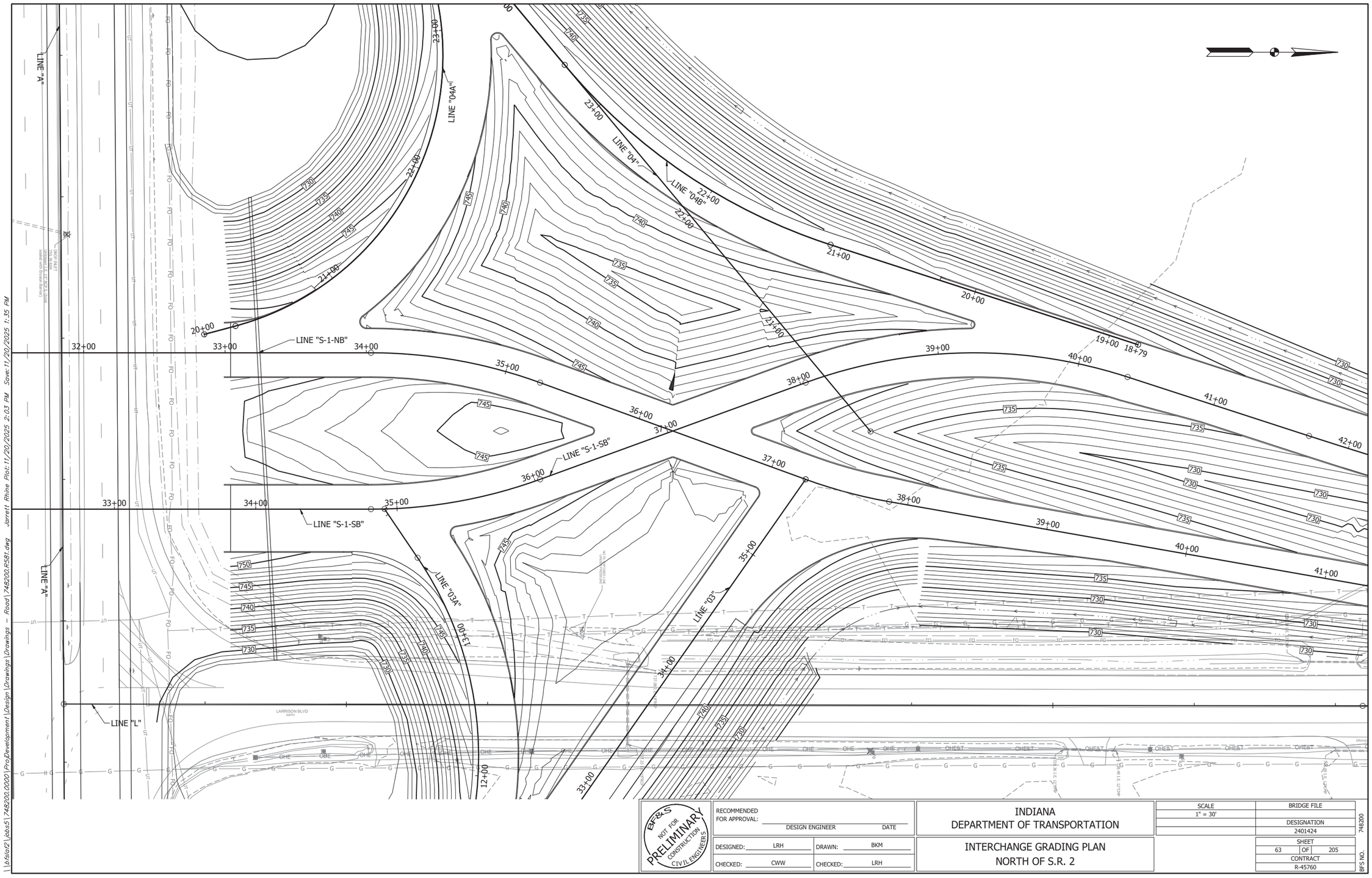
INTERCHANGE GRADING PLAN
SOUTH OF S.R. 2

SCALE	BRIDGE FILE
1" = 30'	
	DESIGNATION
	2401424

SHEET		
62	OF	205
CONTRACT		
R-45760		

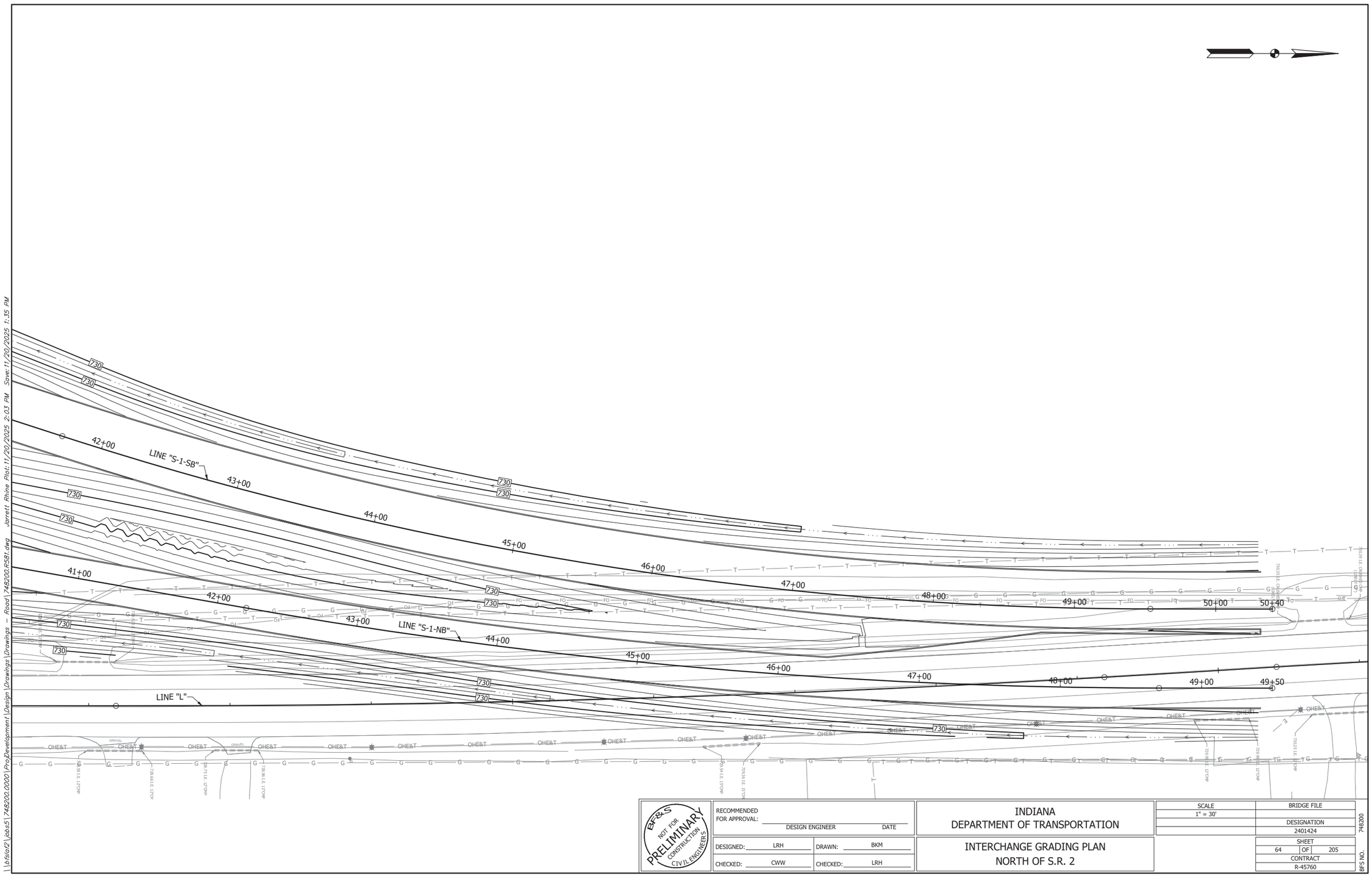
BF'S NO. 748200

\\bfsfol2\jobs\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R581.dwg Jarrett Rhine Plot: 11/20/2025 2:03 PM Save: 11/20/2025 1:35 PM



BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS	RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE 1" = 30' / BRIDGE FILE / DESIGNATION 2401424 / SHEET 63 OF 205 / CONTRACT R-45760 / BFS NO. 748200
	DESIGNED: LRH DRAWN: BKM CHECKED: CWW CHECKED: LRH	INTERCHANGE GRADING PLAN NORTH OF S.R. 2	

\\bfsfor2\jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R58t.dwg Jarrett Rhine Plot: 11/20/2025 2:03 PM Save: 11/20/2025 1:35 PM



\\bfsfs2\jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R581.dwg Jarrett Rhine Plot:11/20/2025 2:03 PM Save:11/20/2025 1:35 PM

EF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: BKM

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

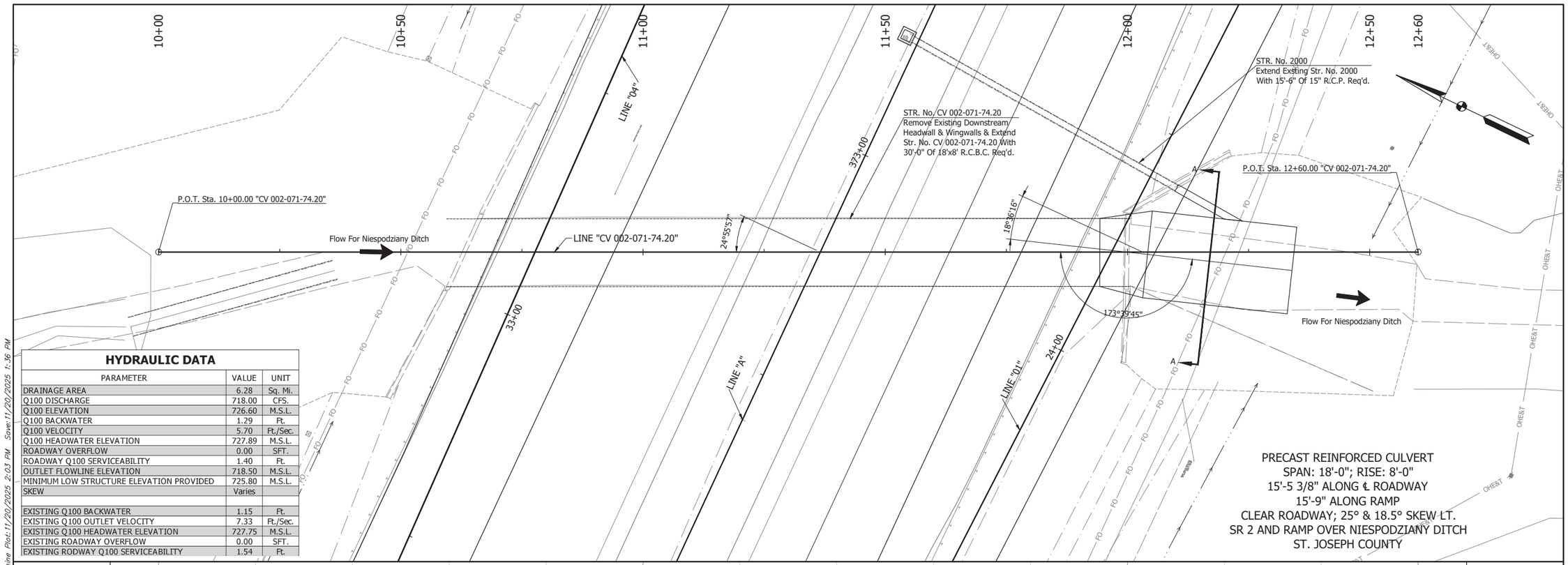
INTERCHANGE GRADING PLAN
NORTH OF S.R. 2

SCALE	BRIDGE FILE
1" = 30'	
	DESIGNATION
	2401424

SHEET 64 OF 205

CONTRACT R-45760

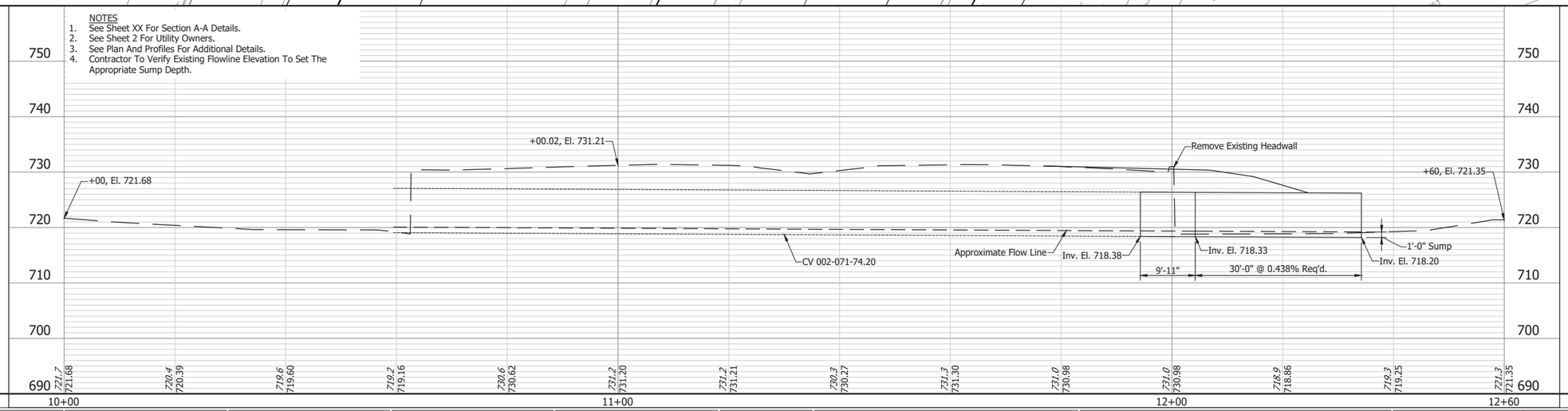
BFS NO. 748200



HYDRAULIC DATA

PARAMETER	VALUE	UNIT
DRAINAGE AREA	6.28	Sq. Mi.
Q100 DISCHARGE	718.00	CFS.
Q100 ELEVATION	726.60	M.S.L.
Q100 BACKWATER	1.29	Ft.
Q100 VELOCITY	5.70	Ft./Sec.
Q100 HEADWATER ELEVATION	727.89	M.S.L.
ROADWAY OVERFLOW	0.00	SFT.
ROADWAY Q100 SERVICEABILITY	1.40	Ft.
OUTLET FLOWLINE ELEVATION	718.50	M.S.L.
MINIMUM LOW STRUCTURE ELEVATION PROVIDED	725.80	M.S.L.
SKEW	Varies	
EXISTING Q100 BACKWATER	1.15	Ft.
EXISTING Q100 OUTLET VELOCITY	7.33	Ft./Sec.
EXISTING Q100 HEADWATER ELEVATION	727.75	M.S.L.
EXISTING ROADWAY OVERFLOW	0.00	SFT.
EXISTING RODWAY Q100 SERVICEABILITY	1.54	Ft.

NOTES
1. See Sheet XX For Section A-A Details.
2. See Sheet 2 For Utility Owners.
3. See Plan And Profiles For Additional Details.
4. Contractor To Verify Existing Flowline Elevation To Set The Appropriate Sump Depth.



BFS NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

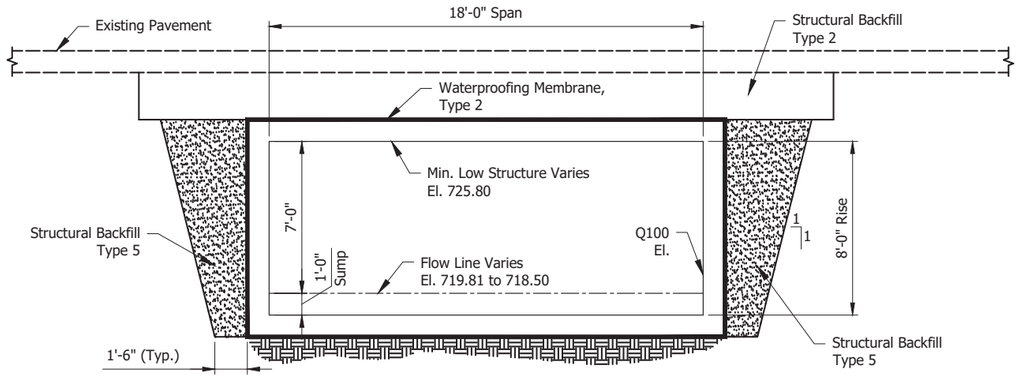
STRUCTURE LAYOUT
CV 002-071-74.20

HORIZONTAL SCALE	BRIDGE FILE
1" = 10'	
VERTICAL SCALE	DESIGNATION
N/A	2401424

SHEET 65 OF 205
CONTRACT R-45760

BFS NO. 748200

\\bfsfol2\jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings – Road\748200.R591.dwg Jarrett Rhine Plot:11/20/2025 2:03 PM Saved:11/20/2025 1:36 PM



SECTION A-A

NOT TO SCALE

SEE PLAN AND PLOTTING, SHEET 65

\\bfsfs2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R591.dwg Jarrett Rhine Plot:11/20/2025 2:03 PM Save:11/20/2025 1:36 PM

BF&S NOT FOR CONSTRUCTION PRELIMINARY CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

STRUCTURE DETAILS
CV 002-071-74.20

SCALE	BRIDGE FILE
AS NOTED	
	DESIGNATION 2401424
	SHEET 66 OF 205
	CONTRACT R-45760

BFS NO. 748300

STRUCTURE DATA

STRUCTURE NUMBER	LOCATION					SIZE	DESCRIPTION		LENGTH	VIDEO INSPECTION LENGTH	SKEW	COVER		INVERT		SUMP DEPTH	TOP OF CASTING	SERVICE LIFE	SITE DESIGNATION	pH	BACKFILL METHOD	STRUCTURE BACKFILL TYPE 1	STRUCTURE BACKFILL TYPE 2	FLOWABLE BACKFILL TYPE IV	FLOWABLE BACKFILL TYPE V	UNDERCUT				GEOTEXTILES for RIPRAP TYPE? (??)	REVETMENT RIPRAP	SCOUR PROTECTION			CONCRETE, CLASS A, FOR STR.	PIPE, REMOVE	VIDEO INSPECTION	PIPE END SECTION	GRATED BOX END SECTION			SAFETY METAL END SECTION			CONNECT TO STR.	CULVERT ASSET ID	REMARKS
	STATION	LEFT	RIGHT	CROSS	OFFSET		PIPE TYPE	MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE AND TYPE				MIN	MAX	UP STREAM	DOWN STREAM							STRUCTURE BACKFILL TYPE 1	STRUCTURE BACKFILL TYPE 2	FLOWABLE BACKFILL TYPE IV	FLOWABLE BACKFILL TYPE V	EXCAVATION	COMPACTED AGGREGATE #5 ? IN.	COMPACTED AGGREGATE #53 ? IN.	GEOTEXTILES for ????? TYPE?? (??)	GEOTEXTILES for RIPRAP TYPE? (??)	REVETMENT RIPRAP	GEOTEXTILES for RIPRAP TYPE 1A	REVETMENT RIPRAP	CLASS 1 RIPRAP					TYPE	SLOPE	EA.	TYPE	SLOPE	EA.			
					FT	IN.			LFT	LFT		FT	FT	ELEV.	ELEV.	IN.	ELEV.	YRS				CYS	CYS	CYS	CYS	CYS.	TONS	TONS	TONS	SYS	TON	SYS.	TONS	TONS	CYS	LFT	LFT	EA.									
	"S-1-SB"																																														
10	20+95.11		X		13.2	12		Inlet, Type C-15	27.0			1.26		724.03	723.91		728.13	75	NA		1	12.40																								11		
11	20+95.11	X			-13.3	12		Inlet, Type C-15	16.0			1.20		724.03	723.96		728.13	75	NA		1	9.21											2.0	2.0										1	3:1				
12	21+05.00		X		13.3	12		Inlet, Type B-15	11.0			1.10		724.18	724.13		728.18	75	NA		1	7.46																								10		
13	21+05.00	X			-13.3	12		Inlet, Type B-15	10.0			1.10		724.18	724.13		728.18	75	NA		1	7.23																								11		
14	22+10.00		X		13.3	12		Inlet, Type B-15	27.0			1.17		724.72	724.60		728.72	75	NA		1	11.72																								15		
15	22+10.00	X			-13.3	12		Inlet, Type C-15	16.0			1.11		724.72	724.65		728.72	75	NA		1	8.68											2.0	2.0										1	3:1				
16	23+30.00		X		13.3	12		Inlet, Type B-15	16.0			1.10		725.94	725.87		729.94	75	NA		1	8.67											2.0	2.0										1	3:1				
17	23+30.00	X			-13.3	12		Inlet, Type B-15	16.0			1.11		725.94	725.87		729.94	75	NA		1	8.68											2.0	2.0										1	3:1				
18	24+50.00		X		16.3	12		Inlet, Type B-15	16.0			1.10		728.55	728.48		732.55	75	NA		1	8.65											2.0	2.0										1	3:1				
19	24+50.00	X			-16.3	12		Inlet, Type B-15	16.0			1.10		728.55	728.48		732.55	75	NA		1	8.65											2.0	2.0										1	3:1				
20	26+96.88	X			-16.3	12		Inlet, Type B-15	16.0			1.11		734.78	734.71		738.78	75	NA		1	8.68											2.0	2.0										1	3:1				
21	27+38.00	X			-31.4	12		Inlet, Type B-15	16.0			1.10		735.96	735.89		739.96	75	NA		1	8.67											2.0	2.0										1	3:1				
22	27+50.00		X		16.3	12		Inlet, Type B-15	16.0			1.11		736.34	736.27		740.34	75	NA		1	8.68											2.0	2.0										1	3:1				
23	28+53.36		X		16.3	12		Inlet, Type B-15	40.0			1.10		739.37	739.19		743.37	75	NA		1	14.37											2.0	2.0										1	3:1				
24	28+95.17		X		16.3	12		Inlet, Type C-15	27.0			1.10		740.27	740.15		744.27	75	NA		1	11.28											2.0	2.0										1	3:1				
25	29+05.00		X		16.3	12		Inlet, Type B-15	10.0			1.03		740.47	740.42		744.47	75	NA		1	6.87																								24		
26	29+43.66		X		16.3	12		Inlet, Type B-15	38.0			1.10		741.37	741.20		745.37	75	NA		1	13.92											2.0	2.0										1	3:1				
27	31+44.29		X		29.8	12		Inlet, Type B-15	17.0			1.10		747.14	747.06		751.14	75	NA		1	8.90											2.0	2.0										1	3:1				
28	33+89.62		X		29.3	12		Inlet, Type B-15	17.0			1.10		747.06	746.98		751.06	75	NA		1	8.89											2.0	2.0										1	3:1				
28A	34+19.81		X		29.3	12		Inlet, Type B-15	20.0			2.77		746.13	746.04		750.13	75	NA		1	21.43											2.0	2.0										1	3:1				
29	34+50.00		X		29.3	12		Inlet, Type B-15	18.0			1.11		745.25	745.17		749.25	75	NA		1	9.15											2.0	2.0										1	3:1				
30	35+50.00	X			-16.3	12		Inlet, Type B-15	34.0			0.84		742.49	742.34		746.49	75	NA		1	10.97																								31		
31	35+75.00	X			-16.3	12		Inlet, Type C-15	60.0			1.10		741.81	741.55		745.81	75	NA		1	19.19											2.0	2.0										1	3:1				
32	36+75.00		X		16.3	12		Inlet, Type B-15	15.0			0.99		740.05	739.98		744.05	75	NA		1	7.83																								33		
33	36+90.00		X		16.3	12		Inlet, Type B-15	18.0			1.10		739.75	739.67		743.75	75	NA		1	9.14											2.0	2.0										1	3:1				
34	37+75.00		X		16.3	12		Inlet, Type C-15	64.0			1.33		737.65	737.37		741.88	75	NA		1	22.80											2.0	2.0										1	3:1				
35	39+00.00		X		16.3	12		Inlet, Type B-15	24.0			1.10		735.18	735.07		739.18	75	NA		1	10.56											2.0	2.0										1	3:1				
36	39+20.84	X			-16.3	12		Inlet, Type B-15	60.0			1.10		734.76	734.50		738.76	75	NA		1	19.16											2.0	2.0										1	3:1				

BF&S PRELIMINARY NOT FOR CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

STRUCTURE DATA TABLES

SCALE: N/A

BRIDGE FILE

DESIGNATION: 2401424

SHEET: 67 OF 205

CONTRACT: R-45760

BFS NO. 748200

\\bfsfol2\jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings – Road\748200.R961.dwg Jarrett Rhine Plot:11/20/2025 2:04 PM Save:11/20/2025 1:36 PM

STRUCTURE DATA

STRUCTURE NUMBER	LOCATION					SIZE	DESCRIPTION		LENGTH	VIDEO INSPECTION LENGTH	SKEW	COVER		INVERT		SUMP DEPTH	TOP OF CASTING	SERVICE LIFE	SITE DESIGNATION	pH	BACKFILL METHOD	STRUCTURE BACKFILL TYPE 1	STRUCTURE BACKFILL TYPE 2	FLOWABLE BACKFILL TYPE IV	FLOWABLE BACKFILL TYPE V	UNDERCUT				GEOTEXTILES for RIPRAP TYPE?? (??)	REVETMENT RIPRAP	SCOUR PROTECTION			CONCRETE CLASS A, FOR STR.	PIPE, REMOVE	VIDEO INSPECTION	PIPE END SECTION	GRATED BOX END SECTION			SAFETY METAL END SECTION			CONNECT TO STR.	CULVERT ASSET ID	REMARKS
	STATION	LEFT	RIGHT	CROSS	OFFSET	SIZE	PIPE TYPE	MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE AND TYPE	LENGTH	VIDEO INSPECTION LENGTH	SKEW	MIN	MAX	UP STREAM	DOWN STREAM	SUMP DEPTH	TOP OF CASTING	SERVICE LIFE	SITE DESIGNATION	pH	BACKFILL METHOD	STRUCTURE BACKFILL TYPE 1	STRUCTURE BACKFILL TYPE 2	FLOWABLE BACKFILL TYPE IV	FLOWABLE BACKFILL TYPE V	EXCAVATION	COMPACTED AGGREGATE #5 ? IN.	COMPACTED AGGREGATE #53 ? IN.	GEOTEXTILES for ????? TYPE?? (??)	GEOTEXTILES for RIPRAP TYPE?? (??)	REVETMENT RIPRAP	GEOTEXTILES for RIPRAP TYPE 1A	REVETMENT RIPRAP	CLASS 1 RIPRAP	CONCRETE CLASS A, FOR STR.	PIPE, REMOVE	VIDEO INSPECTION	PIPE END SECTION	TYPE	SLOPE	EA.	TYPE	SLOPE	EA.	CONNECT TO STR.	CULVERT ASSET ID	REMARKS
					FT	IN.			LFT	LFT		FT	FT	ELEV.	ELEV.	IN.	ELEV.	YRS				CYS	CYS	CYS	CYS	CYS.	TONS	TONS	TONS	SYS	TON	SYS.	TONS	TONS	CYS	LFT	LFT	EA.									
	"S-1-SB"																																														
37	39+65.00	X			-33.1	12		Inlet, Type B-15	19.0			1.10		733.55	733.46		737.55	75	NA		1	9.38										2.0	2.0										1	3:1				
38	41+00.00	X			-25.3	12		Inlet, Type B-15	19.0			1.11		730.82	730.73		734.82	75	NA		1	9.41										2.0	2.0										1	3:1				
39	41+00.00		X		13.3	12		Inlet, Type B-15	29.0			1.11		731.06	730.93		735.06	75	NA		1	11.81										2.0	2.0										1	3:1				
39A	42+25.00		X		13.3	12		Inlet, Type B-15	26.0			2.77		728.55	728.43		732.55	75	NA		1	24.17										2.0	2.0										1	3:1				
40	42+25.00	X			-25.3	12		Inlet, Type B-15	18.0			1.10		728.31	728.23		732.31	75	NA		1	9.15										2.0	2.0										1	3:1				
41	43+48.19	X			-25.3	12		Inlet, Type C-15	15.0			1.26		727.17	727.10		731.33	75	NA		1	9.31										2.0	2.0										1	3:1				
41A	43+08.19	X			-25.3	12		Inlet, Type B-15	15.0			2.77		727.44	727.37		731.44	75	NA		1	19.11										2.0	2.0										1	3:1				
41B	43+08.19	X			-25.3	12		Inlet, Type B-15	20.0			1.13		727.36	727.27		731.36	75	NA		1	9.80																											41		
42	43+48.19		X		13.3	12		Inlet, Type B-15	20.0			1.10		727.57	727.48		731.57	75	NA		1	9.63										2.0	2.0										1	3:1				
42A	43+08.19		X		13.3	12		Inlet, Type B-15	27.0			2.77		727.67	727.55		731.67	75	NA		1	24.66										2.0	2.0										1	3:1				
43	43+88.19	X			-25.3	12		Inlet, Type B-15	12.0			1.11		727.43	727.37		731.43	75	NA		1	7.72										2.0	2.0										1	3:1				
43A	43+88.19	X			-25.3	12		Inlet, Type B-15	20.0			2.80		727.36	727.27		731.36	75	NA		1	21.66																											41		
44	43+88.19		X		13.3	12		Inlet, Type B-15	21.0			1.11		727.67	727.57		731.67	75	NA		1	9.88										2.0	2.0										1	3:1				
45	44+75.00	X			-25.3	12		Inlet, Type B-15	14.0			1.10		727.87	727.80		731.87	75	NA		1	8.18										2.0	2.0										1	3:1				
46	45+50.00	X			-25.3	12		Inlet, Type C-15	15.0			1.14		728.21	728.14		732.24	75	NA		1	8.60										2.0	2.0										1	3:1				
47	45+50.00		X		13.3	12		Inlet, Type B-15	39.0			1.07		728.48	728.31		732.48	75	NA		1	13.89																											46		
48	46+25.00	X			-25.3	12		Inlet, Type B-15	16.0			1.10		728.62	728.55		732.62	75	NA		1	8.66										2.0	2.0										1	3:1				
49	47+00.00	X			-25.3	12		Inlet, Type C-15	17.0			1.14		728.96	728.88		732.99	75	NA		1	9.10										2.0	2.0										1	3:1				
50	47+00.00		X		13.3	12		Inlet, Type B-15	39.0			1.07		729.23	729.06		733.23	75	NA		1	13.90																											49		
51	47+75.00	X			-25.3	12		Inlet, Type B-15	19.0			1.10		729.37	729.28		733.37	75	NA		1	9.38										2.0	2.0										1	3:1				
52	48+50.00	X			-25.3	12		Inlet, Type C-15	16.0			1.14		729.71	729.64		733.74	75	NA		1	8.86										2.0	2.0										1	3:1				
53	48+50.00		X		13.3	12		Inlet, Type B-15	39.0			1.07		729.98	729.81		733.98	75	NA		1	13.91																											52		
54	49+25.00	X			-25.3	12		Inlet, Type B-15	17.0			1.10		730.12	730.04		734.12	75	NA		1	8.90										2.0	2.0										1	3:1				
100	20+58.36	X			-1.3	12		Inlet, Type B-15	15.0			1.02		724.48	724.41		728.48	75	NA		1	7.98																											101		
101	20+58.36		X		13.2	12		Inlet, Type C-15	16.0			1.20		724.15	724.08		728.24	75	NA		1	9.18										2.0	2.0										1	3:1				
102	20+68.02		X		13.2	12		Inlet, Type B-15	10.0			1.10		724.30	724.25		728.30	75	NA		1	7.21																											101		
103	21+25.00		X		13.2	12		Inlet, Type B-15	16.0			1.10		724.65	724.58		728.65	75	NA		1	8.66										2.0	2.0										1	3:1				
104	22+00.00		X		13.2	12		Inlet, Type B-15	16.0			1.10		725.45	725.38		729.45	75	NA		1	8.65										2.0	2.0										1	3:1				

\\bfs02\jobs\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R961.dwg Jarret Rhine Plot:11/20/2025 2:04 PM Save:11/20/2025 1:36 PM

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA DEPARTMENT OF TRANSPORTATION

STRUCTURE DATA TABLES

SCALE: N/A

BRIDGE FILE:

DESIGNATION: 2401424

SHEET: 68 OF 205

CONTRACT: R-45760

BFS NO. 748200

STRUCTURE DATA

STRUCTURE NUMBER	LOCATION					SIZE	DESCRIPTION		LENGTH	VIDEO INSPECTION LENGTH	SKEW	COVER		INVERT		SUMP DEPTH	TOP OF CASTING	SERVICE LIFE	SITE DESIGNATION	pH	BACKFILL METHOD	STRUCTURE BACKFILL TYPE 1	STRUCTURE BACKFILL TYPE 2	FLOWABLE BACKFILL TYPE IV	FLOWABLE BACKFILL TYPE V	UNDERCUT				GEOTEXTILES for RIPRAP TYPE?? (??)	REVETMENT RIPRAP	SCOUR PROTECTION			CONCRETE, CLASS A, FOR STR.	PIPE, REMOVE	VIDEO INSPECTION	PIPE END SECTION	GRATED BOX END SECTION			SAFETY METAL END SECTION			CONNECT TO STR.	CULVERT ASSET ID	REMARKS
	STATION	LEFT	RIGHT	CROSS	OFFSET		PIPE TYPE	MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE AND TYPE				MIN	MAX	UP STREAM	DOWN STREAM							STRUCTURE BACKFILL TYPE 1	STRUCTURE BACKFILL TYPE 2	FLOWABLE BACKFILL TYPE IV	FLOWABLE BACKFILL TYPE V	EXCAVATION	COMPACTED AGGREGATE #5 ? IN.	COMPACTED AGGREGATE #53 ? IN.	GEOTEXTILES for ????? TYPE?? (??)			GEOTEXTILES for RIPRAP TYPE 1A	REVETMENT RIPRAP	CLASS 1 RIPRAP														
					FT	IN.			LFT	LFT		FT	FT	ELEV.	ELEV.	IN.	ELEV.	YRS				CYS	CYS	CYS	CYS	CYS.	TONS	TONS	TONS	SYS	TON	SYS.	TONS	TONS	CYS	LFT	LFT	EA.	TYPE	SLOPE	EA.	TYPE	SLOPE	EA.			
	"S-1-NB"																																														
105	22+75.00	X			-1.3	12		Inlet, Type B-15	16.0			1.10		727.17	727.10		731.17	75	NA		1	8.65										2.0	2.0										1	3:1				
106	22+75.00		X		19.0	12		Inlet, Type B-15	16.0			1.11		726.81	726.74		730.81	75	NA		1	8.68										2.0	2.0										1	3:1				
107	23+25.00		X		24.3	12		Inlet, Type B-15	16.0			1.10		727.92	727.85		731.92	75	NA		1	8.66										2.0	2.0										1	3:1				
108	24+11.99	X			-1.6	12		Inlet, Type B-15	16.0			1.11		730.48	730.41		734.48	75	NA		1	8.68										2.0	2.0										1	3:1				
109	27+60.23		X		16.3	12		Inlet, Type B-15	16.0			1.10		736.01	735.94		740.01	75	NA		1	8.65										2.0	2.0										1	3:1				
110	27+66.45	X			-16.3	12		Inlet, Type B-15	16.0			1.10		736.50	736.43		740.50	75	NA		1	8.66										2.0	2.0										1	3:1				
111	27+75.00	X			-16.3	12		Inlet, Type B-15	16.0			1.11		739.15	739.08		743.15	75	NA		1	8.69										2.0	2.0										1	3:1				
112	28+35.00	X			-16.3	12		Inlet, Type B-15	16.0			1.11		740.51	740.44		744.51	75	NA		1	8.69										2.0	2.0										1	3:1				
113	30+66.02	X			-20.3	12		Inlet, Type B-15	15.0			1.10		747.06	746.99		751.06	75	NA		1	8.43										2.0	2.0										1	3:1				
114	33+11.33	X			-21.3	12		Inlet, Type B-15	19.0			1.10		746.91	746.82		750.91	75	NA		1	9.38										2.0	2.0										1	3:1				
114A	33+38.80	X			-29.5	12		Inlet, Type B-15	23.0			1.10		745.95	745.85		749.95	75	NA		1	10.33										2.0	2.0										1	3:1				
115	35+00.00		X		16.3	12		Inlet, Type B-15	69.0			1.10		742.77	742.47		746.77	75	NA		1	21.31										2.0	2.0										1	3:1				
116	34+95.00		X		16.3	12		Inlet, Type B-15	20.0			1.12		741.77	741.68		745.87	75	NA		1	9.70																										117		
117	35+15.00		X		16.3	18		Inlet, Type C-15	63.0			1.57		740.60	740.32		745.60	75	NA		1	34.29										4.0	3.0										1	3:1				
118	35+75.00	X			-16.3	12		Inlet, Type B-15	20.0			1.16		740.24	740.15		744.44	75	NA		1	9.94																										119		
119	35+95.00	X			-16.3	12		Inlet, Type C-15	10.0			1.13		739.95	739.90		744.05	75	NA		1	7.38																										119A		
119A	36+05.00	X			-16.3	12		Inlet, Type C-15	10.0			1.13		739.76	739.71		743.86	75	NA		1	7.35																										120		
120	36+15.00	X			-16.3	12		Inlet, Type C-15	21.0			1.10		739.66	739.56		743.66	75	NA		1	9.87										2.0	2.0										1	3:1				
121	37+00.00	X			-16.3	12		Inlet, Type B-15	20.0			1.10		737.84	737.75		741.84	75	NA		1	9.62										2.0	2.0										1	3:1			34	
122	37+65.00		X		38.0	12		Inlet, Type C-15	25.0			1.11		736.19	736.08		740.29	75	NA		1	10.88																										123		
123	37+85.00		X		27.3	12		Inlet, Type C-15	20.0			1.12		735.98	735.89		739.99	75	NA		1	9.71										2.0	2.0										1	3:1				
124	38+75.00	X			-13.3	12		Inlet, Type B-15	23.0			1.10		734.47	734.37		738.47	75	NA		1	10.34										2.0	2.0										1	3:1				
125	38+75.00		X		16.9	12		Inlet, Type B-15	18.0			1.10		734.40	734.32		738.40	75	NA		1	9.13										2.0	2.0										1	3:1				
126	41+75.00	X			-13.3	12		Inlet, Type B-15	27.0			1.10		728.68	728.56		732.68	75	NA		1	11.28										2.0	2.0										1	3:1				
127	41+75.00		X		13.3	12		Inlet, Type B-15	19.0			1.10		728.68	728.59		732.68	75	NA		1	9.37										2.0	2.0										1	3:1				
128	44+00.00	X			-13.3	12		Inlet, Type B-15	21.0			1.11		727.66	727.56		731.66	75	NA		1	9.87										2.0	2.0										1	3:1				
128A	42+62.90	X			-13.3	12		Inlet, Type B-15	21.0			1.10		727.76	727.66		731.76	75	NA		1	9.86										2.0	2.0										1	3:1				
128B	43+42.90	X			-13.3	12		Inlet, Type B-15	22.0			1.11		727.76	727.66		731.76	75	NA		1	10.11										2.0	2.0										1	3:1				

PRELIMINARY NOT FOR CONSTRUCTION BF&S CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA DEPARTMENT OF TRANSPORTATION

STRUCTURE DATA TABLES

SCALE: N/A

BRIDGE FILE:

DESIGNATION: 2401424

SHEET: 69 OF 205

CONTRACT: R-45760

BFS NO. 748200

\\bfsfol2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R961.dwg Jarrett Rhine Plot:11/20/2025 2:04 PM Save:11/20/2025 1:36 PM

STRUCTURE DATA

STRUCTURE NUMBER	LOCATION					SIZE	DESCRIPTION		LENGTH	VIDEO INSPECTION LENGTH	SKEW	COVER		INVERT		SUMP DEPTH	TOP OF CASTING	SERVICE LIFE	SITE DESIGNATION	pH	BACKFILL METHOD	STRUCTURE BACKFILL TYPE 1	STRUCTURE BACKFILL TYPE 2	FLOWABLE BACKFILL TYPE IV	FLOWABLE BACKFILL TYPE V	UNDERCUT				GEOTEXTILES for RIPRAP TYPE?? (??)	REVETMENT RIPRAP	SCOUR PROTECTION			CONCRETE, CLASS A, FOR STR.	PIPE, REMOVE	VIDEO INSPECTION	PIPE END SECTION	GRATED BOX END SECTION			SAFETY METAL END SECTION			CONNECT TO STR.	CULVERT ASSET ID	REMARKS
	STATION	LEFT	RIGHT	CROSS	OFFSET	SIZE	PIPE TYPE	MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE AND TYPE	LENGTH	VIDEO INSPECTION LENGTH	SKEW	COVER MIN	COVER MAX	UP STREAM	DOWN STREAM	SUMP DEPTH	TOP OF CASTING	SERVICE LIFE	SITE DESIGNATION	pH	BACKFILL METHOD	STRUCTURE BACKFILL TYPE 1	STRUCTURE BACKFILL TYPE 2	FLOWABLE BACKFILL TYPE IV	FLOWABLE BACKFILL TYPE V	EXCAVATION	COMPACTED AGGREGATE #5 ? IN.	COMPACTED AGGREGATE #53 ? IN.	GEOTEXTILES for ????? TYPE?? (??)	GEOTEXTILES for RIPRAP TYPE?? (??)	REVETMENT RIPRAP	GEOTEXTILES for RIPRAP TYPE 1A	REVETMENT RIPRAP	CLASS 1 RIPRAP	CONCRETE, CLASS A, FOR STR.	PIPE, REMOVE	VIDEO INSPECTION	PIPE END SECTION	TYPE	SLOPE	EA.	TYPE	SLOPE	EA.			
					FT	IN.			LFT	LFT		FT	FT	ELEV.	ELEV.	IN.	ELEV.	YRS				CYS	CYS	CYS	CYS	CYS.	TONS	TONS	TONS	SYS	TON	SYS.	TONS	TONS	CYS	LFT	LFT	EA.									
	"S-1-NB"																																														
129	44+00.00		X		13.3	12		Inlet, Type B-15	16.0			1.11		727.66	727.59		731.66	75	NA		1	8.68										2.0	2.0									1	3:1				
129A	42+62.90		X		13.3	12		Inlet, Type B-15	16.0			1.10		727.76	727.69		731.76	75	NA		1	8.66										2.0	2.0									1	3:1				
129B	43+42.90		X		13.3	12		Inlet, Type B-15	16.0			1.10		727.76	727.69		731.76	75	NA		1	8.67										2.0	2.0									1	3:1				
130	44+00.00	X			-13.3	12		Inlet, Type B-15	27.0			1.16		728.07	727.95		732.07	75	NA		1	11.70																									131		
131	44+00.00		X		13.3	12		Inlet, Type C-15	17.0			1.32		727.85	727.77		732.07	75	NA		1	10.16										2.0	2.0									1	3:1				
132	45+50.00	X			-13.3	12		Inlet, Type B-15	27.0			2.83		728.88	728.76		732.88	75	NA		1	25.18																									133		
133	45+50.00		X		13.3	12		Inlet, Type C-15	17.0			1.32		728.66	728.58		732.88	75	NA		1	10.18										2.0	2.0									1	3:1				
134	46+75.00	X			-19.7	12		Inlet, Type B-15	33.0			1.24		729.43	729.28		733.43	75	NA		1	13.80																									135		
135	46+75.00		X		13.3	12		Inlet, Type C-15	19.0			1.48		729.18	729.09		733.56	75	NA		1	11.70										2.0	2.0									1	3:1				
136	47+50.00	X			-31.7	12		Inlet, Type B-15	62.0			1.10		729.60	729.33		733.60	75	NA		1	19.62										2.0	2.0									1	3:1				
137	48+00.00	X			-37.4	12		Inlet, Type B-15	51.0			1.46		729.75	729.53		733.75	75	NA		1	20.63																									138		
138	48+00.00		X		13.3	12		Inlet, Type C-15	18.0			1.91		729.43	729.35		734.24	75	NA		1	14.19										2.0	2.0									1	3:1				
139	48+50.00	X			-37.4	12		Inlet, Type B-15	69.0			1.11		730.02	729.72		734.02	75	NA		1	21.38										2.0	2.0									1	3:1				
140	49+00.00	X			-37.3	12		Inlet, Type B-15	70.0			1.10		730.30	729.99		734.30	75	NA		1	21.55										2.0	2.0									1	3:1				
300	34+00.00	X			-19.3	12		Inlet, Type B-15	10.0			1.10		738.19	738.14		742.19	75	NA		1	7.23																									301		
301	34+15.00	X			-19.3	12		Inlet, Type C-15	69.0			1.11		738.14	737.84		742.14	75	NA		1	21.37										2.0	2.0									1	3:1				
302	35+25.00		X		40.7	12		Inlet, Type B-15	21.0			1.10		736.56	736.46		740.56	75	NA		1	9.86																									122		
	"S-1"																																														
1000	212+94.16			X	-0.1	24		Inlet, Type E-7	88.0			0.68		725.48	725.32		728.48	75	NA		1	38.71										8.0	6.0									1	3:1				
1001	215+96.65		X		76.3	18		Inlet, Type E-7	68.0			1.23		734.31	733.95		737.31	75	NA		1	31.04										4.0	3.0									1	3:1				
1002	217+18.38	X			-104.4	18		Inlet, Type E-7	90.0			1.23		735.19	734.80		738.19	75	NA		1	38.54										4.0	3.0									1	3:1				
1003	218+07.55			X	0.0	15		Inlet, Type E-7	115.0			1.50		740.56	740.18		743.56	75	NA		1	46.19										3.0	3.0									1	3:1				
1004	224+17.27			X	0.0	18		Inlet, Type E-7	26.0			1.23		740.88	740.81		743.88	75	NA		1	16.74																									117		
1005	225+39.11		X		72.8	18		Inlet, Type E-7	102.0			1.23		737.26	736.86		740.26	75	NA		1	42.61										4.0	3.0									1	3:1				
1006	225+44.69	X			-87.8	24		Inlet, Type E-7	130.0			0.69		730.03	729.48		733.03	75	NA		1	53.38										8.0	6.0									1	3:1				
1007	230+98.59			X	0.6	24		Inlet, Type G-7	150.0			0.69		724.81	724.03		727.81	75	NA		1	60.35										8.0	6.0									1	3:1				
500	219+31.84			X	0.0	24		RCP	336.0					725.00	724.60			75	NA		1																					2	3:1				
501	222+48.01			X	0.0	24		RCP	328.0					727.00	726.60			75	NA		1																					2	3:1				
	"01"																																														
502	29+60.74			X	0.0	24		RCP	107.0					722.00	721.70			75	NA		1																					2	3:1				

BFS&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

STRUCTURE DATA TABLES

SCALE: N/A

BRIDGE FILE:

DESIGNATION: 2401424

SHEET: 70 OF 205

CONTRACT: R-45760

BFS NO. 748200

\\bfsfs02\jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R961.dwg Jarret1 Rhine Plot:11/20/2025 2:05 PM Save:11/20/2025 1:36 PM

STRUCTURE DATA

STRUCTURE NUMBER	LOCATION					SIZE	DESCRIPTION		LENGTH	VIDEO INSPECTION LENGTH	SKEW	COVER		INVERT		SUMP DEPTH	TOP OF CASTING	SERVICE LIFE	SITE DESIGNATION	pH	BACKFILL METHOD	STRUCTURE BACKFILL TYPE 1	STRUCTURE BACKFILL TYPE 2	FLOWABLE BACKFILL TYPE IV	FLOWABLE BACKFILL TYPE V	UNDERCUT				GEOTEXTILES for RIPRAP TYPE? (??)	REVETMENT RIPRAP	SCOUR PROTECTION			CONCRETE, CLASS A, FOR STR.	PIPE, REMOVE	VIDEO INSPECTION	PIPE END SECTION	GRATED BOX END SECTION			SAFETY METAL END SECTION			CONNECT TO STR.	CULVERT ASSET ID	REMARKS
	STATION	LEFT	RIGHT	CROSS	OFFSET	SIZE	PIPE TYPE	MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE AND TYPE	LENGTH	VIDEO INSPECTION LENGTH	SKEW	MIN	MAX	UP STREAM	DOWN STREAM	SUMP DEPTH	TOP OF CASTING	SERVICE LIFE	SITE DESIGNATION	pH	BACKFILL METHOD	STRUCTURE BACKFILL TYPE 1	STRUCTURE BACKFILL TYPE 2	FLOWABLE BACKFILL TYPE IV	FLOWABLE BACKFILL TYPE V	EXCAVATION	COMPACTED AGGREGATE #5 ? IN.	COMPACTED AGGREGATE #53 ? IN.	GEOTEXTILES for ???? TYPE?? (??)	GEOTEXTILES for RIPRAP TYPE? (??)	REVETMENT RIPRAP	GEOTEXTILES for RIPRAP TYPE 1A	REVETMENT RIPRAP	CLASS 1 RIPRAP	CONCRETE, CLASS A, FOR STR.	PIPE, REMOVE	VIDEO INSPECTION	PIPE END SECTION	TYPE	SLOPE	EA.	TYPE	SLOPE	EA.			
					FT	IN.			LFT	LFT		FT	FT	ELEV.	ELEV.	IN.	ELEV.	YRS				CYS	CYS	CYS	CYS	CYS.	TONS	TONS	TONS	SYS	TON	SYS.	TONS	TONS	CYS	LFT	LFT	EA.										
	"04"																																															
503	26+11.05			X	0.0	24		RCP	116.0					724.00	723.80			75	NA		1																							2	3:1				
	"A"																																														
2000	372+78.00			X	0.0	18x8		RCB	30.0					718.33	718.20			75	N/A		1																											CV 002-071-74.20	
2001	373+25.75		X		0.0	18		RCP	15.5									75	N/A		1																											Extend Existing	

\\bfsfs02\jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Road\748200.R961.dwg Jarrett Rhine Plot:11/20/2025 3:08 PM Save:11/20/2025 3:01 PM

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

STRUCTURE DATA TABLES

SCALE: N/A

BRIDGE FILE:

DESIGNATION: 2401424

SHEET: 71 OF 205

CONTRACT: R-45760

BFS NO. 748200

DESIGNATION	BRIDGE FILE
2401505 & 2401506	002-71-10841 & 10842
CONTRACT	
R-45760	

INDIANA DEPARTMENT OF TRANSPORTATION

BRIDGE PLANS

FOR SPANS OVER 20 FEET

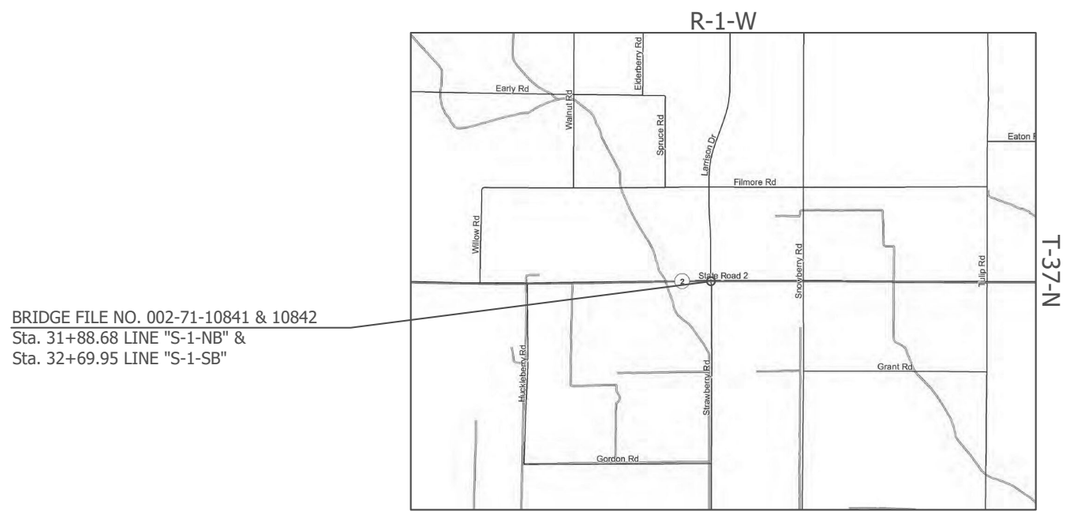
ROUTE: LARRISON BLVD. OVER SR 2 AT: RP 74+45

DESIGNATION NO. 2401505 & 2401506

STRUCTURE INFORMATION				
STRUCTURE	TYPE	SPAN & SKEW	OVER	STATION
002-71-10841	PRESTRESSED COMPOSITE CONTINUOUS BULB-TEE BEAM BRIDGE	2 SPANS @ 94'-0" NO SKEW	SR 2	31+88.68 "S-1-NB"
002-71-10842	PRESTRESSED COMPOSITE CONTINUOUS BULB-TEE BEAM BRIDGE	2 SPANS @ 94'-0" NO SKEW	SR 2	32+69.95 "S-1-SB"

KIN PROJECT INFORMATION	
DESIGNATION	PROJECT DESCRIPTION
2401424 (LEAD)	NEW INTERCHANGE CONSTRUCTION - LARRISON BLVD. & STRAWBERRY RD.
2401505	NEW BRIDGE CONSTRUCTION - LARRISON BLVD. NB
2401506	NEW BRIDGE CONSTRUCTION - LARRISON BLVD. SB

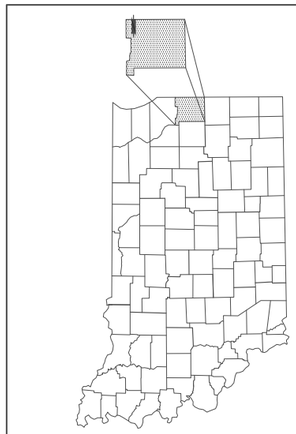
NEW BRIDGE CARRYING LARRISON BLVD. OVER SR 2
PROJECT IS LOCATED APPROXIMATELY 2.5 MILES SOUTH OF US 20 - EAST MICHIGAN STREET
SECTIONS 7 & 12, TOWNSHIP 37 NORTH, RANGE 1 WEST
OLIVE TOWNSHIP, ST. JOSEPH COUNTY, INDIANA



LOCATION MAP

SCALE: 1" = 2000'

TRAFFIC DATA	SR 2	LARRISON BLVD.
A.A.D.T. (2027)	20,600 V.P.D.	6,500 V.P.D.
A.A.D.T. (2037)	40,700 V.P.D.	23,500 V.P.D.
A.A.D.T. (2037)	3,900 V.P.D.	3,880 V.P.D.
DIRECTIONAL DISTRIBUTION	50%	43%
TRUCKS	16% A.A.D.T.	13% A.A.D.T.
	4% D.H.V.	5% D.H.V.
DESIGN DATA		
DESIGN SPEED	60 M.P.H.	30 M.P.H.
PROJECT DESIGN CRITERIA	3R	4R
FUNCTIONAL CLASSIFICATION	PRINCIPAL ARTERIAL	MAJOR COLLECTOR
RURAL/URBAN	RURAL	RURAL
TERRAIN	LEVEL	LEVEL
ACCESS CONTROL	LIMITED ACCESS	LIMITED ACCESS



PROJECT LOCATION SHOWN BY
ST. JOSEPH COUNTY

LATITUDE: 41°40'19"N LONGITUDE: 86°27'47"W

BRIDGE LENGTH:	0.037 MI.
ROADWAY LENGTH:	0.008 MI.
TOTAL LENGTH:	0.045 MI.
MAX. GRADE:	3.5 %

HUC: 071200010204

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES.

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

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

CERTIFIED BY: DATE

APPROVED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION DATE

BRIDGE FILE
002-71-10841 & 10842
DESIGNATION
2401505 & 2401506
SHEET 1 OF 12
CONTRACT
R-45760

BFS NO. 7482

\\bfsfor2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Bridge\748ZB101.dwg Dylan Piercefield Plot:11/21/2025 11:40 AM Save:11/21/2025 10:14 AM

UTILITIES

COMMUNICATIONS:

AT&T - DISTRIBUTION
Dennis Protega
302 S. East St.
Crown Point, IN 46307
219-662-4689
dp7986@att.com

BRIGHTSPEED
Melissa Teague
1728 Churchman Ave.
Indianapolis, IN 46203
765-656-46663
Melissa.Teague@brightspeed.com

CHOICE LIGHT INC.
Brandon Liggett
130 S. Main St.
South Bend, IN 46601
574-968-5342
bliggett@choicelight.org

ELECTRIC:

AEP TRANSMISSION
Joshua Adams
8600 Smiths Mill Rd.
New Albany, OH 43054
614-933-2297
sedeforf@aep.com

AEP DISTRIBUTION
Colton Kidder
3514 Landin Rd.
New Haven, IN 46774
ckidder@aep.com

TOWN OF NEW CARLISLE ELECTRIC
Jason Quirk
574-850-0490
j.quirk@townofnewcarlisle.com

GAS:

NIPSCO
Jonathan Erdahl
801 E. 86th St.
Merrillville, IN 46410
219-647-6260
utilitycoordination@nisource.com

SANITARY SEWER:

TOWN OF NEW CARLISLE SANITARY SEWER
John Mozinski
j.mozinski@townofnewcarlisle.com

SOUTH BEND SANITARY
Jacob M. Klosinski
227 W. Jefferson Blvd.
South Bend, IN 46601
574-235-9496
jklosinski@southbendin.gov

WATER:

SOUTH BEND WATER
Jacob M. Klosinski
227 W. Jefferson Blvd.
South Bend, IN 46601
574-235-9496
jklosinski@southbendin.gov

PETROLEUM:

BUCKEYE PIPELINE
Brian Barr
6161 Hamilton Rd.
Allentown, PA 18106
610-904-4156
encroachmentreviews@buckeye.com

GENERAL NOTES

	All earth shoulders, median areas, and cut and fill slopes shall be plain or mulch seeded except where sodding is specified.
	This set of Plans shall not be construed to be a property retracement survey. Where apparent property lines, corners, subdivision or section corner information are shown, they are based on physical evidency or testimony.
	These plans show the location of utilities as existing in the field by the respective utility companies; therefore, the firm of BFS does not accept any responsibility for the accuracy of this information.
	In accordance with Indiana Code 8-1, Chapter 26, the Contractor shall notify the Indiana Underground Plan Protection Service at 1-800-382-5544 at least two (2) full working days prior to any excavation or demolition

INDEX

SHEET NO.	DESIGNATION
1	TITLE SHEET
2	INDEX
3-7	SOIL BORINGS
8	LAYOUT - NORTHBOUND STRUCTURE
9	LAYOUT - SOUTHBOUND STRUCTURE
10	GENERAL PLAN - PLAN & ELEVATION - NORTHBOUND STRUCTURE
11	GENERAL PLAN - PLAN & ELEVATION - SOUTHBOUND STRUCTURE
12	GENERAL PLAN - TYPICAL SECTIONS

REVISIONS

SHEET NO.	DATE	REVISED

RECOMMENDED FOR APPROVAL: _____ / _____
DESIGN ENGINEER DATE

DESIGNED: B. ARPACI DRAWN: D. PIERCEFIELD

CHECKED: - CHECKED: -

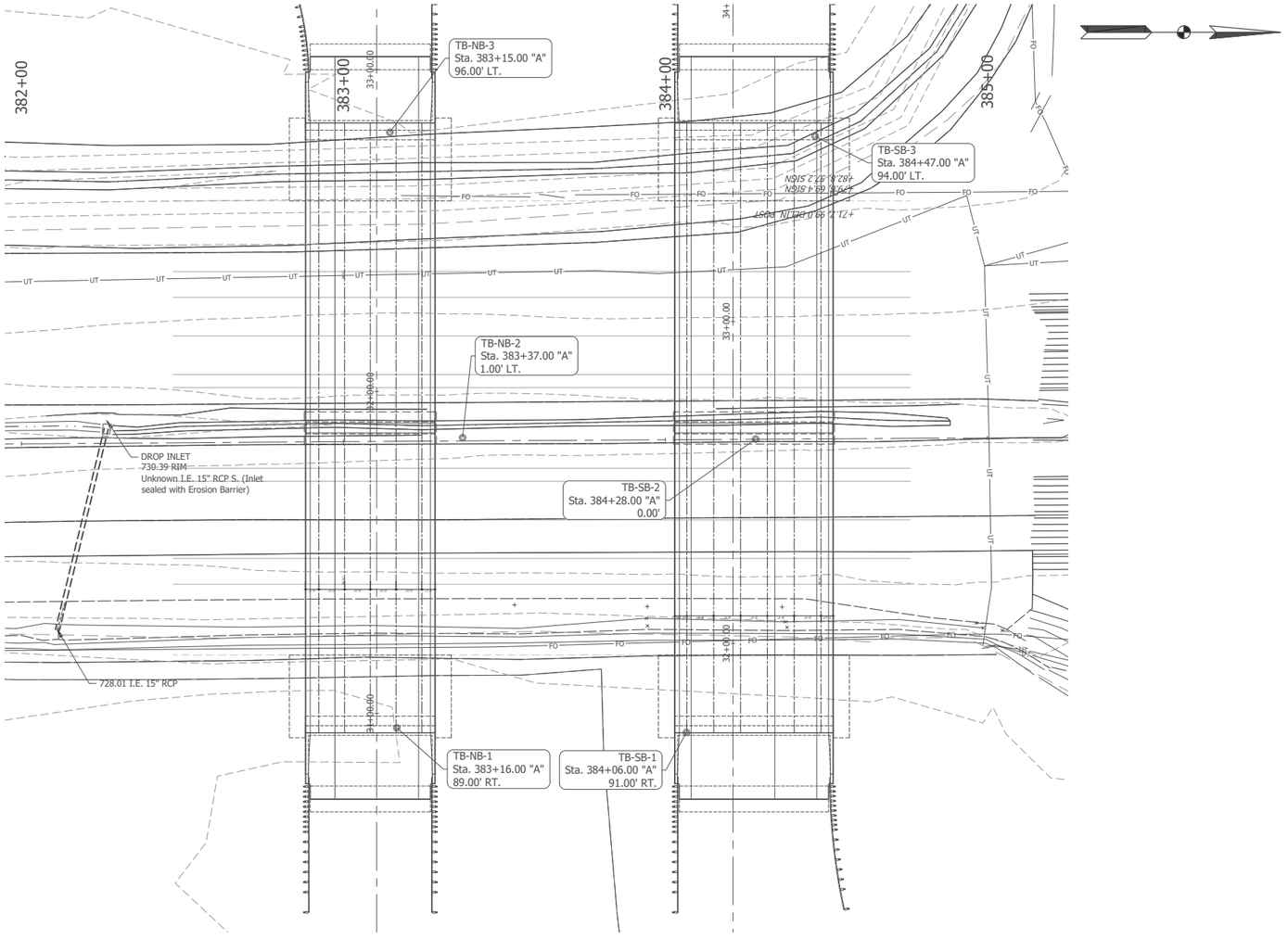
INDIANA
DEPARTMENT OF TRANSPORTATION

INDEX

HORIZONTAL SCALE	BRIDGE FILE
N/A	002-71-10841 & 10842
VERTICAL SCALE	DESIGNATION
N/A	2401505 & 2401506
	SHEET 2 OF 12
	CONTRACT R-45760

BFS NO. 7482

\\bfsfol2\jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Bridge\74828102.dwg Dylon Piercefield Plot:11/21/2025 11:41 AM Save:11/21/2025 9:46 AM



BORING LOCATION LOG
Scale: 1" = 20'

PILE LOADING FOR GEOTECHNICAL TESTING (MULTI-SPAN STRUCTURE)			
SUBSTRUCTURE	BENT NO. 1	PIER NO. 2	BENT NO. 3
PILE SIZE, TYPE AND GRADE	HP12x53	HP12x53	HP12x53
FACTORED DESIGN SOIL RESISTANCE, R_R (Kips)	115	185	185
RESISTANCE FACTOR, Φ dyn	**	**	**
DOWNDRAG LOAD, DD (KIPS)	0	0	0
SCOUR ZONE FRICTION, R_S SCOUR (KIPS)	N/A	N/A	N/A
NOMINAL SOIL RESISTANCE - Rn max (kips)*	503	503	503
NOMINAL DRIVING RESISTANCE, Rndr (KIPS)	503	503	503
PILE TIP ELEVATION	802	802	802

TESTING METHOD: INDOT STD. SPEC. SECTION 701.05 (a)

STANDARD PENETRATION TEST
Driving 2" O.D. Sampler 1'-6" with 140# Hammer falling 30". Count made at 6" intervals. First 6" for seating sampler. The Column SPT per 12", shown on the Test Boring Record, is the Sum of the Hammer Blows of the Second and Third 6" intervals of an 1'-6" Drive.

Note:
The entire Geotechnical Report developed by Terracon will be made available to the Contractor upon request, prior to construction.
See Sheets #-7 for Borings Logs.

RECOMMENDED FOR APPROVAL: _____ / _____
DESIGN ENGINEER DATE

DESIGNED: B. ARPACI DRAWN: K. COFFMAN
CHECKED: - CHECKED: -

INDIANA
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS
NORTHBOUND & SOUTHBOUND STRUCTURES

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	002-71-10841 & 10842
VERTICAL SCALE	DESIGNATION
N/A	2401505 & 2401506
	SHEET 3 OF 12
	CONTRACT R-45760

BFS NO. 7482

\\bfsfa02\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Bridge\748287O1.dwg Kathy Coffman Plot:11/21/2025 12:12 PM Save:11/21/2025 12:12 PM

LOG OF TEST BORING

BORING NO.: TB-NB-1
SHEET 1 OF 3

CLIENT : Lochmueller Group
DES NO. : 2401505 & 2401506 STRUCTURE # : 002-71-10841 & 002-71-10842
PROJECT TYPE : New Interchange
LOCATION : SR 2 and Larrison Boulevard
COUNTY : St. Joseph PROJECT NO.: CJ245127

LATITUDE : 41.67173
LONGITUDE : -86.46334
DATUM : NAVD 88
DATE STARTED : 06-19-24
DATE COMPLETED : 06-19-24

ELEVATION	: 728.0	BORING METHOD	: Hollow Stem Auger	HAMMER	: Auto
STATION	: 383+16	RIG TYPE	: D-70	DRILLER/INSP	: J.S.
OFFSET	: 89.0 ft Right	CASING DIA.	: ---	TEMPERATURE	: 92 °F
LINE	: "A"	CORE SIZE	: ---	WEATHER	: Sunny
DEPTH	: 90.0 ft				

GROUNDWATER: ▽ Encountered at 11.5 ft ▼ At completion 6.0 ft ▼ 7.0 ft After 24 hrs* 🕳 Caved in at 7.0 ft

ELEVATION	SAMPLE DEPTH	SOIL/MATERIAL DESCRIPTION	SAMPLE NUMBER	SPT per 6"	% RECOVERY	MOISTURE CONTENT	DRY DENSITY, pcf	POCKET PEN. tsf	UNCONF. COMP., tsf	ATTERBERG LIMITS LL	PL	PI	REMARKS
725.0	2.5	**Sand**, loose, moist, brown, A-2-4, Lab No. 38052	SS 1	4-4-5	89								
	5.0		SS 2	5-5-5	44								
	7.5		SS 3	2-2-3	89								
720.0	10.0		SS 4	3-3-3	89					NP	NP	NP	9.0, pH = 7.9
	12.5		SS 5	4-5-6	100								
715.0	15.0		SS 6	5-7-10	100								15.0, Introduced drilling fluid below 15 ft
	17.5	**Sand**, loose to dense, very loose near 6 ft, moist to wet below 11.5 ft, brown, with gravelly sand seams near 19 ft and 24 ft, A-3(0), Lab No. 39058	SS 7	6-7-7	89								
710.0	20.0		SS 8	6-7-8	67								
	22.5		SS 9	6-9-10	78								
705.0	25.0		SS 10	6-8-10	67								
	27.5												
700.0	30.0		SS 11	11-14-17	78								

Continued on next page

LOG OF TEST BORING

BORING NO.: TB-NB-1
SHEET 2 OF 3

CLIENT : Lochmueller Group
DES NO. : 2401505 & 2401506 STRUCTURE # : 002-71-10841 & 002-71-10842
PROJECT TYPE : New Interchange

LATITUDE : 41.67173
LONGITUDE : -86.46334
DATUM : NAVD 88

ELEVATION	SAMPLE DEPTH	SOIL/MATERIAL DESCRIPTION	SAMPLE NUMBER	SPT per 6"	% RECOVERY	MOISTURE CONTENT	DRY DENSITY, pcf	POCKET PEN. tsf	UNCONF. COMP., tsf	ATTERBERG LIMITS LL	PL	PI	REMARKS
695.0	32.5												
	35.0	**Sand**, loose to dense, very loose near 6 ft, moist to wet below 11.5 ft, brown, with gravelly sand seams near 19 ft and 24 ft, A-3(0), Lab No. 39058	SS 12	8-12-13	83								
690.0	37.0												
	37.5		SS 13	11-11-12	78								
	40.0												
685.0	42.5												
	45.0	**Gravelly Sand**, medium dense to dense, wet, brown, A-1-b, Lab No. 39059	SS 14	12-15-14	56								
680.0	47.5												
	50.0		SS 15	10-16-17	67								
	52.5												
675.0	55.0		SS 16	7-9-15	67								
	57.0												
670.0	57.5												
	60.0		SS 17	10-11-14	78								
	62.5												
665.0	65.0	**Sand**, medium dense to very dense, wet, brown, A-3, Lab No. 39057	SS 18	11-21-38	100								
	67.5												
660.0	70.0		SS 19	16-20-30	89								

Continued on next page

LOG OF TEST BORING

BORING NO.: TB-NB-1
SHEET 3 OF 3

CLIENT : Lochmueller Group
DES NO. : 2401505 & 2401506 STRUCTURE # : 002-71-10841 & 002-71-10842
PROJECT TYPE : New Interchange

LATITUDE : 41.67173
LONGITUDE : -86.46334
DATUM : NAVD 88

ELEVATION	SAMPLE DEPTH	SOIL/MATERIAL DESCRIPTION	SAMPLE NUMBER	SPT per 6"	% RECOVERY	MOISTURE CONTENT	DRY DENSITY, pcf	POCKET PEN. tsf	UNCONF. COMP., tsf	ATTERBERG LIMITS LL	PL	PI	REMARKS
655.0	72.5												
	75.0		SS 20	20-31-29	100								
650.0	77.5	**Sand**, medium dense to very dense, wet, brown, A-3, Lab No. 39057											
	80.0		SS 21	22-28-33	100								
645.0	82.5												
	83.0												
	85.0	**Sand**, medium dense, wet, brown, A-2-4, Lab No. 39053	SS 22	12-11-14	83								
640.0	87.5												
	90.0		SS 23	13-14-15	67								
		Bottom of Boring at 90.0 ft											
635.0	92.5												
	95.0												
630.0	97.5												
	100.0												
625.0	102.5												
	105.0												
620.0	107.5												
	110.0												

LOG OF TEST BORING

BORING NO.: TB-NB-2
SHEET 1 OF 3

CLIENT : Lochmueller Group
DES NO. : 2401505 & 2401506 STRUCTURE # : 002-71-10841 & 002-71-10842
PROJECT TYPE : New Interchange
LOCATION : SR 2 and Larrison Boulevard
COUNTY : St. Joseph PROJECT NO.: CJ245127

LATITUDE : 41.67198
LONGITUDE : -86.46326
DATUM : NAVD 88
DATE STARTED : 06-17-24
DATE COMPLETED : 06-17-24

ELEVATION	: 732.0	BORING METHOD	: Hollow Stem Auger	HAMMER	: Auto
STATION	: 383+37	RIG TYPE	: D-70	DRILLER/INSP	: J.S.
OFFSET	: 1.0 ft Left	CASING DIA.	: ---	TEMPERATURE	: 90 °F
LINE	: "A"	CORE SIZE	: ---	WEATHER	: Partly Cloudy
DEPTH	: 90.0 ft				

GROUNDWATER: ▽ Encountered at 11.5 ft ▼ At completion 6.5 ft 🕳 Caved in at 8.0 ft

ELEVATION	SAMPLE DEPTH	SOIL/MATERIAL DESCRIPTION	SAMPLE NUMBER	SPT per 6"	% RECOVERY	MOISTURE CONTENT	DRY DENSITY, pcf	POCKET PEN. tsf	UNCONF. COMP., tsf	ATTERBERG LIMITS LL	PL	P	REMARKS
		Asphaltic Concrete 1.2											
730.0	2.5	**Loam**, medium stiff, moist, brown, (fill), A-4, Lab No. 39051 3.0	SS 1	6-5-5	89	15.1		>4.5					2.0, Soluble sulfate = 560 ppm
	5.0	**Sandy Loam**, soft, moist, brown, (fill), A-2-6(1), Lab No. 39055 4.5	SS 2	6-2-2	78	13.2		2.75		30	13	17	4.0, pH = 7.5, SG = 2.64
725.0	7.5	**Sand**, very loose to medium dense, moist, brown, A-2-4, Lab No. 39052	SS 3	5-6-6	78								
	9.0												
	10.0		SS 4	4-3-3	100								
720.0	12.5		SS 5	6-9-10	89								
	15.0		SS 6	5-6-8	89								
715.0	17.5		SS 7	3-5-7	100								
	20.0	**Sand**, medium dense, loose near 9 ft, moist to wet below 11 ft, brown, A-3, Lab No. 39058	SS 8	11-9-10	100								20.0, Introduced drilling fluid below 20 ft
710.0	22.5		SS 9	8-8-12	78								
	25.0		SS 10	5-10-12	78								
705.0	27.5												
	30.0		SS 11	9-13-16	67								
700.0	32.0												

Continued on next page

Note:
The entire Geotechnical Report developed by Terracon will be made available to the Contractor upon request, prior to construction.
See Sheets 5-7 for additional Borings.

RECOMMENDED FOR APPROVAL: _____ / _____
DESIGN ENGINEER DATE

DESIGNED: B. ARPACI DRAWN: K. COFFMAN
CHECKED: - CHECKED: -

INDIANA
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS
NORTHBOUND STRUCTURE

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	002-71-10841 & 10842
VERTICAL SCALE	DESIGNATION
N/A	2401505 & 2401506
	SHEET 4 OF 12
	CONTRACT
	R-45760

BFS NO. 7482

\\bfsfol2\Jobs5\748200.0000\ProDevelopment\Design\Drawings\Drawings - Bridge\7482B701.dwg Kathy Coffman Plot:11/21/2025 11:49 AM Save:11/21/2025 11:49 AM
EEI BORING LOG (ROOT FORMAT).LAT.4.GINT - CJ245127.GPJ - IN_DOT1.GDT - 3/4/25

LOG OF TEST BORING

terracon

BORING NO.: TB-NB-2
SHEET 2 OF 3
CLIENT : Lochmueller Group
DES NO. : 2401505 & 2401506 STRUCTURE # : 002-71-10841 & 002-71-10842
LATITUDE : 41.67198
LONGITUDE : -86.46326
PROJECT TYPE : New Interchange
DATUM : NAVD 88

ELEVATION	SAMPLE DEPTH	SOIL/MATERIAL DESCRIPTION	SAMPLE NUMBER	SPT per 6"	% RECOVERY	MOISTURE CONTENT	DRY DENSITY, pcf	POCKET PEN., tsf	UNCONF. COMP., tsf	ATTERBERG LIMITS LL	PL	PI	REMARKS
695.0	32.5		SS 12	11-12-12	56								
	35.0												
	37.5		SS 13	7-7-11	56								
690.0	40.0	**Gravelly Sand**, medium dense to dense, wet, brown, A-1-b, Lab No. 39059											
	42.5		SS 14	13-14-17	56								
685.0	45.0												
	47.5		SS 15	15-13-12	56								
680.0	50.0												
	52.5	54.0											
	55.0		SS 16	10-7-12	67	18.3		4.0		39	18	21	54.0, pH = 7.6, SG = 2.75
675.0	57.5	**Clay**, very stiff, moist, gray, with sand seam near 59 ft, A-6(18), Lab No. 39054											
	60.0		SS 17	9-11-13	100	33.3		<0.25					
670.0	62.5	62.0											
	65.0	**Sand**, medium dense, wet, brown, A-3, Lab No. 39057	SS 18	11-16-12	78								
665.0	67.5	67.0											
	70.0	**Sandy Gravel**, dense, wet, brown, A-1-a, Lab No. 39056	SS 19	16-17-16	67								

Continued on next page

EEI BORING LOG (INDOT FORMAT) LAT ALONG CJ245127.GPJ IN_DOT1.GDT 3/4/25

LOG OF TEST BORING

terracon

BORING NO.: TB-NB-2
SHEET 3 OF 3
CLIENT : Lochmueller Group
DES NO. : 2401505 & 2401506 STRUCTURE # : 002-71-10841 & 002-71-10842
LATITUDE : 41.67198
LONGITUDE : -86.46326
PROJECT TYPE : New Interchange
DATUM : NAVD 88

ELEVATION	SAMPLE DEPTH	SOIL/MATERIAL DESCRIPTION	SAMPLE NUMBER	SPT per 6"	% RECOVERY	MOISTURE CONTENT	DRY DENSITY, pcf	POCKET PEN., tsf	UNCONF. COMP., tsf	ATTERBERG LIMITS LL	PL	PI	REMARKS
660.0	72.5	**Sandy Gravel**, dense, wet, brown, A-1-a, Lab No. 39056	SS 20	16-15-17	56								
	75.0	77.0											
655.0	77.5		SS 21	14-17-25	56								
	80.0	**Sand**, dense to very dense, wet, brown, A-2-4, Lab No. 39053											
650.0	82.5		SS 22	27-40-50	94								
	85.0	90.0											
645.0	87.5		SS 23	10-25-35	100								
	90.0	Bottom of Boring at 90.0 ft											
640.0	92.5												
	95.0												
635.0	97.5												
	100.0												
630.0	102.5												
625.0	105.0												
	107.5												
	110.0												

EEI BORING LOG (INDOT FORMAT) LAT ALONG CJ245127.GPJ IN_DOT1.GDT 3/4/25

LOG OF TEST BORING

terracon

BORING NO.: TB-NB-3
SHEET 1 OF 3
CLIENT : Lochmueller Group
DES NO. : 2401505 & 2401506 STRUCTURE # : 002-71-10841 & 002-71-10842
LATITUDE : 41.67224
LONGITUDE : -86.46335
DATUM : NAVD 88
PROJECT TYPE : New Interchange
LOCATION : SR 2 and Larrison Boulevard
COUNTY : St. Joseph
PROJECT NO.: CJ245127
DATE STARTED : 06-18-24
DATE COMPLETED : 06-19-24

ELEVATION : 729.0	BORING METHOD : Hollow Stem Auger	HAMMER : Auto	
STATION : 383+15	RIG TYPE : D-70	DRILLER/INSP : J.S.	
OFFSET : 96.0 ft Left	CASING DIA. : ---	TEMPERATURE : 90 °F	
LINE : 'A'	CORE SIZE : ---	WEATHER : Windy	
DEPTH : 89.4 ft			

GROUNDWATER: ▽ Encountered at 12.0 ft ▽ At completion 4.0 ft Caved in at 4.0 ft

ELEVATION	SAMPLE DEPTH	SOIL/MATERIAL DESCRIPTION	SAMPLE NUMBER	SPT per 6"	% RECOVERY	MOISTURE CONTENT	DRY DENSITY, pcf	POCKET PEN., tsf	UNCONF. COMP., tsf	ATTERBERG LIMITS LL	PL	PI	REMARKS
725.0	2.5	**Sand**, medium dense to loose, moist, brown, A-2-4, Lab No. 39052	SS 1	6-6-8	78								
	5.0	5.0	SS 2	4-4-5	78								
	7.5		SS 3	2-2-2	89								
720.0	10.0		SS 4	2-2-3	83								
	12.5		SS 5	3-6-6	100								
715.0	15.0		SS 6	4-7-9	94								15.0, Introduced drilling fluid below 15 ft
	17.5	**Sand**, medium dense, very loose from 5 to 10 ft, moist to wet below 12 ft, brown, A-3, Lab No. 39058	SS 7	7-11-14	94								
710.0	20.0		SS 8	5-5-8	78								
	22.5		SS 9	6-8-11	78								
705.0	25.0		SS 10	5-7-12	78								
	27.5												
700.0	30.0		SS 11	5-9-12	100								

Continued on next page

EEI BORING LOG (INDOT FORMAT) LAT ALONG CJ245127.GPJ IN_DOT1.GDT 3/4/25

LOG OF TEST BORING

terracon

BORING NO.: TB-NB-3
SHEET 2 OF 3
CLIENT : Lochmueller Group
DES NO. : 2401505 & 2401506 STRUCTURE # : 002-71-10841 & 002-71-10842
LATITUDE : 41.67224
LONGITUDE : -86.46335
PROJECT TYPE : New Interchange
DATUM : NAVD 88

ELEVATION	SAMPLE DEPTH	SOIL/MATERIAL DESCRIPTION	SAMPLE NUMBER	SPT per 6"	% RECOVERY	MOISTURE CONTENT	DRY DENSITY, pcf	POCKET PEN., tsf	UNCONF. COMP., tsf	ATTERBERG LIMITS LL	PL	PI	REMARKS
695.0	32.5	**Sand**, medium dense, very loose from 5 to 10 ft, moist to wet below 12 ft, brown, A-3, Lab No. 39058	SS 12	10-12-12	100								
	35.0												
	37.5	39.0											
690.0	40.0	**Gravelly Sand**, medium dense, wet, brown, with sand seam near 43 ft, A-1-b, Lab No. 39059	SS 13	13-13-13	94								
	42.5												
685.0	45.0		SS 14	12-8-7	83								
	47.5												
680.0	50.0		SS 15	8-8-9	56								
	52.5	52.0											
675.0	55.0	**Clay**, hard, moist, gray, with sand seams, A-6, Lab No. 39054	SS 16	11-13-23	100	27.0		0.75					
	57.5	57.0											
670.0	60.0		SS 17	10-10-12	89								
	62.5	**Sand**, medium dense to dense, wet, brown, A-3(0), Lab No. 39057											
665.0	65.0		SS 18	11-13-19	89					NP	NP	NP	64.0, pH = 8.2

Continued on next page

EEI BORING LOG (INDOT FORMAT) LAT ALONG CJ245127.GPJ IN_DOT1.GDT 3/4/25

LOG OF TEST BORING

terracon

BORING NO.: TB-NB-3
SHEET 3 OF 3
CLIENT : Lochmueller Group
DES NO. : 2401505 & 2401506 STRUCTURE # : 002-71-10841 & 002-71-10842
LATITUDE : 41.67224
LONGITUDE : -86.46335
PROJECT TYPE : New Interchange
DATUM : NAVD 88

ELEVATION	SAMPLE DEPTH	SOIL/MATERIAL DESCRIPTION	SAMPLE NUMBER	SPT per 6"	% RECOVERY	MOISTURE CONTENT	DRY DENSITY, pcf	POCKET PEN., tsf	UNCONF. COMP., tsf	ATTERBERG LIMITS LL	PL	PI	REMARKS
660.0	67.5												
	70.0	**Sand**, medium dense to dense, wet, brown, A-3(0), Lab No. 39057	SS 19	16-15-13	83								
	72.5	74.0											
655.0	75.0		SS 20	15-17-21	94								
	77.5												78.0, 1 ft of heave at 78 ft
650.0	80.0	**Sandy Gravel**, medium dense to dense, wet, brown, A-1-a(0), Lab No. 39056	SS 21	15-16-17	78								
	82.5												83.0, 1 ft of heave at 78 ft
645.0	85.0		SS 22	16-13-15	67					NP	NP	NP	85.0, pH = 7.9
	87.5	87.0											
640.0	90.0	**Sand**, very dense, wet, brown, A-2-4(0), Lab No. 39053	SS 23	38-50/5	93					NP	NP	NP	89.0, pH = 8.1, SG = 2.69
	92.5	89.4											
635.0	95.0	Bottom of Boring at 89.4 ft											
	97.5												
630.0	100.0												
	102.5												

EEI BORING LOG (INDOT FORMAT) LAT ALONG CJ245127.GPJ IN_DOT1.GDT 3/4/25

Note:
The entire Geotechnical Report developed by Terracon will be made available to the Contractor upon request, prior to construction.
See Sheets 6-7 for additional Borings.

	RECOMMENDED FOR APPROVAL: _____ / _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE: AS NOTED; VERTICAL SCALE: N/A; BRIDGE FILE: 002-71-10841 & 10842; DESIGNATION: 2401505 & 2401506
	DESIGNED: B. ARPACI DRAWN: K. COFFMAN	SOIL BORINGS NORTHBOUND STRUCTURE	SHEET 5 OF 12
	CHECKED: - CHECKED: -		CONTRACT: R-45760

BFS NO. 7482

\\fsfat2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Bridge\748200.dwg Kathy Coffman Plot:11/21/2025 11:50 AM Save:11/21/2025 11:49 AM

LOG OF TEST BORING

terracon

BORING NO.: TB-SB-1
SHEET 1 OF 3
CLIENT : Lochmueller Group
DES NO. : 2401505 & 2401506 STRUCTURE # : 002-71-10841 & 002-71-10842
PROJECT TYPE : New Interchange
LOCATION : SR 2 and Larrison Boulevard
COUNTY : St. Joseph PROJECT NO.: CJ245127
LATITUDE : 41.67173
LONGITUDE : -86.46301
DATUM : NAD 88
DATE STARTED : 06-20-24
DATE COMPLETED : 06-20-24

ELEVATION : 729.0	BORING METHOD : Hollow Stem Auger	HAMMER : Auto	
STATION : 384+06	RIG TYPE : D-70	DRILLER/INSP : J.S.	
OFFSET : 91.0 ft Right	CASING DIA. : ---	TEMPERATURE : 85 °F	
LINE : 'A'	CORE SIZE : ---	WEATHER : Sunny	
DEPTH : 90.0 ft			

GROUNDWATER: ▽ Encountered at 9.0 ft ▽ At completion 6.0 ft Caved in at 7.0 ft

ELEVATION	SAMPLE DEPTH	SOIL/MATERIAL DESCRIPTION	SAMPLE NUMBER	SPT per 6"	% RECOVERY	MOISTURE CONTENT	DRY DENSITY, pcf	POCKET PEN., tsf	UNCONF. COMP., tsf	ATTERBERG LIMITS LL	PL	PI	REMARKS
725.0	2.5	**Sand**, loose, moist, brown, A-2-4(0) Lab No. 39052	SS 1	5-5-4	89								
	5.0		SS 2	4-4-4	89					NP	NP	NP	4.0, pH = 7.8 SG = 2.64
	7.5		SS 3	4-4-4	67								
720.0	10.0		SS 4	0-0-0	67								
	12.5		SS 5	0-0-4	78								
715.0	15.0		SS 6	6-6-9	100								15.0, Introduced drilling fluid below 15 ft
	17.5	**Sand**, loose to medium dense, very oose from 8.5 to 12.5 ft, moist to wet below 9 ft, brown, A-3, Lab No. 39058	SS 7	7-7-10	83								
710.0	20.0		SS 8	7-9-11	83								
	22.5		SS 9	6-11-15	89								
705.0	25.0		SS 10	7-10-9	78								
	27.5												28.0, 1 ft of heave at 28 ft
700.0	30.0		SS 11	9-14-16	100								
	32.0												

Continued on next page

LOG OF TEST BORING
terracon
BORING NO.: TB-SB-1
CLIENT : Lochmueller Group
DES NO. : 2401505 & 2401506 STRUCTURE # : 002-71-10841 & 002-71-10842
PROJECT TYPE : New Interchange
LATITUDE : 41.67173
LONGITUDE : -86.46301
DATUM : NAD 88
SHEET 2 OF 3

ELEVATION	SAMPLE DEPTH	SOIL/MATERIAL DESCRIPTION	SAMPLE NUMBER	SPT per 6"	% RECOVERY	MOISTURE CONTENT	DRY DENSITY, pcf	POCKET PEN., tsf	UNCONF. COMP., tsf	ATTERBERG LIMITS LL	PL	PI	REMARKS
695.0	32.5		SS 12	15-15-13	78								
	35.0												
690.0	37.5		SS 13	11-13-13	78								
	40.0												
685.0	42.5		SS 14	11-10-11	67								
	45.0												43.0, 1 ft of heave at 43 ft
680.0	47.5	**Gravelly Sand**, medium dense, wet, brown, A-1-b, Lab No. 39059											
	50.0		SS 15	7-10-13	67								
675.0	52.5												48.0, 1 ft of heave at 48 ft
	55.0		SS 16	10-10-9	67								
670.0	57.5												
	60.0		SS 17	10-14-13	11								58.0, 1 ft of heave at 58 ft
665.0	62.5												
	65.0	**Sand**, medium dense to very dense, wet, brown, A-3, Lab No. 39057	SS 18	15-17-18	89								
660.0	67.5												68.0, 1 ft of heave at 68 ft
	70.0		SS 19	18-13-12	94								

Continued on next page

LOG OF TEST BORING
terracon
BORING NO.: TB-SB-1
CLIENT : Lochmueller Group
DES NO. : 2401505 & 2401506 STRUCTURE # : 002-71-10841 & 002-71-10842
PROJECT TYPE : New Interchange
LATITUDE : 41.67173
LONGITUDE : -86.46301
DATUM : NAD 88
SHEET 3 OF 3

ELEVATION	SAMPLE DEPTH	SOIL/MATERIAL DESCRIPTION	SAMPLE NUMBER	SPT per 6"	% RECOVERY	MOISTURE CONTENT	DRY DENSITY, pcf	POCKET PEN., tsf	UNCONF. COMP., tsf	ATTERBERG LIMITS LL	PL	PI	REMARKS
655.0	72.5	**Sand**, medium dense to very dense, wet, brown, A-3, Lab No. 39057											
	74.0		SS 20	25-29-29	83								73.0, 1 ft of heave at 73 ft
650.0	75.0	**Sandy Gravel**, medium dense to very dense, wet, brown, with sand seams, A-1-a, Lab No. 39056											
	77.5		SS 21	15-12-12	78								78.0, 1 ft of heave at 78 ft
645.0	80.0												
	82.5												
640.0	85.0												83.0, 1 ft of heave at 83 ft
	84.0		SS 22	31-27-45	94								
	87.5	**Sand**, very dense, wet, brown to gray below 89 ft, with silty loam seam near 89 ft, A-2-4, Lab No. 39053											
635.0	90.0												88.0, 1 ft of heave at 88 ft
	92.5	Bottom of Boring at 90.0 ft	SS 23	23-26-33	100								
630.0	95.0												
	97.5												
625.0	100.0												
	102.5												
620.0	105.0												
	107.5												
615.0	110.0												

LOG OF TEST BORING

terracon

BORING NO.: TB-SB-2
SHEET 1 OF 3
CLIENT : Lochmueller Group
DES NO. : 2401505 & 2401506 STRUCTURE # : 002-71-10841 & 002-71-10842
PROJECT TYPE : New Interchange
LOCATION : SR 2 and Larrison Boulevard
COUNTY : St. Joseph PROJECT NO.: CJ245127
LATITUDE : 41.67196
LONGITUDE : -86.46293
DATUM : NAD 88
DATE STARTED : 06-17-24
DATE COMPLETED : 06-18-24

ELEVATION : 732.0	BORING METHOD : Hollow Stem Auger	HAMMER : Auto	
STATION : 384+28	RIG TYPE : D-70	DRILLER/INSP : J.S.	
OFFSET : 0.0 ft	CASING DIA. : ---	TEMPERATURE : 92 °F	
LINE : 'A'	CORE SIZE : ---	WEATHER : Cloudy	
DEPTH : 90.0 ft			

GROUNDWATER: ▽ Encountered at 14.0 ft ▽ At completion 7.0 ft Caved in at 9.0 ft

ELEVATION	SAMPLE DEPTH	SOIL/MATERIAL DESCRIPTION	SAMPLE NUMBER	SPT per 6"	% RECOVERY	MOISTURE CONTENT	DRY DENSITY, pcf	POCKET PEN., tsf	UNCONF. COMP., tsf	ATTERBERG LIMITS LL	PL	PI	REMARKS
		Asphaltic Concrete 1.2											
730.0	2.5	**Loam**, medium stiff, moist, brown, (fill), A-4(2), Lab No. 39051 3.0	SS 1	7-3-4	67	22.8		2.5		31	25	6	2.0, pH = 7.4, SG = 2.54, LOI = 1 percent, soluble sulfate < 40 ppm
	5.0	**Sandy Loam**, soft, moist, brown, A-2-6, Lab No. 39055 5.0	SS 2	3-2-3	44	10.7 15.4		0.5 1.0					
725.0	7.5		SS 3	4-4-5	78								
	10.0		SS 4	3-2-4	78								
720.0	12.5		SS 5	3-1-1	83								
	15.0		SS 6	1-1-2	67								
715.0	17.5	**Sand**, loose to medium dense, very loose from 11 to 15 ft, moist to wet below 14 ft, brown, with gravelly sand seam near 35 ft, A-3, Lab No. 39058	SS 7	2-2-3	100								
	20.0		SS 8	6-7-10	100								20.0, Introduced drilling fluid below 20 ft
710.0	22.5		SS 9	8-10-11	67								
	25.0		SS 10	6-9-11	67								
705.0	27.5												
	30.0		SS 11	2-3-8	67								
700.0													

Continued on next page

Note:
The entire Geotechnical Report developed by Terracon will be made available to the Contractor upon request, prior to construction.
See Sheet 7 for additional Borings.

RECOMMENDED FOR APPROVAL: _____ / _____ DESIGN ENGINEER DATE

DESIGNED: B. ARPACI DRAWN: K. COFFMAN
CHECKED: - CHECKED: -

INDIANA
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS
SOUTHBOUND STRUCTURE

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	002-71-10841 & 10842
VERTICAL SCALE	DESIGNATION
N/A	2401505 & 2401506

SHEET 6 OF 12
CONTRACT
R-45760
BF'S NO. 7482

\\bfslor2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings – Bridge\748ZB701.dwg Kathy Coffman Plot: 11/21/2025 11:50 AM Save: 11/21/2025 11:49 AM

LOG OF TEST BORING

terracon

BORING NO.: TB-SB-2
SHEET 2 OF 3
CLIENT : Lochmueller Group
DES NO. : 2401505 & 2401506 STRUCTURE # : 002-71-10841 & 002-71-10842
LATITUDE : 41.67198
LONGITUDE : -86.46293
PROJECT TYPE : New Interchange
DATUM : NAVD 88

ELEVATION	SAMPLE DEPTH	SOIL/MATERIAL DESCRIPTION	SAMPLE NUMBER	SPT per 6"	% RECOVERY	MOISTURE CONTENT	DRY DENSITY, pcf	POCKET PEN., tsf	UNCONF. COMP., tsf	ATTERBERG LIMITS LL	PL	PI	REMARKS
695.0	35.0	**Sand**, loose to medium dense, very ocse from 11 to 15 ft, moist to wet below 14 ft, brown, with gravelly sand seam near 35 ft, A-3, Lab No. 39058	SS 12	11-16-19	89								
	37.5												
	40.0		SS 13	13-15-17	94								
690.0	42.5												
	45.0		SS 14	12-12-13	94								
685.0	47.5	**Gravelly Sand**, medium dense to dense, wet, brown, A-1-b, Lab No. 39059											
	50.0		SS 15	10-12-19	72								
680.0	52.5												
	55.0	**Sand**, dense, wet, brown, A-3, Lab No. 39057	SS 16	13-18-15	100								
675.0	57.5												
	60.0		SS 17	12-10-9	56								
670.0	62.5	**Sandy Gravel**, medium dense to very dense, wet, brown, with cobbles near 79 ft and 89 ft, A-1-a, Lab No. 39056											
	65.0		SS 18	15-15-16	33								
665.0	67.5												
	70.0		SS 19	12-16-13	67								

Continued on next page

EE BORING LOG (NDOT FORMAT) LAT & LONG C:\245127.GPJ IN_DOT1.GDT 3/4/25

LOG OF TEST BORING

terracon

BORING NO.: TB-SB-2
SHEET 3 OF 3
CLIENT : Lochmueller Group
DES NO. : 2401505 & 2401506 STRUCTURE # : 002-71-10841 & 002-71-10842
LATITUDE : 41.67198
LONGITUDE : -86.46293
PROJECT TYPE : New Interchange
DATUM : NAVD 88

ELEVATION	SAMPLE DEPTH	SOIL/MATERIAL DESCRIPTION	SAMPLE NUMBER	SPT per 6"	% RECOVERY	MOISTURE CONTENT	DRY DENSITY, pcf	POCKET PEN., tsf	UNCONF. COMP., tsf	ATTERBERG LIMITS LL	PL	PI	REMARKS
660.0	72.5												
	75.0												
655.0	77.5												
	80.0	**Sandy Gravel**, medium dense to very dense, wet, brown, with cobbles near 79 ft and 89 ft, A-1-a, Lab No. 39056	SS 20	20-21-18	56								
650.0	82.5												
	85.0		SS 21	27-23-15	11								
645.0	87.5												
	90.0		SS 22	15-12-12	33								
640.0	92.5												
	95.0		SS 23	20-30-24	6								
635.0	97.5												
	100.0												
630.0	102.5												
	105.0												
625.0	107.5												
	110.0												

90.0 Bottom of Boring at 90.0 ft

EE BORING LOG (NDOT FORMAT) LAT & LONG C:\245127.GPJ IN_DOT1.GDT 3/4/25

LOG OF TEST BORING

terracon

BORING NO.: TB-SB-3
SHEET 1 OF 3
CLIENT : Lochmueller Group
DES NO. : 2401505 & 2401506 STRUCTURE # : 002-71-10841 & 002-71-10842
LATITUDE : 41.67224
LONGITUDE : -86.46286
PROJECT TYPE : New Interchange
DATUM : NAVD 88
LOCATION : SR 2 and Larrison Boulevard
DATE STARTED : 06-18-24
COUNTY : St. Joseph PROJECT NO.: CJ245127 DATE COMPLETED : 06-18-24

ELEVATION : 729.0	BORING METHOD : Hollow Stem Auger	HAMMER : Auto	
STATION : 384+47	RIG TYPE : D-70	DRILLER/INSP : J.S.	
OFFSET : 94.0 ft Left	CASING DIA. : ---	TEMPERATURE : 78 °F	
LINE : 'A'	CORE SIZE : ---	WEATHER : Cloudy	
DEPTH : 90.0 ft			

GROUNDWATER: ▽ Encountered at 9.0 ft ▽ At completion 5.0 ft ▽ 8.5 ft After 24 hrs* ▽ Cved in at 9.0 ft

ELEVATION	SAMPLE DEPTH	SOIL/MATERIAL DESCRIPTION	SAMPLE NUMBER	SPT per 6"	% RECOVERY	MOISTURE CONTENT	DRY DENSITY, pcf	POCKET PEN. tsf	UNCONF. COMP., tsf	ATTERBERG LIMITS LL	PL	PI	REMARKS
	2.5	**Sandy Loam**, medium stiff to very stiff, moist, gray, A-2-6(1), Lab No. 39050	SS 1	4-4-5	89	17.3 15.4	108.3	1.5 1.75	1.26	28	14	14	2.0, pH = 7.5, SG = 2.67
725.0	3.0												
	5.0		SS 2	8-9-8	83								
	7.5		SS 3	5-4-4	78								
720.0			SS 4	2-2-2	78								
	10.0		SS 5	2-3-6	83								
	12.5		SS 6	4-5-6	78								
715.0	15.0		SS 7	6-7-9	78								
	17.5	**Sand**, loose to dense, very loose from 8.5 to 12.5 ft, moist to wet below 5 ft, brown, A-3, Lab No. 39058	SS 8	5-8-7	67								20.0, Introduced drilling fluid below 20 ft
710.0	20.0		SS 9	7-8-13	72								
	22.5		SS 10	9-10-12	67								
705.0	25.0												
	27.5		SS 11	11-15-17	78								
700.0	30.0												

32.0

Continued on next page

EE BORING LOG (NDOT FORMAT) LAT & LONG C:\245127.GPJ IN_DOT1.GDT 3/4/25

LOG OF TEST BORING

terracon

BORING NO.: TB-SB-3
SHEET 2 OF 3
CLIENT : Lochmueller Group
DES NO. : 2401505 & 2401506 STRUCTURE # : 002-71-10841 & 002-71-10842
LATITUDE : 41.67224
LONGITUDE : -86.46286
PROJECT TYPE : New Interchange
DATUM : NAVD 88

ELEVATION	SAMPLE DEPTH	SOIL/MATERIAL DESCRIPTION	SAMPLE NUMBER	SPT per 6"	% RECOVERY	MOISTURE CONTENT	DRY DENSITY, pcf	POCKET PEN. tsf	UNCONF. COMP., tsf	ATTERBERG LIMITS LL	PL	PI	REMARKS
695.0	35.0	**Gravelly Sand**, medium dense to dense, wet, brown, with cobbles near 39 ft, A-1-b(0), Lab No. 39059	SS 12	10-10-14	89								
	37.5												
690.0	40.0		SS 13	15-19-18	44								
	42.5												
685.0	45.0		SS 14	13-11-15	78					NP	NP	NP	44.0, pH = 7.9
	47.5												
680.0	50.0		SS 15	9-9-11	67								
	52.5												
675.0	55.0	**Sand**, medium dense, wet, brown, A-3, Lab No. 39057	SS 16	6-8-9	78								
	57.5												
670.0	60.0		SS 17	8-8-8	89								
	62.5												
665.0	65.0	**Sandy Gravel**, medium dense to very dense, wet, brown, A-1-a, Lab No. 39056	SS 18	6-8-13	89								
	67.5												
660.0	70.0		SS 19	15-12-19	78								

Continued on next page

EE BORING LOG (NDOT FORMAT) LAT & LONG C:\245127.GPJ IN_DOT1.GDT 3/4/25

LOG OF TEST BORING

terracon

BORING NO.: TB-SB-3
SHEET 3 OF 3
CLIENT : Lochmueller Group
DES NO. : 2401505 & 2401506 STRUCTURE # : 002-71-10841 & 002-71-10842
LATITUDE : 41.67224
LONGITUDE : -86.46286
PROJECT TYPE : New Interchange
DATUM : NAVD 88

ELEVATION	SAMPLE DEPTH	SOIL/MATERIAL DESCRIPTION	SAMPLE NUMBER	SPT per 6"	% RECOVERY	MOISTURE CONTENT	DRY DENSITY, pcf	POCKET PEN. tsf	UNCONF. COMP., tsf	ATTERBERG LIMITS LL	PL	PI	REMARKS
655.0	72.5												
	75.0		SS 20	12-13-9	67								
650.0	77.5												
	80.0	**Sandy Gravel**, medium dense to very dense, wet, brown, A-1-a, Lab No. 39056	SS 21	18-27-23	67								
645.0	82.5												
	85.0		SS 22	13-14-16	67								
640.0	87.5												
	90.0		SS 23	14-16-20	44								
635.0	92.5												
	95.0												
630.0	97.5												
	100.0												
625.0	102.5												
	105.0												
620.0	107.5												
	110.0												

90.0 Bottom of Boring at 90.0 ft

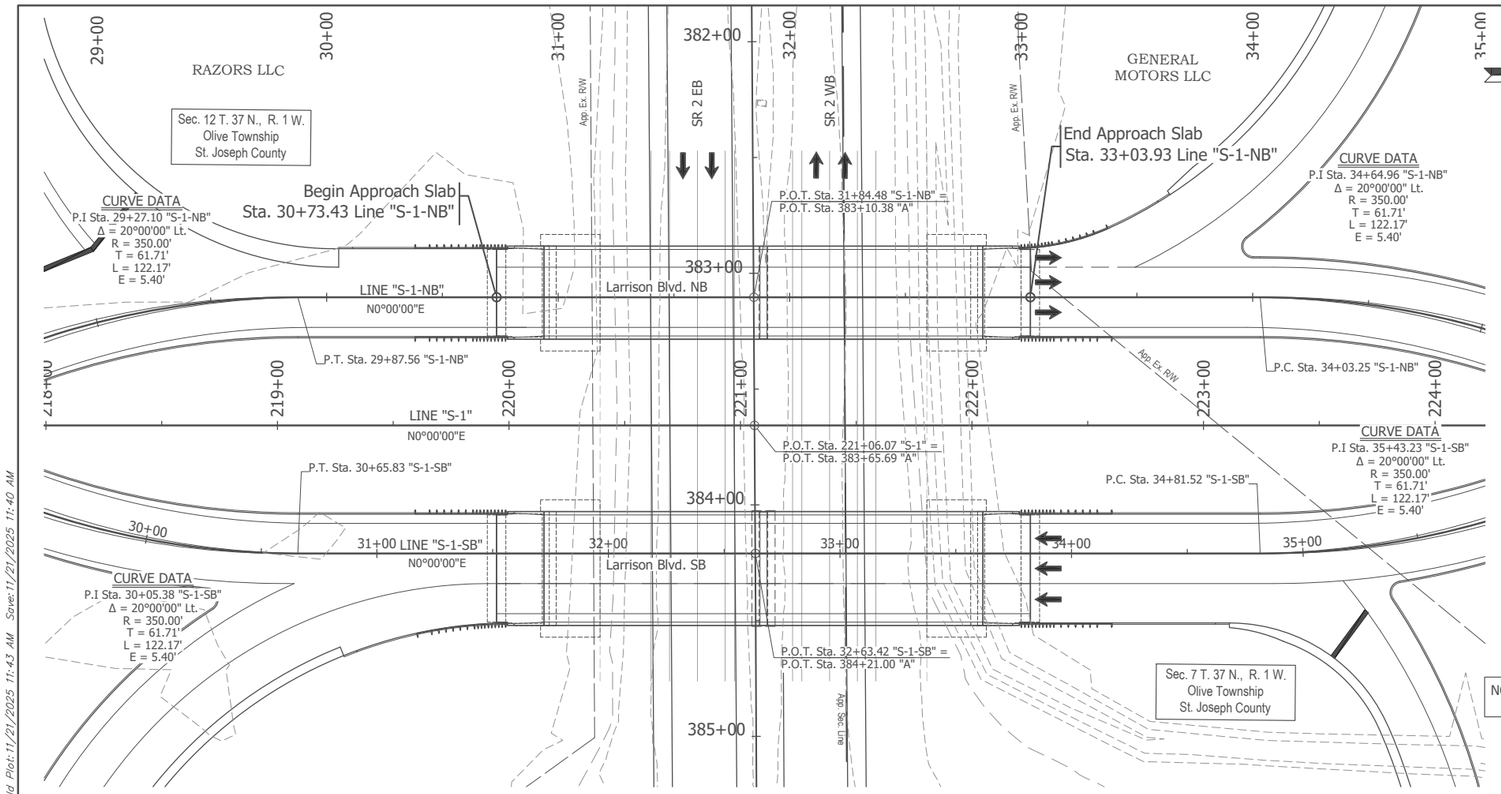
EE BORING LOG (NDOT FORMAT) LAT & LONG C:\245127.GPJ IN_DOT1.GDT 3/4/25

Note:
The entire Geotechnical Report developed by Terracon will be made available to the Contractor upon request, prior to construction.

	RECOMMENDED FOR APPROVAL: _____ / _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE: AS NOTED	BRIDGE FILE: 002-71-10841 & 10842
			VERTICAL SCALE: N/A	DESIGNATION: 2401505 & 2401506
	DESIGNED: B. ARPACI DRAWN: K. COFFMAN	SOIL BORINGS SOUTHBOUND STRUCTURE		SHEET: 7 OF 12
	CHECKED: - CHECKED: -			CONTRACT: R-45760

BFS NO. 7482

\\fsfat2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Bridge\748287O1.dwg Kathy Coffman Plot:11/21/2025 11:50 AM Save:11/21/2025 11:49 AM



No Existing Structure.

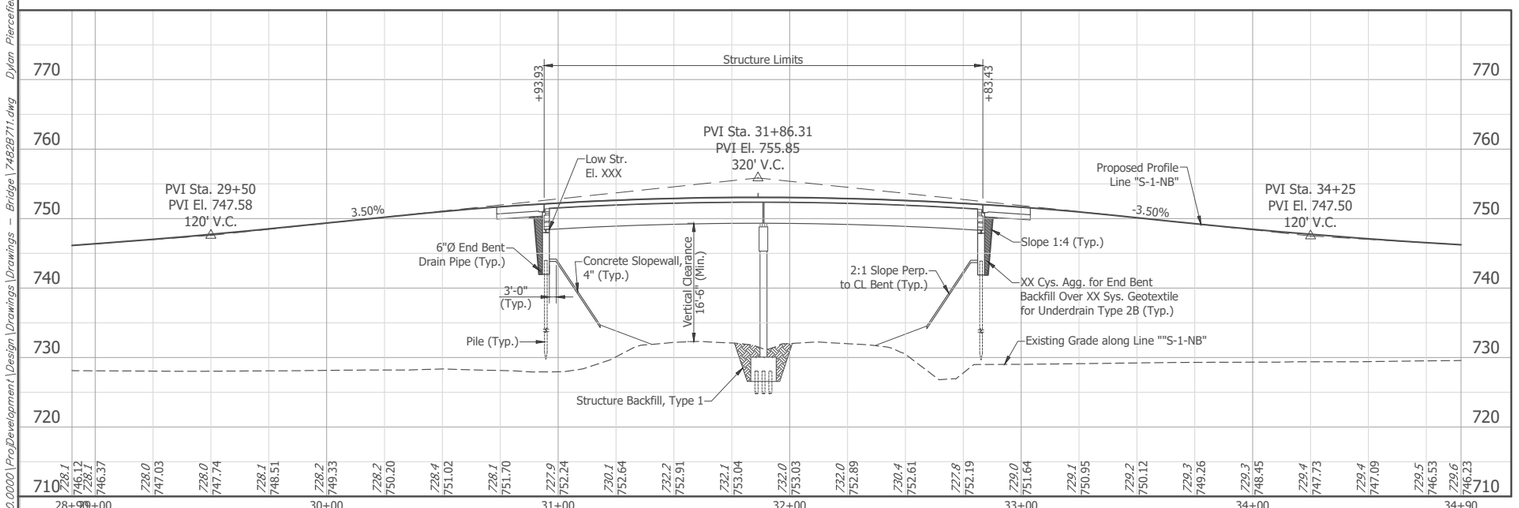
EXISTING STRUCTURE

Not To Scale

LEGEND

- (K) HMA Pavement
- (O) Compacted Aggregate, No. 53
- (MB) Mailbox Approach & Assembly (See Sheet X)
- (26) Sodding
- (29) Seed Mixture, R

NOTE: ALL TOPOGRAPHY INFORMATION REFERENCED TO LINE "A" UNLESS NOTED.



EARTHWORK	
ITEM	QUANTITY
FILL + 15%	Cys.
COMMON EXCAVATION	1,300 Cys.
USABLE WATERWAY EXCAVATION (30%)	Cys.
BORROW	Cys.

NOTE: Above Quantities Reflect Earthwork for Bridge Construction.

PRESTRESSED COMPOSITE CONTINUOUS
BULB-TEE BEAM BRIDGE
2 SPANS @ 94'-0"
37'-4" CLEAR ROADWAY; NO SKEW
LARRISON BLVD. OVER SR 2
ST. JOSEPH COUNTY

NOTES
See Sheet 2 For Utility Owners

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: B. WRIGHT DRAWN: D. PIERCEFIELD

CHECKED: _____ CHECKED: _____

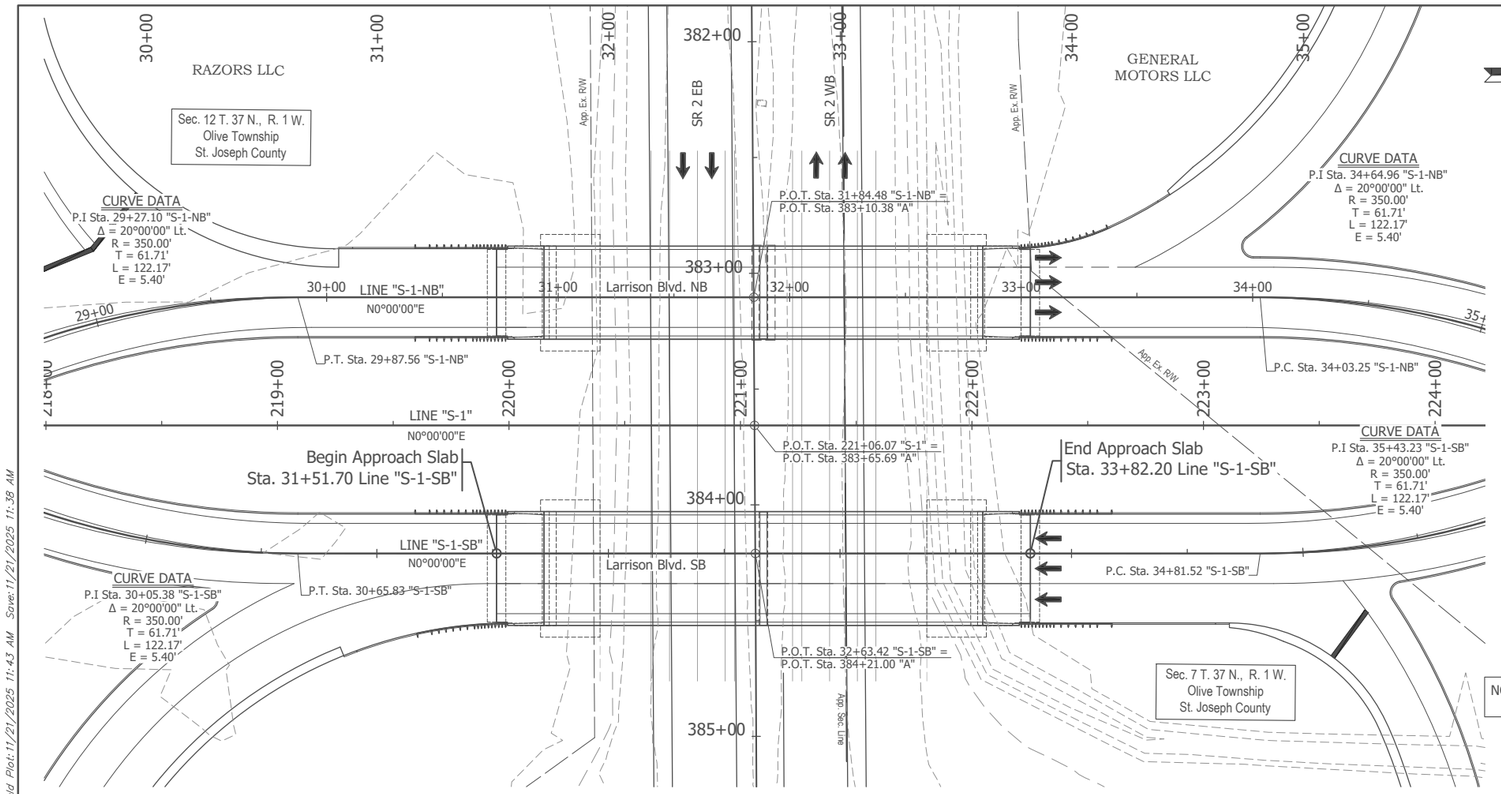
INDIANA
DEPARTMENT OF TRANSPORTATION

LAYOUT
NORTHBOUND STRUCTURE

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'-0"	002-71-10841 & 10842
VERTICAL SCALE	DESIGNATION
1" = 10'-0"	2401505 & 2401506
	SHEET
	8 OF 12
	CONTRACT
	R-45760

BFS NO. 7482

\\bfsfol2\jobs\748200.0000\ProjDevelopment\Design\Drawings\Drawings – Bridge\748281711.dwg Dylan Piercefield Plot:11/21/2025 11:43 AM Save:11/21/2025 11:40 AM



No Existing Structure.

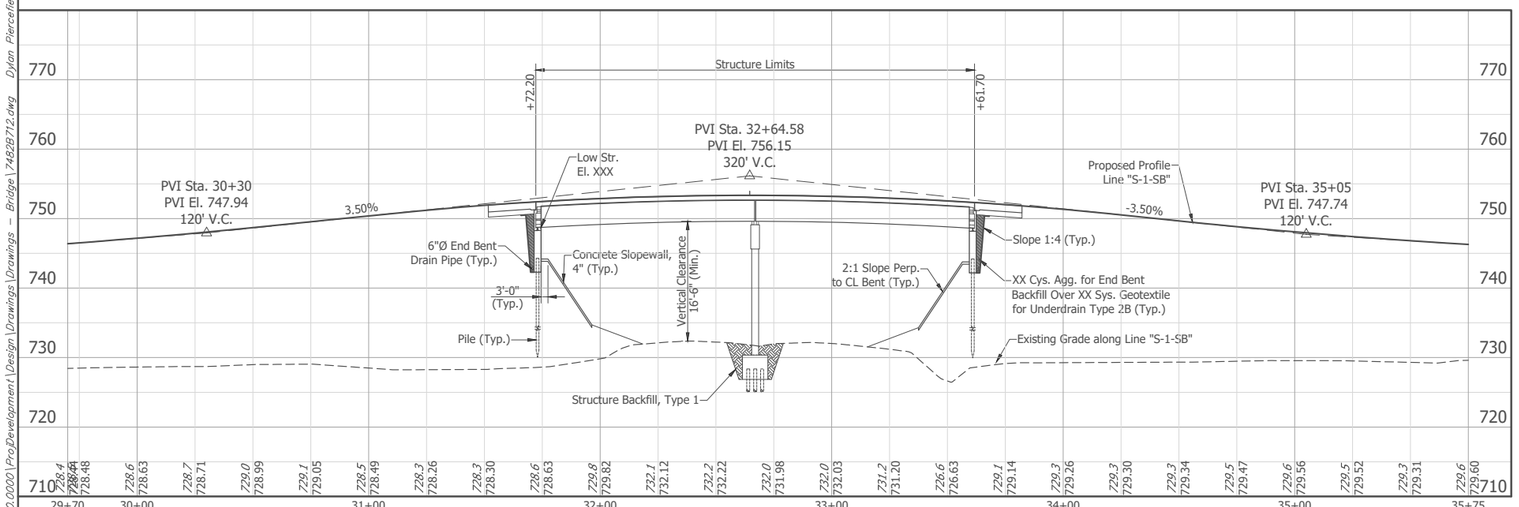
EXISTING STRUCTURE

Not To Scale

LEGEND

- (K) HMA Pavement
- (O) Compacted Aggregate, No. 53
- (MB) Mailbox Approach & Assembly (See Sheet X)
- (26) Sodding
- (29) Seed Mixture, R

NOTE: ALL TOPOGRAPHY INFORMATION REFERENCED TO LINE "A" UNLESS NOTED.



EARTHWORK	
ITEM	QUANTITY
FILL + 15%	Cys.
COMMON EXCAVATION	1,300 Cys.
USABLE WATERWAY EXCAVATION (30%)	Cys.
BORROW	Cys.

NOTE: Above Quantities Reflect Earthwork for Bridge Construction.

NOTES

See Sheet 2 For Utility Owners

PRESTRESSED COMPOSITE CONTINUOUS
BULB-TEE BEAM BRIDGE
2 SPANS @ 94'-0"
46'-4" CLEAR ROADWAY; NO SKEW
LARRISON BLVD. OVER SR 2
ST. JOSEPH COUNTY

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: B. WRIGHT DRAWN: D. PIERCEFIELD

CHECKED: _____ CHECKED: _____

INDIANA
DEPARTMENT OF TRANSPORTATION

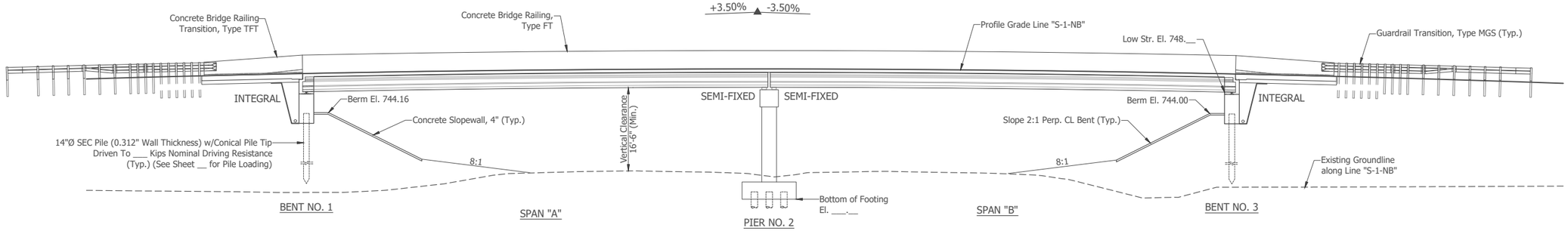
LAYOUT
SOUTHBOUND STRUCTURE

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'-0"	002-71-10841 & 10842
VERTICAL SCALE	DESIGNATION
1" = 10'-0"	2401505 & 2401506
	SHEET
	9 OF 12
	CONTRACT
	R-45760

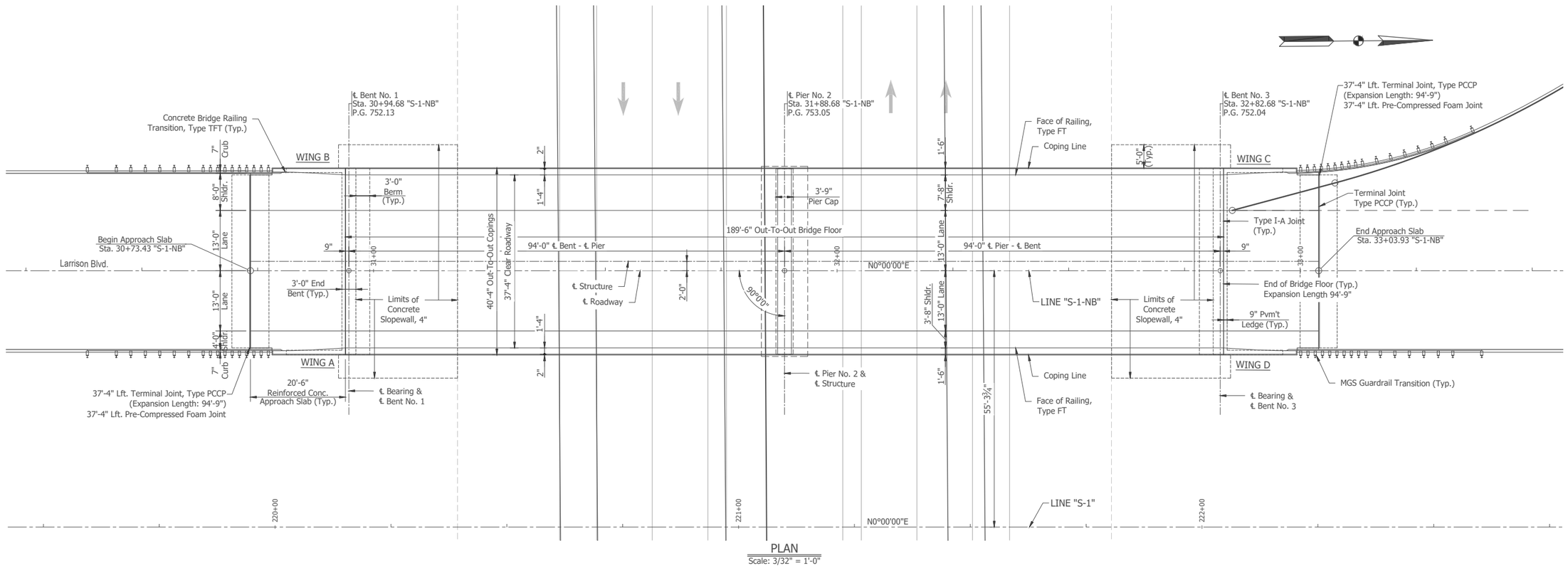
BFS NO. 7482

\\bfsfol2\jobs\748200.0000\ProjDevelopment\Design\Drawings\Drawings – Bridge\748287I2.dwg Dylon Piercefield Plot:11/21/2025 11:43 AM Save:11/21/2025 11:38 AM

STRUCTURE TO BE BUILT ON A 320' VERTICAL CURVE
PVI Sta. 31+86.31 "S-1-NB"
PVI El. 755.85
+3.50% -3.50%



ELEVATION
Scale: 3/32" = 1'-0"



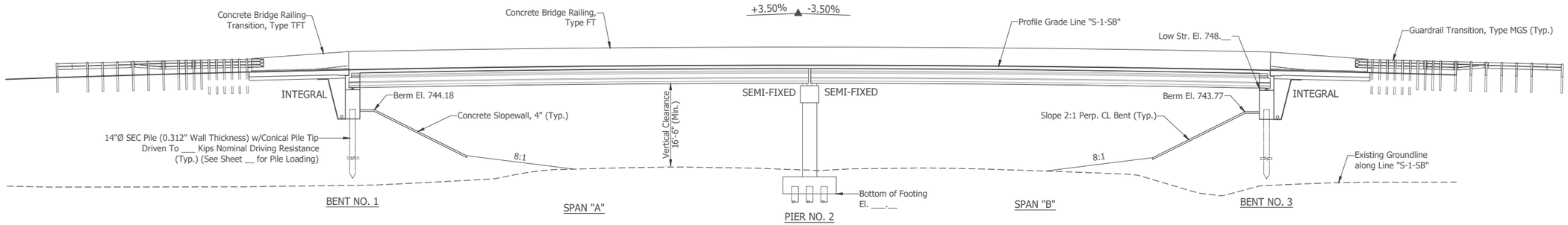
PLAN
Scale: 3/32" = 1'-0"

	RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE: AS NOTED; VERTICAL SCALE: N/A	BRIDGE FILE: 002-71-10841 & 10842; DESIGNATION: 2401505 & 2401506
	DESIGNED: B. ARPACI DRAWN: D. PIERCEFIELD CHECKED: - CHECKED: -	GENERAL PLAN - PLAN & ELEVATION NORTHBOUND STRUCTURE		SHEET: 10 OF 12; CONTRACT: R-45760; BFS NO. 7482

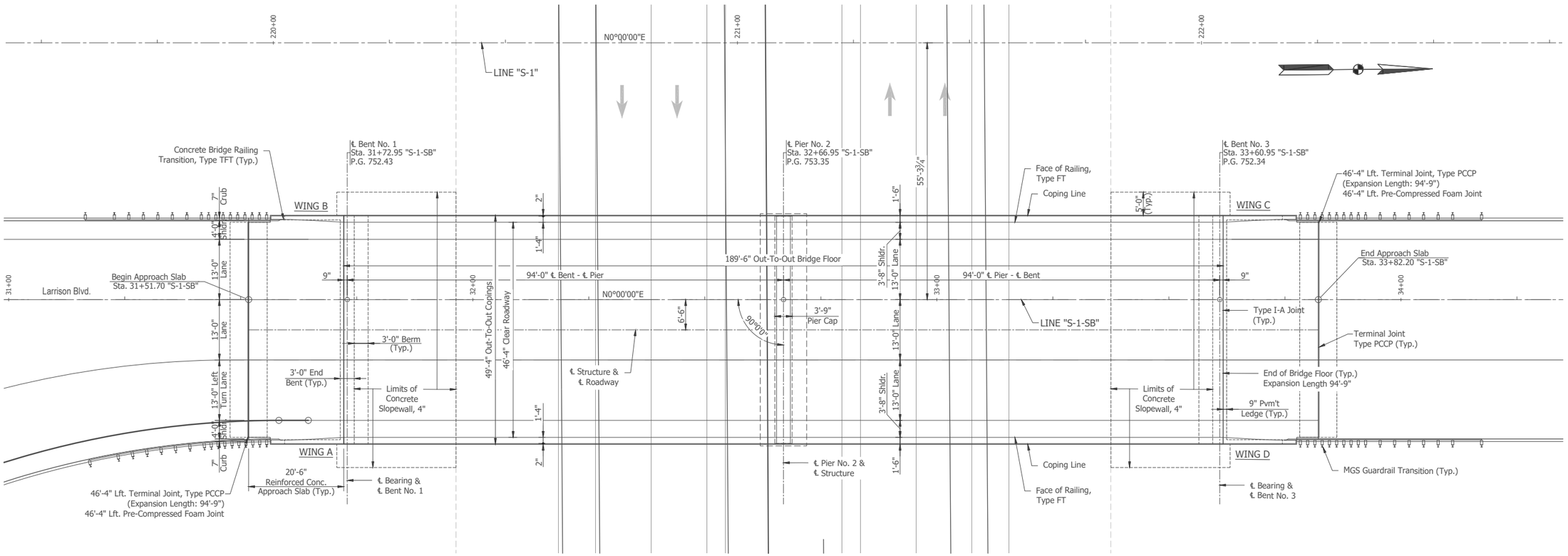
\\bfslo2\Jobs5\748200.0001\ProjDevelopment\Design\Drawings\Drawings – Bridge\748ZB221.dwg Dylon Piercefield Plot:11/21/2025 11:44 AM Save:11/21/2025 11:32 AM

\\dfsla02\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Bridge\748282122.dwg Dylan Piercefield Plot:11/21/2025 11:46 AM Save:11/21/2025 11:30 AM

STRUCTURE TO BE BUILT ON A 320' VERTICAL CURVE
PVI Sta. 32+64.58 "S-1-SB"
PVI El. 756.15
+3.50% -3.50%



ELEVATION
Scale: 3/32" = 1'-0"



PLAN
Scale: 3/32" = 1'-0"

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: B. ARPACI DRAWN: D. PIERCEFIELD

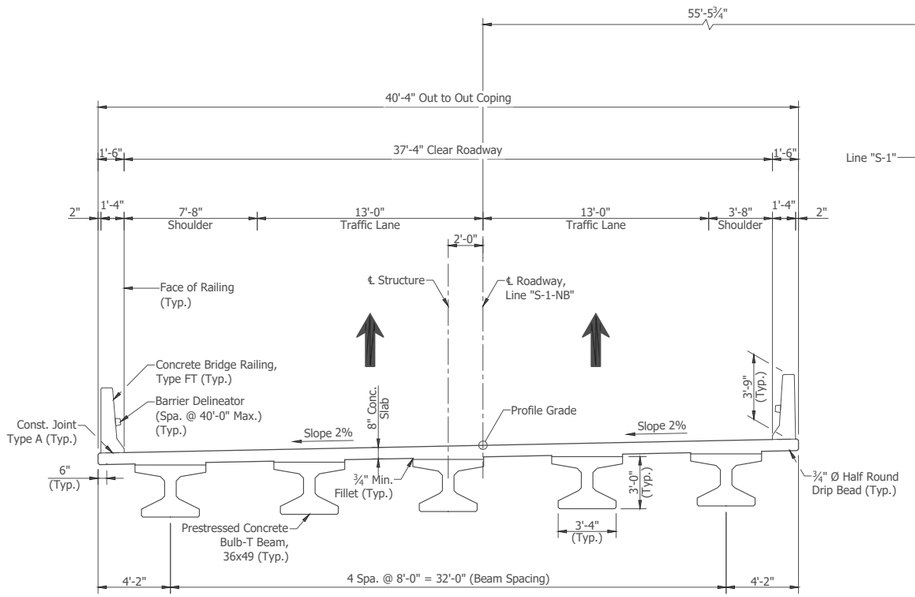
CHECKED: - CHECKED: -

INDIANA
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN - PLAN & ELEVATION
SOUTHBOUND STRUCTURE

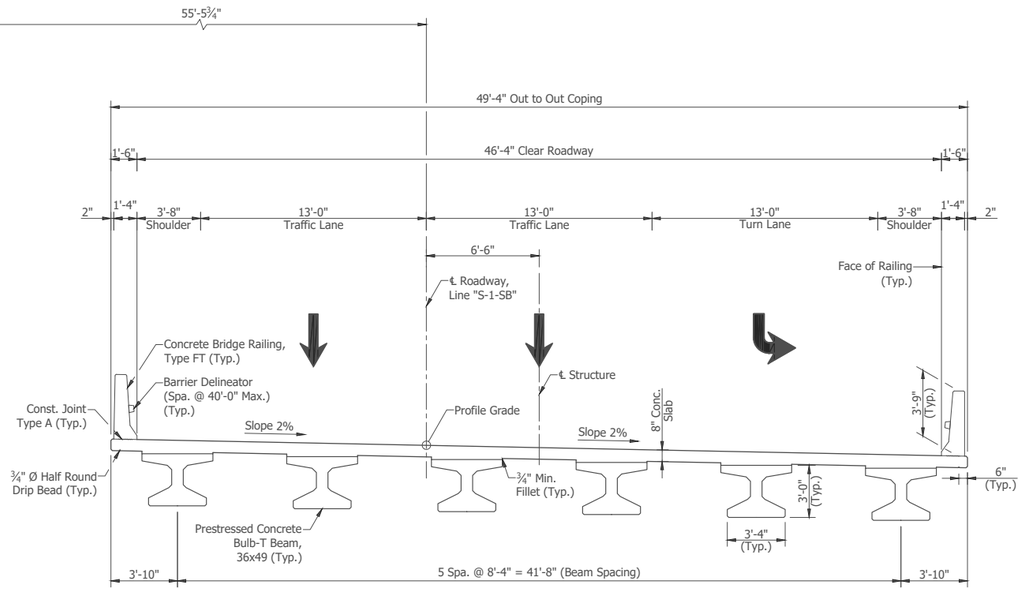
HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	002-71-10841 & 10842
VERTICAL SCALE	DESIGNATION
N/A	2401505 & 2401506
	SHEET 11 OF 12
	CONTRACT R-45760

BFS NO. 7482



NORTHBOUND

Line "S-1"



SOUTHBOUND

TYPICAL SECTION

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

GENERAL NOTES

The minimum pile tip elevation noted is the elevation that the piles must reach.

Epoxy coated reinforcing bars shall be required in various portions of the structure as shown.

Reinforcing bars covering shall be 2 ½" in top and 1" in bottom of floor slabs, 2 1/2" in top of approach slabs, 3" in footings, except bottom steel which shall be 4", and 2" in all other areas unless noted.

Reinforcing bars shall be A.S.T.M. A615, Grade 60.

Concrete shall be Class C in end bents and floor slab.

Concrete shall be Class B in footing.

Concrete shall be Class A in all portions of the project not noted above.

Chamfer exposed corners of concrete 3/4" unless noted.

Surface seal shall be required on various areas of the structure as shown.

Estimated Quantities:
Surface Seal = XX Sft.

DESIGN STRESSES

MATERIAL DESIGN STRENGTHS:

Class "C" Concrete	F'c = 4,000 p.s.i.
Class "B" Concrete	F'c = 3,000 p.s.i.
Class "A" Concrete	F'c = 3,500 p.s.i.
Reinforcing Steel (Grade 60)	Fy = 60,000 p.s.i.

SEISMIC DESIGN DATA:

Seismic Performance Zone	1
Acceleration Coefficient	0.074
Seismic Soil Profile Type	D

WIND LOAD:

Designed for 70 mph horizontal wind load in accordance with LRFD 3.8.1.

CONSTRUCTION LOADING:

The exterior beam has been checked for strength, deflection, and overturning using the construction loads shown. Cantilever overhang brackets were assumed for support of the deck overhang past the edge of the exterior beam. Finishing machine was assumed to be supported 6 in. outside the vertical coping form. The top overhang brackets were assumed to be located 6 in. past the edge of the vertical coping form. The bottom overhang brackets were assumed to be braced against the intersection of the beam bottom flange and web.

DECK FALSEWORK LOADS:

Designed for 15 psf for permanent metal stay-in-place deck forms, removable deck forms at copings, and 2 ft. exterior walkway.

CONSTRUCTION LIVE LOAD:

Designed for 20 psf extending 2 ft. past the edge of coping and 75 lb/ft vertical force applied at a distance of 6 in. outside the face of coping over a 30 foot length of the deck centered with the finishing machine.

FINISHING-MACHINE LOAD:

4500 lb distributed over 10 ft. along the coping.

DESIGN DATA

LIVE LOAD:

Designed for HL-93 loading, in accordance with the AASHTO LRFD Bridge Design Specifications, 8th Edition, 2017 and its subsequent revisions.
Designed for 75 psf pedestrian loading for future sidewalks at each coping.

DEAD LOAD:

Actual plus 35 psf (composite) for future wearing surface and 15 psf for permanent metal deck forms.
Designed for 925 plf for future sidewalks at each coping.

FLOOR SLAB:

Designed with a structural depth of 7 ½" plus ½" sacrificial wearing surface.

PRESTRESSED COMPOSITE CONTINUOUS BULB-TEE
BEAM BRIDGE
2 SPANS @ 94'-0"
37'-4" (NB), 46'-4" (SB) CLEAR ROADWAY; NO SKEW
LARRISON BLVD. OVER SR 2
ST. JOSEPH COUNTY

RECOMMENDED FOR APPROVAL: _____ / _____
DESIGN ENGINEER DATE

INDIANA
DEPARTMENT OF TRANSPORTATION

DESIGNED: B. ARPACI | DRAWN: S. SEKAR
CHECKED: _____ | CHECKED: --

GENERAL PLAN - TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	002-71-10841 & 10842
VERTICAL SCALE	DESIGNATION
N/A	2401505 & 2401506
	SHEET
	12 OF 12
	CONTRACT
	R-45760

BFS NO. 7482

\\bfsfol2\jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Bridge\748282F23.dwg Dylan Piercefield Plot:11/21/2025 11:46 AM Save:11/21/2025 11:20 AM

Excerpt

CONTRACT	DESIGNATION
R-45760	2401424

KIN PROJECT INFORMATION	
DESIGNATION	PROJECT DESCRIPTION
2401424 (LEAD)	New Interchange Construction at SR 2, Larrison Blvd. and Strawberry Rd. (St. Joseph County)
2401505	New Bridge Construction Larrison Blvd. Northbound (St. Joseph County)
2401506	New Bridge Construction Larrison Blvd. Southbound (St. Joseph County)

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLANS

ROUTE: SR 2 FROM: RP 73+83 TO: RP 74+97

DESIGNATION NO. 2401424

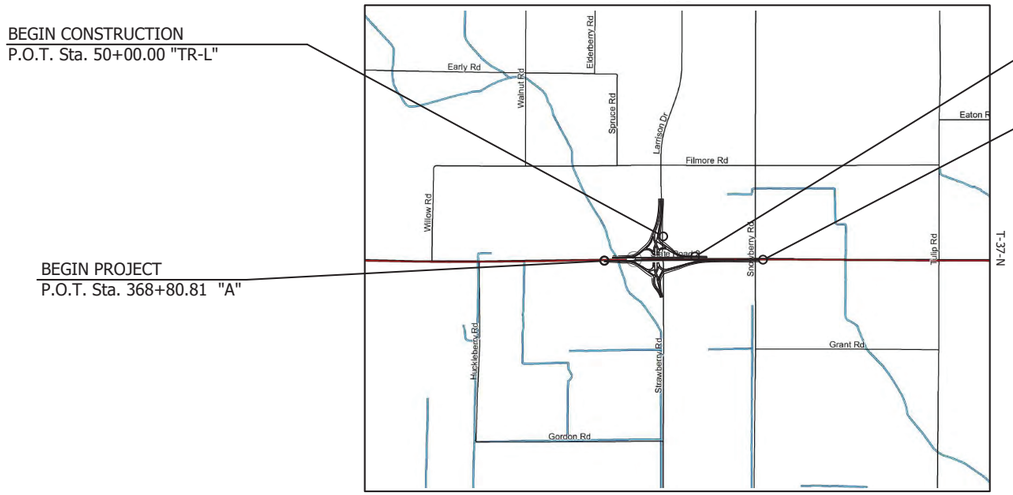
TRAFFIC DATA		SR 2		Larrison Blvd.	
A.A.D.T.	(2027)	20,600	V.P.D.	6,500	V.P.D.
A.A.D.T.	(2037)	40,700	V.P.D.	23,500	V.P.D.
D.H.V.	(2037)	3,900	V.P.H.	3,880	V.P.H.
DIRECTIONAL DISTRIBUTION		50	%	43	%
TRUCKS		16	% A.A.D.T.	13	% A.A.D.T.
		4	% D.H.V.	5	% D.H.V.
DESIGN DATA					
DESIGN SPEED		60 M.P.H.		30 M.P.H.	
PROJECT DESIGN CRITERIA		3R		4R	
FUNCTIONAL CLASSIFICATION		PRINCIPAL ARTERIAL		MAJOR COLLECTOR	
RURAL/URBAN		RURAL		RURAL	
TERRAIN		LEVEL		LEVEL	
ACCESS CONTROL		LIMITED ACCESS		LIMITED ACCESS	

New Interchange at SR 2 and Larrison Blvd, Located in Section 12, T-37-N, R-1-W, and Section 7, T-37-N, R-1-E, Olive Township, St. Joseph County, Indiana.

GROSS LENGTH: 2.67 Mi.
NET LENGTH: 2.63 Mi.

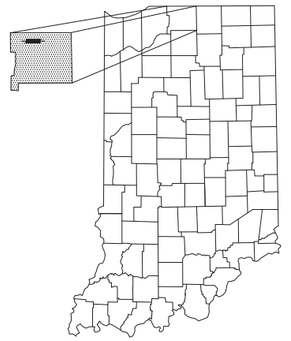
SCALES:

PLAN {LONG:- 1"=20' TRANS:- 1"=20' PROFILE {HORIZ:- 1"=20' VERT:- 1"=10' MAX. GRADE- 1.53%



SCALE: 1" = 2000'

ST. JOSEPH COUNTY



PROJECT LOCATION SHOWN BY
ST. JOSEPH COUNTY

BEGIN:
LATITUDE: 41°40'19"N LONGITUDE: 86°28'12"W
END:
LATITUDE: 41°19'00"N LONGITUDE: 86°27'09"W

ROADWAY LENGTH: 0.24 MI.
BRIDGE LENGTH: N/A MI.
TOTAL LENGTH: 0.24 MI.
MAX. GRADE: 1.53 %

HUC: 07120001010060
07120001010070

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

PLANS PREPARED BY: Butler Fairman and Seufert Inc. (317)713-4615 PHONE
CERTIFIED BY: DATE
APPROVED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION DATE

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

BRIDGE FILE	
DESIGNATION	2401424
SURVEY BOOK	SHEET 1 OF 70
CONTRACT	R-45760

BFS NO. 748200

\\bfsfs02\Jobs5\748200.0000\Proj\Development\Design\Drawings\Drawings - Maintenance of Traffic\748200_MT01.dwg Jarrett Rhine Plot:1/9/2026 8:42 AM Save:1/8/2026 5:02 PM

UTILITIES

COMMUNICATIONS:

AT&T - DISTRIBUTION
Dennis Protega
302 S. East St.
Crown Point, IN 46307
219-662-4689
dp7986@att.com

BRIGHTSPEED
Melissa Teague
1728 Churchman Ave.
Indianapolis, IN 46203
765-656-46663
Melissa.Teague@brightspeed.com

CHOICE LIGHT INC.
Brandon Liggett
130 S. Main St.
South Bend, IN 46601
574-968-5342
bliggett@choicelight.org

ELECTRIC:

AEP TRANSMISSION
Joshua Adams
8600 Smiths Mill Rd.
New Albany, OH 43054
614-933-2297
sedeforf@aep.com

AEP DISTRIBUTION
Colton Kidder
3514 Landin Rd.
New Haven, IN 46774
ckidder@aep.com

TOWN OF NEW CARLISLE ELECTRIC
Jason Quirk
574-850-0490
j.quirk@townofnewcarlisle.com

GAS:

NIPSCO
Jonathan Erdahl
801 E. 86th St.
Merrillville, IN 46410
219-647-6260
utilitycoordination@nisource.com

SANITARY SEWER:

TOWN OF NEW CARLISLE SANITARY SEWER
John Mozinski
j.mozinski@townofnewcarlisle.com

SOUTH BEND SANITARY
Jacob M. Klosinski
227 W. Jefferson Blvd.
South Bend, IN 46601
574-235-9496
jklosinski@southbendin.gov

WATER:

SOUTH BEND WATER
Jacob M. Klosinski
227 W. Jefferson Blvd.
South Bend, IN 46601
574-235-9496
jklosinski@southbendin.gov

PETROLEUM:

BUCKEYE PIPELINE
Brian Barr
6161 Hamilton Rd.
Allentown, PA 18106
610-904-4156
encroachmentreviews@buckeye.com

GENERAL NOTES

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

** REPRESENTS GENERAL NOTES REQUIRED

INDEX

SHEET NO.	DESIGNATION
1	TITLE SHEET
2	INDEX SHEET
3-19	TYPICAL CROSS SECTIONS
20-21	DETOUR SHEETS
22-26	MAINTENANCE OF TRAFFIC - PHASE 1
27-31	MAINTENANCE OF TRAFFIC - PHASE 2
32-34	PLAN & PROFILES - LINE "TR-L"
35-36	CONSTRUCTION DETAILS - LINE "A"
37-39	PAVEMENT MARKINGS AND SIGNAGE - LINE "TR-L"
40-43	MAINTENANCE OF TRAFFIC - PHASE 3
44-47	MAINTENANCE OF TRAFFIC - PHASE 4
48-51	MAINTENANCE OF TRAFFIC - PHASE 5
52-54	MAINTENANCE OF TRAFFIC - PHASE 6
56	MISCELLANEOUS TABLES
57	PAVEMENT QUANTITIES AND APPROACHES TABLE
58	STRUCTURE DATA TABLE
59-70	CROSS SECTIONS Removed

REVISIONS

SHEET NO.	DATE	REVISED

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: KWH

CHECKED: CWW CHECKED: LRH

INDIANA DEPARTMENT OF TRANSPORTATION

INDEX

SCALE: N/A

BRIDGE FILE:

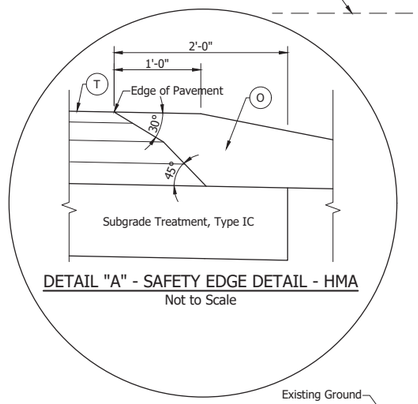
DESIGNATION: 2401424

SHEET: 2 OF 70

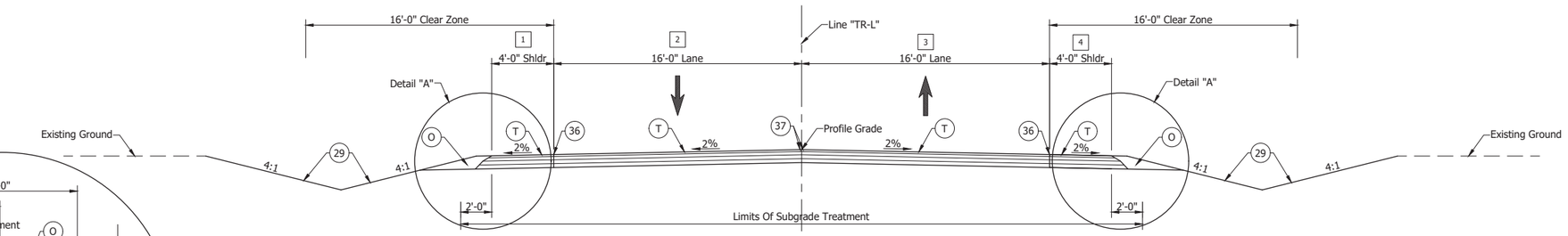
CONTRACT: R-45760

BFS NO. 748200

\\bfsloi2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M102.dwg Jarrett Rhine Plot:1/9/2026 8:42 AM Save:1/7/2026 3:24 PM

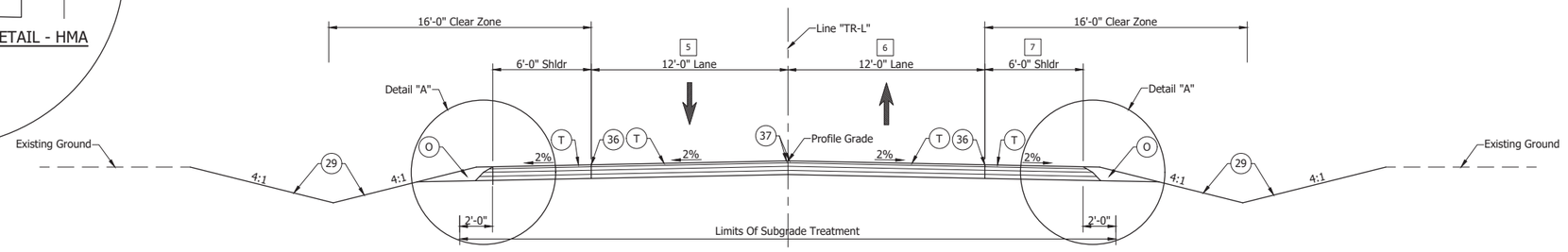


DETAIL "A" - SAFETY EDGE DETAIL - HMA
Not to Scale



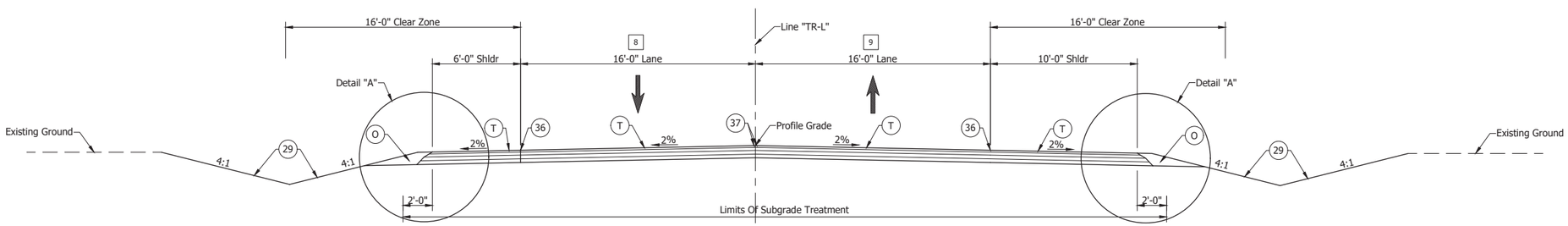
TYPICAL CROSS SECTION - LINE "TR-L"
Scale: 1/4" = 1'-0"
Sta. 51+27.60 "TR-L" To Sta. 55+28.94 "TR-L"

1. Shoulder Width Varies From 4'-0" To 6'-0" From Sta. 54+28.94 "TR-L" To Sta. 55+28.94 "TR-L".
2. Lane Width Varies From 16'-0" To 12'-0" From Sta. 54+28.94 "TR-L" To Sta. 55+28.94 "TR-L".
3. Lane Width Varies From 16'-0" To 12'-0" From Sta. 54+28.94 "TR-L" To Sta. 55+28.94 "TR-L".
4. Shoulder Width Varies From 4'-0" To 6'-0" From Sta. 54+28.94 "TR-L" To Sta. 55+28.94 "TR-L".



TYPICAL CROSS SECTION - LINE "TR-L"
Scale: 1/4" = 1'-0"
Sta. 55+28.94 "TR-L" To Sta. 59+50.60 "TR-L"

5. Lane Width Varies From 12'-0" To 16'-0" From Sta. 58+50.60 "TR-L" To Sta. 59+50.60 "TR-L".
6. Lane Width Varies From 12'-0" To 16'-0" From Sta. 58+50.60 "TR-L" To Sta. 59+50.60 "TR-L".
7. Shoulder Width Varies From 6'-0" To 10'-0" From Sta. 58+50.60 "TR-L" To Sta. 59+50.60 "TR-L".



TYPICAL CROSS SECTION - LINE "TR-L"
Scale: 1/4" = 1'-0"
Sta. 59+50.60 "TR-L" To Sta. 62+48.65 "TR-L"

8. Lane Width Varies From 16'-0" To 80'-10" From Sta. 61+18.75 "TR-L" To Sta. 62+48.65 "TR-L".
9. Lane Width Varies From 16'-0" To 96'-0" From Sta. 61+18.75 "TR-L" To Sta. 62+48.65 "TR-L".

LEGEND

- (T) Temporary HMA Pavement Consisting Of:
  165 #/Sys. HMA Surface, Type D, On
  275 #/Sys. HMA Intermediate, Type D, On
  660 #/Sys. HMA Base, Type D, On
  Subgrade Treatment, Type IC
- (O) Compacted Aggregate No. 53
- (29) Temporary Seed
- (36) Line, Paint, Solid, White, 6"
- (37) Line, Paint, Solid, Yellow, 6"

BF&S PRELIMINARY NOT FOR CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

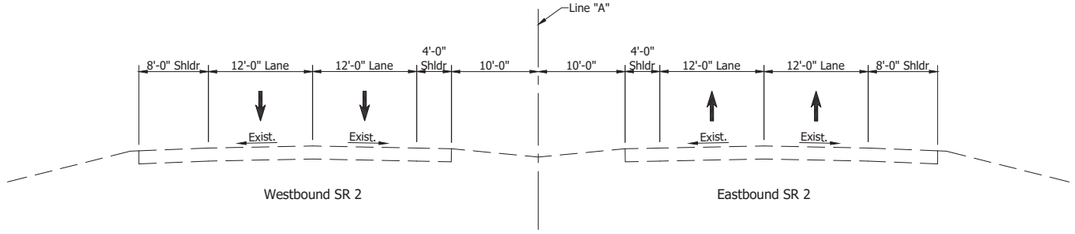
TYPICAL CROSS SECTIONS
LINE "TR-L"

SCALE	BRIDGE FILE
1/4" = 1'-0"	
	DESIGNATION
	2401424

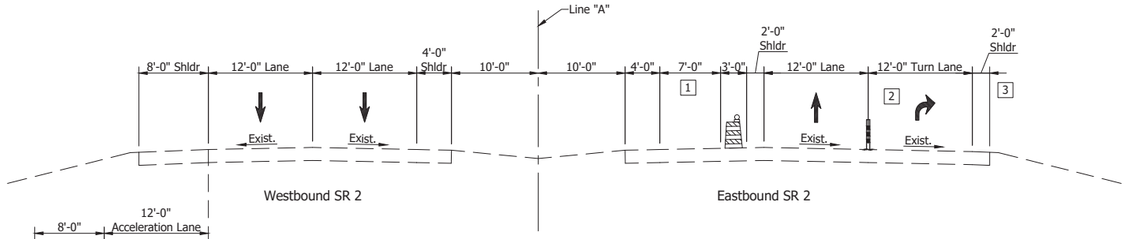
SHEET		
3	OF	70
CONTRACT		
R-45760		

BFS NO. 748200

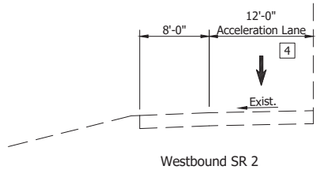
\\bfsla02\jobs5\748200.0000\ProDevelopment\Design\Drawings\Drawings – Maintenance of Traffic\748200.M211.dwg Jarrett Rhine Plot:1/9/2026 8:42 AM Save:1/3/2026 9:21 PM



TYPICAL CROSS SECTION - MOT PHASE 1
Scale: 1/8" = 1'-0"
Beginning Of Construction Zone To Sta. 349+62 "A"



TYPICAL CROSS SECTION - MOT PHASE 1
Scale: 1/8" = 1'-0"
Sta. 349+62 "A" To Sta. 377+83 "A"



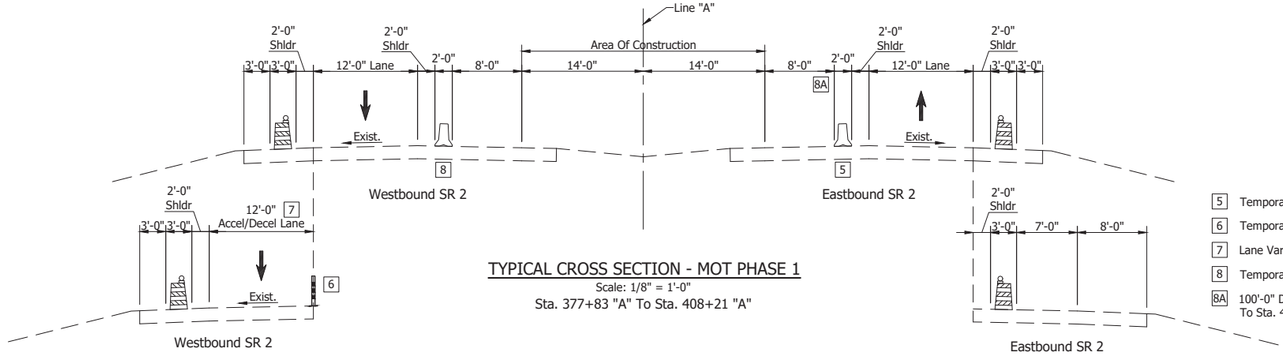
TYPICAL CROSS SECTION - MOT PHASE 1
Larrison Blvd. Acceleration
Scale: 1/8" = 1'-0"
Sta. 356+50 "A" To Sta. 377+83 "A"

1 Inside Travel Lane Varies 12'-0" To 0'-0" For Lane Merge Taper From Sta. 349+62 "A" To Sta. 356+82 "A".

2 Right Turn Lane From Sta. 349+62 "A" To Sta. 357+23 "A" With Tubular Markers. Acceleration Lane From Sta. 357+23 "A" To Sta. 368+00 "A" With Tubular Markers. Varies From 12'-0" To 0'-0" From Sta. 368+00 "A" To Sta. 373+83 "A".

3 Shoulder Varies From 2'-0" To 8'-0" From Sta. 368+00 "A" To Sta. 373+83 "A".

4 Acceleration Lane Varies From 0'-0" To 12'-0" From Sta. 356+50 "A" To Sta. 362+30 "A".



TYPICAL CROSS SECTION - MOT PHASE 1
Scale: 1/8" = 1'-0"
Sta. 377+83 "A" To Sta. 408+21 "A"

5 Temporary Traffic Barrier Flare From Sta. 375+57 "A" To Sta. 377+83 "A".

6 Temporary Tubular Markers From Sta. 381+59 "A" To Sta. 387+59 "A".

7 Lane Varies From 12'-0" To 0'-0" From Sta. 390+20 "A" To Sta. 392+30 "A".

8 Temporary Traffic Barrier Flare From Sta. 407+03 "A" To Sta. 408+21 "A".

8A 100'-0" Downstream Taper For Inside Travel Lane Opening From Sta. 407+03 "A" To Sta. 408+03 "A".

TYPICAL CROSS SECTION - MOT PHASE 1
Larrison Blvd. Acceleration/Deceleration Lane
Scale: 1/8" = 1'-0"
Sta. 377+83 "A" To Sta. 392+30 "A"

TYPICAL CROSS SECTION - MOT PHASE 1
Strawberry Rd. Acceleration/Deceleration Lane
Scale: 1/8" = 1'-0"
Sta. 378+90 "A" To Sta. 399+30 "A"

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: JNR

CHECKED: CWW | CHECKED: LRH

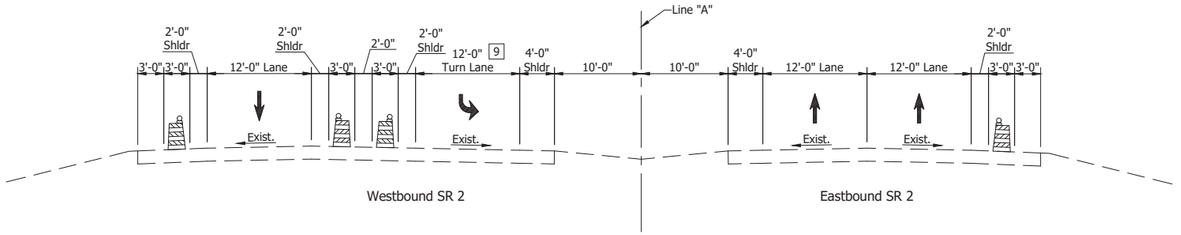
INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL CROSS SECTIONS
PHASE 1

SCALE	BRIDGE FILE
1/8" = 1'-0"	
	DESIGNATION
	2401424
	SHEET 4 OF 70
	CONTRACT R-45760

BFS NO. 748200

\\bfsfol2\jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M212.dwg Jarrett Rhine Plot:1/9/2026 8:42 AM Save:1/9/2026 8:38 AM

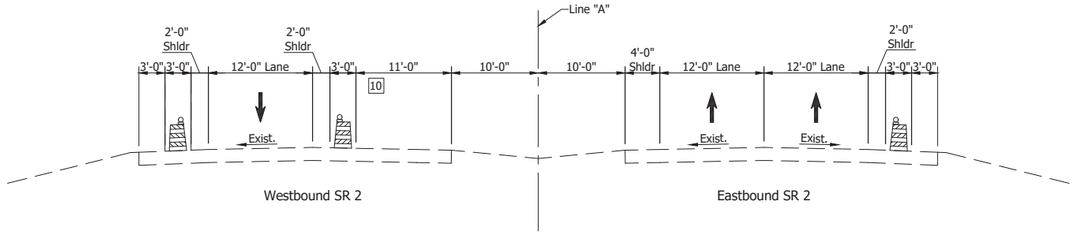


TYPICAL CROSS SECTION - MOT PHASE 1

Scale: 1/8" = 1'-0"

Sta. 408+21 "A" To Sta. 417+30 "A"

9 Left Turn Lane Opening Taper From Sta. 415+30 "A" To Sta. 417+30 "A".

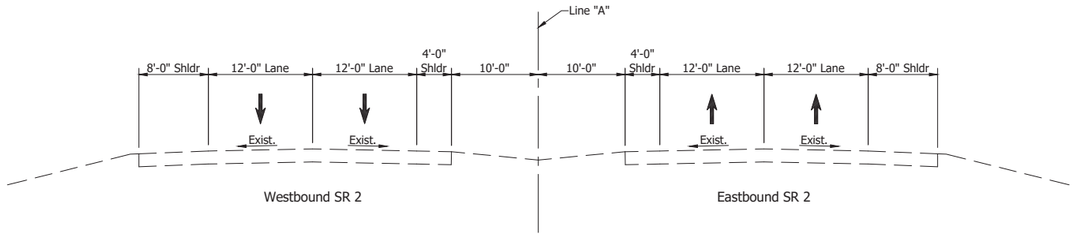


TYPICAL CROSS SECTION - MOT PHASE 1

Scale: 1/8" = 1'-0"

Sta. 417+30 "A" To Sta. 425+50 "A"

10 Westbound Inside Travel Lane Varies 12'-0" To 0'-0" For Lane Merge Taper From Sta. 418+30 "A" To Sta. 425+50 "A".



TYPICAL CROSS SECTION - MOT PHASE 1

Scale: 1/8" = 1'-0"

Sta. 425+50 "A" To End Of Construction Zone

BF&S PRELIMINARY NOT FOR CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

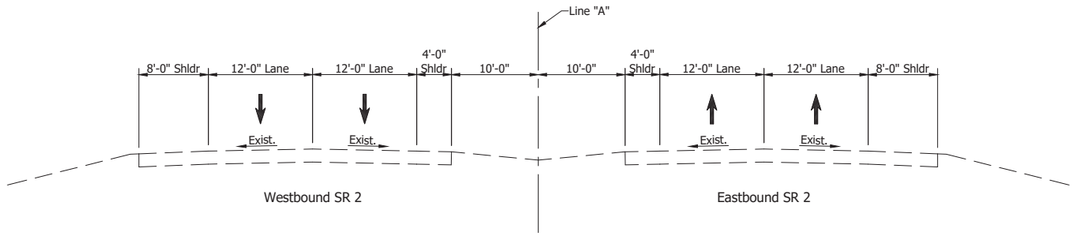
MAINTENANCE OF TRAFFIC
TYPICAL CROSS SECTIONS
PHASE 1

SCALE	BRIDGE FILE
1/8" = 1'-0"	
	DESIGNATION
	2401424

SHEET		
5	OF	70
CONTRACT		
R-45760		

BFS NO. 748200

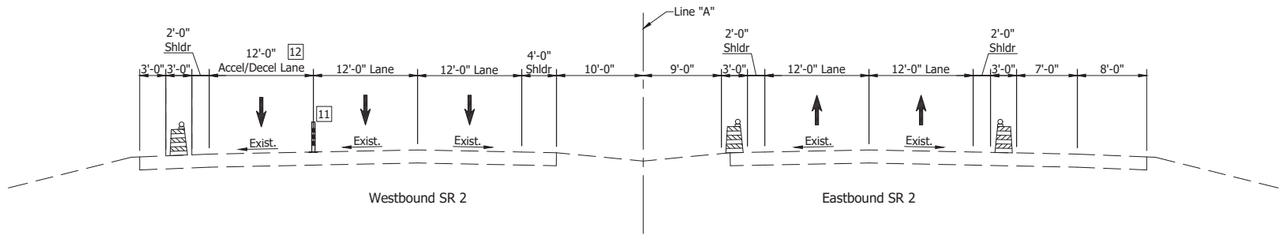
\\bfsfol2\Jobs\748200.0000\ProDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M212.dwg Jarrett Rhine Plot:1/9/2026 8:42 AM Save:1/9/2026 8:38 AM



TYPICAL CROSS SECTION - MOT PHASE 2

Scale: 1/8" = 1'-0"

Beginning Of Construction Zone To Sta. 377+83 "A"



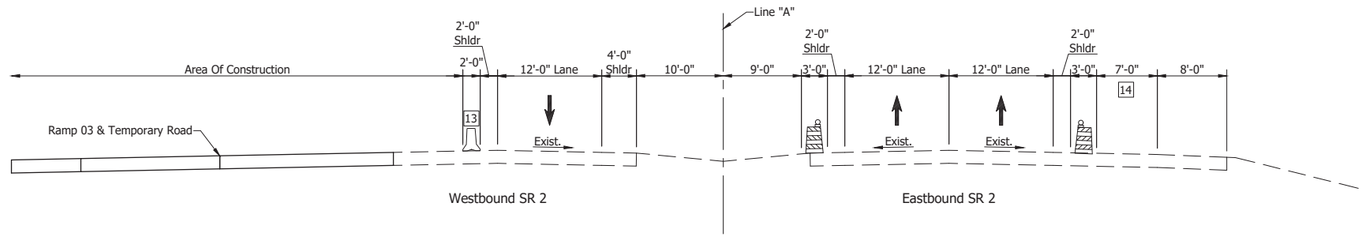
TYPICAL CROSS SECTION - MOT PHASE 2

Scale: 1/8" = 1'-0"

Sta. 377+83 "A" To Sta. 391+30 "A"

11 Temporary Tubular Markers From Sta. 381+59 "A" To Sta. 387+59 "A".

12 Westbound Deceleration Lane Varies From 12'-0" To 5'-0" From Sta. 390+20 "A" To Sta. 391+30 "A".



TYPICAL CROSS SECTION - MOT PHASE 2

Scale: 1/8" = 1'-0"

Sta. 391+30 "A" To Sta. 404+00 "A"

13 Temporary Traffic Barrier Flare From Sta. 401+74 "A" To Sta. 403+90 "A".

14 Eastbound Acceleration Lane Varies From 12'-0" To 0'-0" From Sta. 399+10 "A" To Sta. 402+13 "A".

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL CROSS SECTIONS
PHASE 2

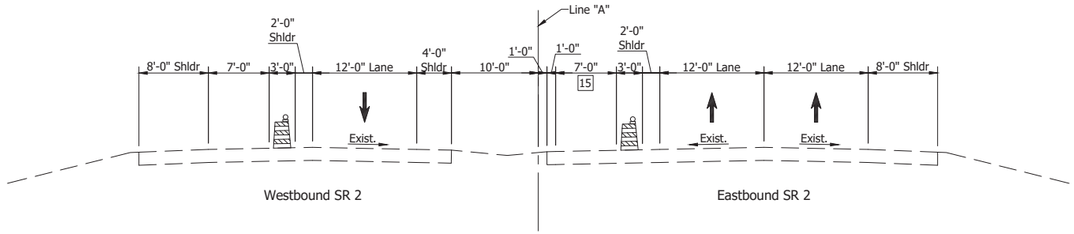
SCALE	BRIDGE FILE
1/8" = 1'-0"	
	DESIGNATION
	2401424

SHEET 6 OF 70

CONTRACT R-45760

BFS NO. 748200

\\bfsfol2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200_M212.dwg Jarrett Rhine Plot:1/9/2026 8:42 AM Save:1/9/2026 8:38 AM

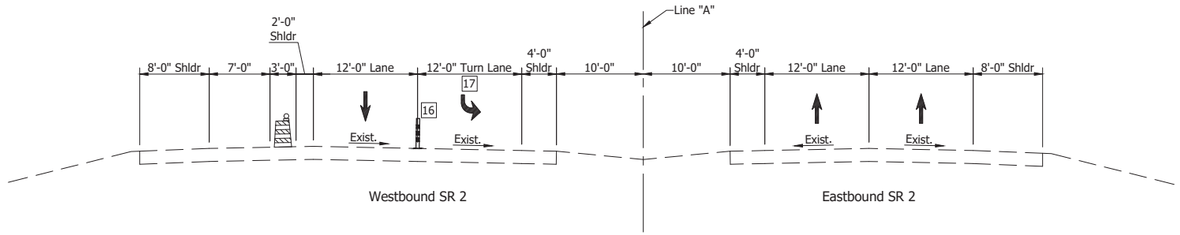


TYPICAL CROSS SECTION - MOT PHASE 2

Scale: 1/8" = 1'-0"

Sta. 404+00 "A" To Sta. 411+26 "A"

15 Eastbound Turn Lane Varies From 0'-0" To 12'-0" From Sta. 407+00 "A" To Sta. 409+30 "A".



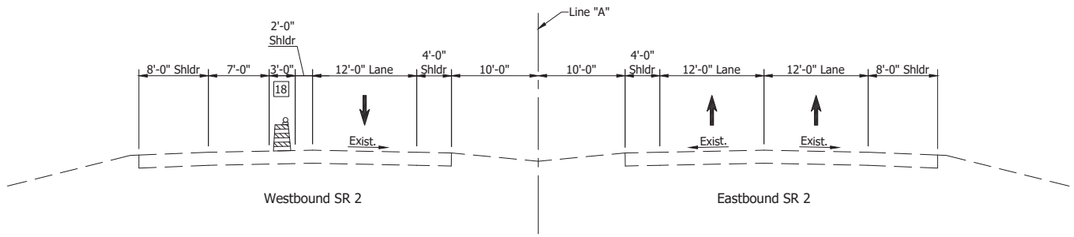
TYPICAL CROSS SECTION - MOT PHASE 2

Scale: 1/8" = 1'-0"

Sta. 411+26 "A" To Sta. 417+70 "A"

16 Temporary Tubular Markers From Sta. 411+26 "A" To Sta. 414+26 "A".

17 Westbound Turn Lane Varies From 12'-0" To 0'-0" From Sta. 415+70 "A" To 417+70 "A".



TYPICAL CROSS SECTION - MOT PHASE 2

Scale: 1/8" = 1'-0"

Sta. 417+70 "A" To Sta. 426+93 "A"

18 Outside Travel Lane Varies 12'-0" To 0'-0" For Lane Merge Taper From Sta. 419+73 "A" To Sta. 426+93 "A".

EFS&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL CROSS SECTIONS
PHASE 2

SCALE: 1/8" = 1'-0"

BRIDGE FILE

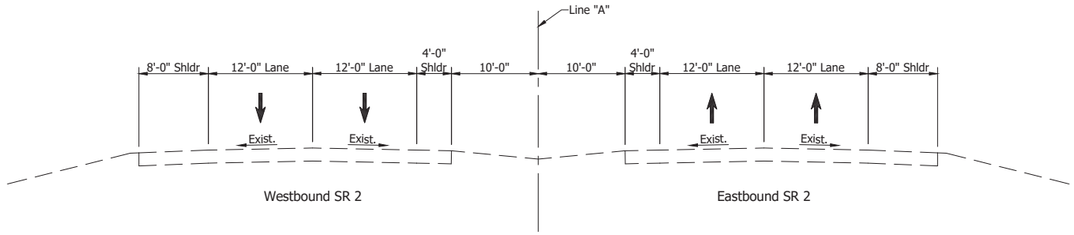
DESIGNATION: 2401424

SHEET: 7 OF 70

CONTRACT: R-45760

BFS NO. 748300

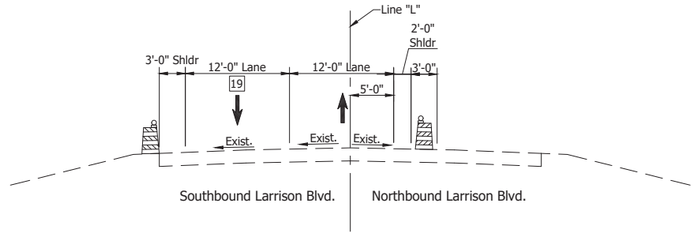
\\efsfat2\jobs5\748200.0000\Proj\Development\Design\Drawings\Drawings - Maintenance of Traffic\748200.M212.dwg Jarrett Rhine Plot:1/9/2026 8:42 AM Save:1/9/2026 8:38 AM



TYPICAL CROSS SECTION - MOT PHASE 2

Scale: 1/8" = 1'-0"

Sta. 426+93 "A" To End Of Construction Zone

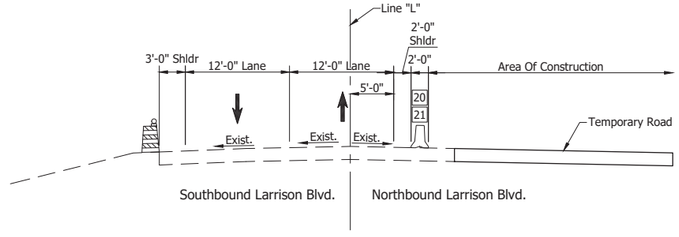


TYPICAL CROSS SECTION - MOT PHASE 2

Scale: 1/8" = 1'-0"

Sta. 8+52 "L" To Sta. 11+93 "L"

19 Lane Varies From 37'-0" To 12'-0" From Sta. 9+07 "L" To Sta. 11+33 "L".



TYPICAL CROSS SECTION - MOT PHASE 2

Scale: 1/8" = 1'-0"

Sta. 11+93 "L" To Sta. 16+35 "L"

20 Temporary Traffic Barrier Flare From Sta. 11+93 "L" To 13+03 "L".

21 Temporary Traffic Barrier Flare From Sta. 15+93 "L" To 16+35 "L".

BF&S PRELIMINARY NOT FOR CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL CROSS SECTIONS
PHASE 2

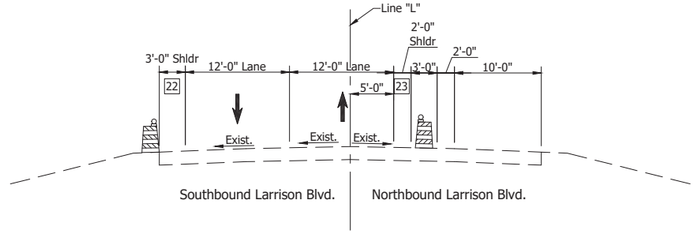
SCALE	BRIDGE FILE
1/8" = 1'-0"	
	DESIGNATION
	2401424

SHEET 8 OF 70

CONTRACT R-45760

BFS NO. 748200

\\bfsfol2\Jobs5\748200.0000\ProDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M212.dwg Jarrett Rhine Plot:1/9/2026 8:42 AM Save:1/9/2026 8:38 AM



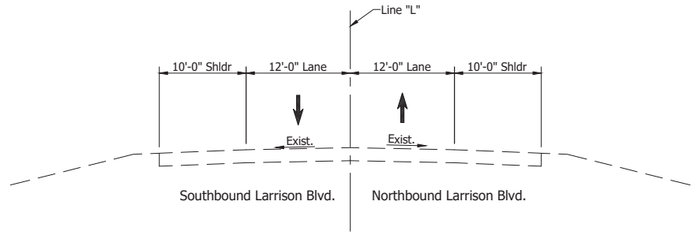
TYPICAL CROSS SECTION - MOT PHASE 2

Scale: 1/8" = 1'-0"

Sta. 16+35 "L" To Sta. 18+60 "L"

22 Shoulder Varies From 3'-0" To 10'-0" For Shift Taper From Sta. 17+60 "L" To Sta. 18+60 "L".

23 Shoulder Varies From 2'-0" To 10'-0" For Shift Taper From Sta. 16+80 "L" To Sta. 17+80 "L".



TYPICAL CROSS SECTION - MOT PHASE 2

Scale: 1/8" = 1'-0"

Sta. 18+60 "L" To End Of Construction Zone

BF&S PRELIMINARY NOT FOR CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

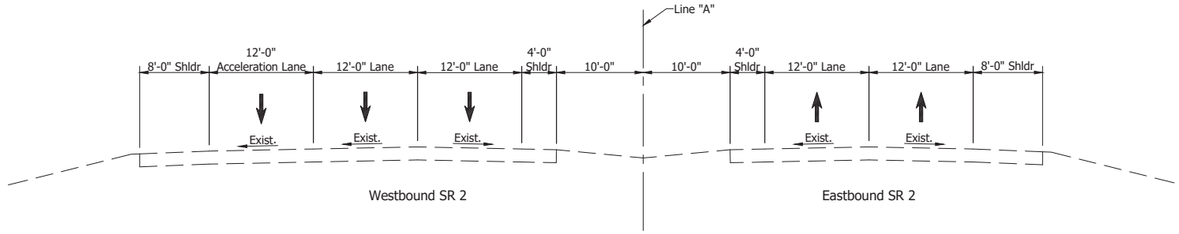
INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL CROSS SECTIONS
PHASE 2

SCALE	BRIDGE FILE
1/8" = 1'-0"	
	DESIGNATION
	2401424
SHEET	
9 OF 70	
CONTRACT	
R-45760	

BFS NO. 748200

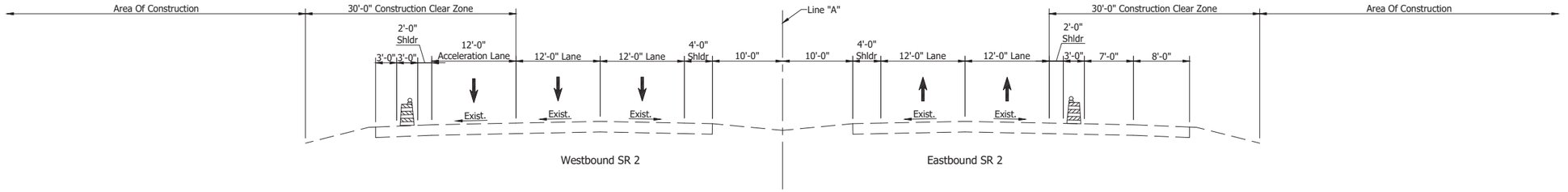
\\bfsfs02\jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M212.dwg Jarrett Rhine Plot:1/9/2026 8:42 AM Save:1/9/2026 8:38 AM



TYPICAL CROSS SECTION - MOT PHASE 3

Scale: 1/8" = 1'-0"

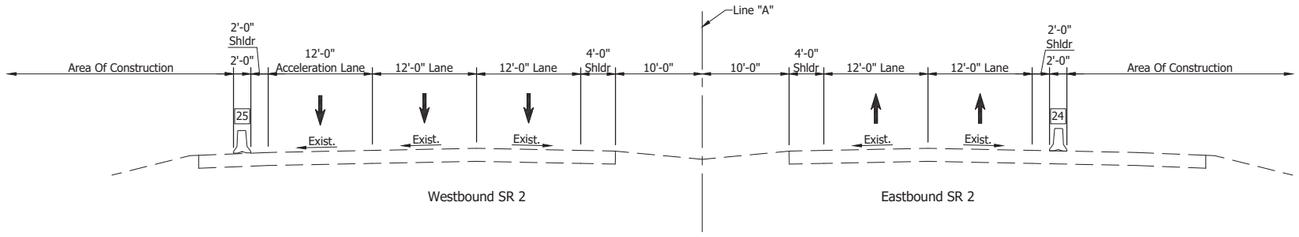
Beginning Of Construction Zone To Sta. 374+54 "A"



TYPICAL CROSS SECTION - MOT PHASE 3

Scale: 1/8" = 1'-0"

Sta. 374+54 "A" To Sta. 380+54 "A"



TYPICAL CROSS SECTION - MOT PHASE 3

Scale: 1/8" = 1'-0"

Sta. 380+54 "A" To Sta. 387+83 "A"

24 Temporary Traffic Barrier Flare From Sta. 380+54 "A" To 381+88 "A".

25 Temporary Traffic Barrier Flare From Sta. 385+52 "A" To 386+52 "A".
Barrels In Lieu Of Temporary Traffic Barrier From Sta. 385+52 "A" To Sta. 387+83 "A".

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL CROSS SECTIONS
PHASE 3

SCALE: 1/8" = 1'-0"

BRIDGE FILE:

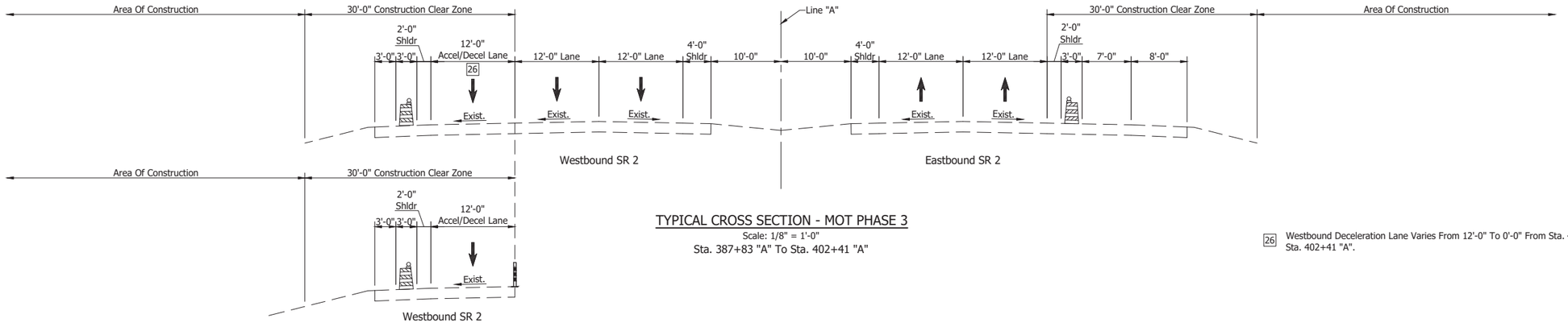
DESIGNATION: 2401424

SHEET: 10 OF 70

CONTRACT: R-45760

BFS NO. 748200

\\bfsloz2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M212.dwg Jarrett Rhine Plot:1/9/2026 8:42 AM Save:1/9/2026 8:38 AM



TYPICAL CROSS SECTION - MOT PHASE 3

Scale: 1/8" = 1'-0"

Sta. 387+83 "A" To Sta. 402+41 "A"

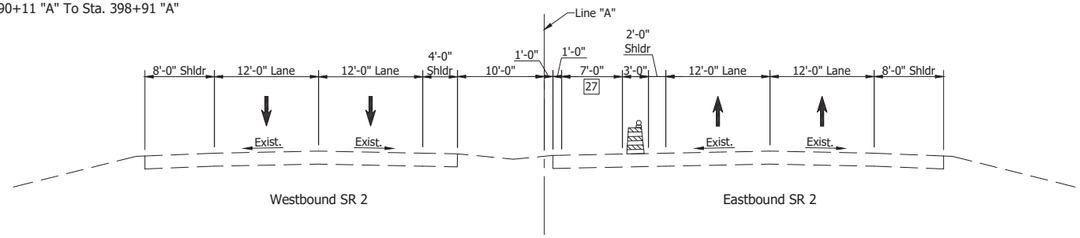
26 Westbound Deceleration Lane Varies From 12'-0" To 0'-0" From Sta. 401+41 "A" To Sta. 402+41 "A".

TYPICAL CROSS SECTION - MOT PHASE 3

Larrison Blvd. Temporary Road Acceleration/Deceleration Lane

Scale: 1/8" = 1'-0"

Sta. 390+11 "A" To Sta. 398+91 "A"

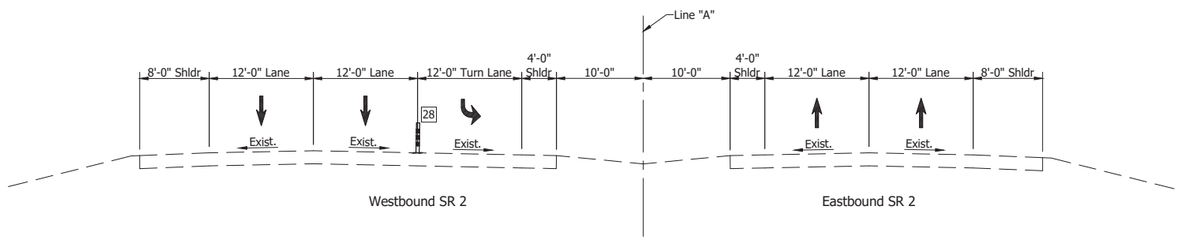


TYPICAL CROSS SECTION - MOT PHASE 3

Scale: 1/8" = 1'-0"

Sta. 402+41 "A" To Sta. 411+26 "A"

27 Eastbound Turn Lane Varies From 0'-0" To 12'-0" From Sta. 407+00 "A" To Sta. 409+30 "A".



TYPICAL CROSS SECTION - MOT PHASE 3

Scale: 1/8" = 1'-0"

Sta. 411+26 "A" To Sta. 414+26 "A"

28 Temporary Tubular Markers From Sta. 411+26 "A" To Sta. 414+26 "A".

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL CROSS SECTIONS
PHASE 3

SCALE: 1/8" = 1'-0"

BRIDGE FILE

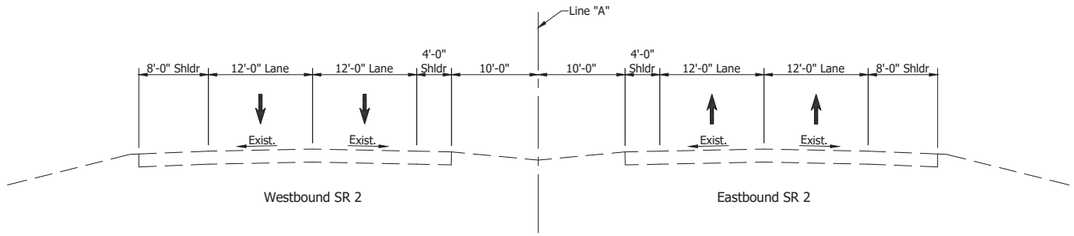
DESIGNATION: 2401424

SHEET: 11 OF 70

CONTRACT: R-45760

BF'S NO. 748200

\\bfsloz2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M212.dwg Jarrett Rhine Plot:1/9/2026 8:42 AM Save:1/9/2026 8:38 AM



TYPICAL CROSS SECTION - MOT PHASE 3

Scale: 1/8" = 1'-0"

Sta. 414+26 "A" To End Of Construction Zone

BF&S NOT FOR CONSTRUCTION PRELIMINARY CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

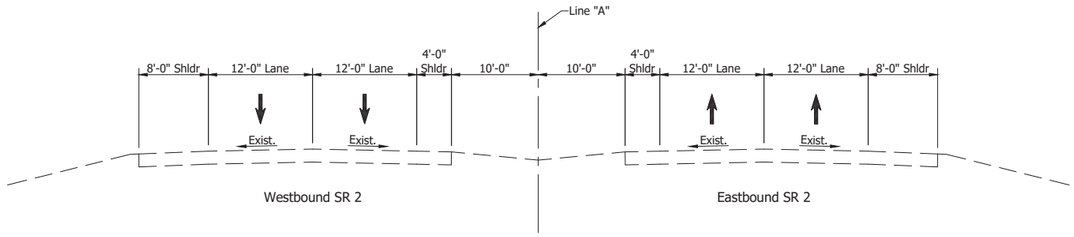
INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL CROSS SECTIONS
PHASE 3

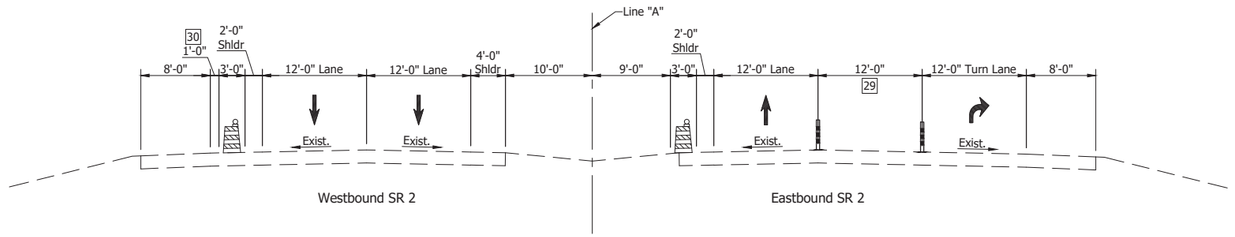
SCALE	BRIDGE FILE
1/8" = 1'-0"	
	DESIGNATION
	2401424
SHEET	
12 OF 70	
CONTRACT	
R-45760	

BFS NO. 748300

\\bfsfs02\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M212.dwg Jarrett Rhine Plot:1/9/2026 8:42 AM Save:1/9/2026 8:38 AM



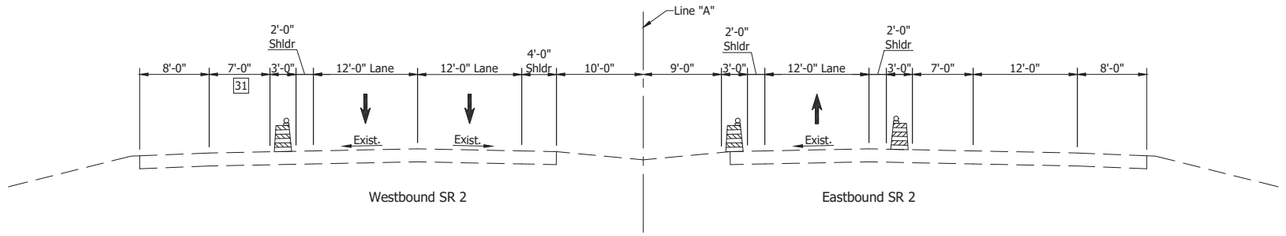
TYPICAL CROSS SECTION - MOT PHASE 4
Scale: 1/8" = 1'-0"
Beginning Of Construction Zone To Sta. 350+09 "A"



TYPICAL CROSS SECTION - MOT PHASE 4
Scale: 1/8" = 1'-0"
Sta. 350+09 "A" To Sta. 359+50 "A"

29 Eastbound Outside Travel Lane Varies From 12'-0" To 0'-0" For Merge Taper From Sta. 352+30 "A" To Sta. 359+50 "A".

30 Westbound Acceleration Lane Varies From 0'-0" To 6'-0" From Sta. 356+50 "A" To Sta. 359+50 "A".



TYPICAL CROSS SECTION - MOT PHASE 4
Scale: 1/8" = 1'-0"
Sta. 359+50 "A" To Sta. 366+37 "A"

31 Westbound Acceleration Lane Varies From 6'-0" To 12'-0" From Sta. 359+50 "A" To Sta. 362+30 "A".

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: JNR

CHECKED: CWW | CHECKED: LRH

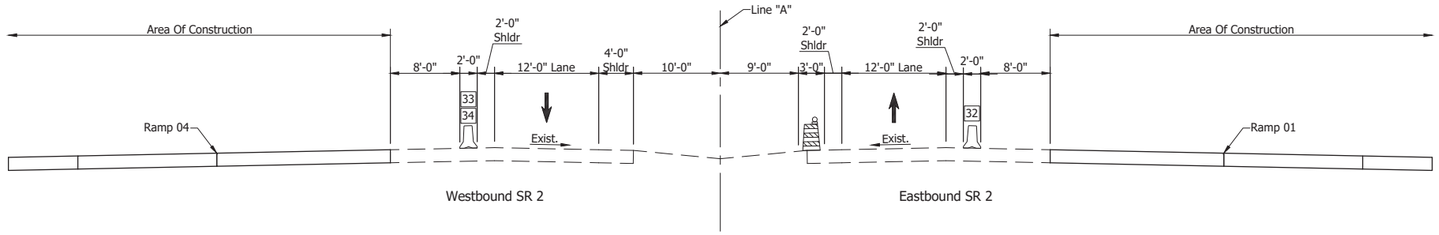
INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL CROSS SECTIONS
PHASE 4

SCALE	BRIDGE FILE
1/8" = 1'-0"	
	DESIGNATION
	2401424
SHEET	
13 OF 70	
CONTRACT	
R-45760	

BFS NO. 748200

\\bfsfol2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200_M212.dwg Jarrett Rhine Plot:1/9/2026 8:42 AM Save:1/9/2026 8:38 AM



TYPICAL CROSS SECTION - MOT PHASE 4

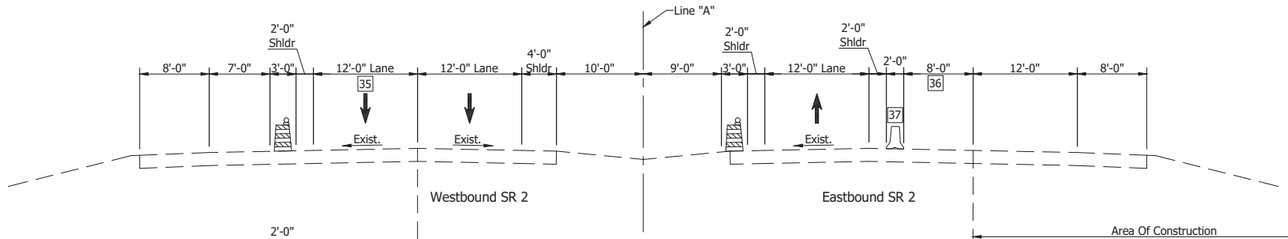
Scale: 1/8" = 1'-0"

Sta. 366+37 "A" To Sta. 380+52 "A"

32 Temporary Traffic Barrier Flare From Sta. 366+37 "A" To 368+81 "A".

33 Barrels In Lieu Of Temporary Traffic Barrier From Sta. 366+37 "A" To Sta. 371+09 "A".

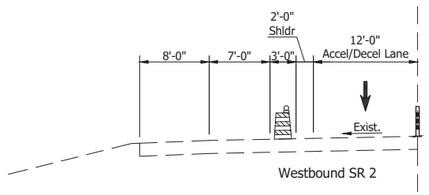
34 Temporary Traffic Barrier Flare From Sta. 376+86 "A" To 378+40 "A".
Barrels In Lieu Of Temporary Traffic Barrier From Sta. 378+40 "A" To Sta. 380+52 "A".



TYPICAL CROSS SECTION - MOT PHASE 4

Scale: 1/8" = 1'-0"

Sta. 380+52 "A" To Sta. 409+37 "A"

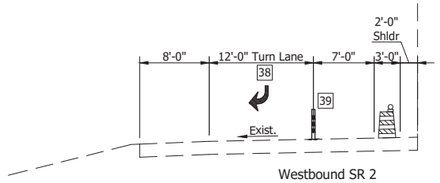


TYPICAL CROSS SECTION - MOT PHASE 4

Larrison Blvd. Temporary Road Acceleration Lane

Scale: 1/8" = 1'-0"

Sta. 391+80 "A" To Sta. 395+00 "A"

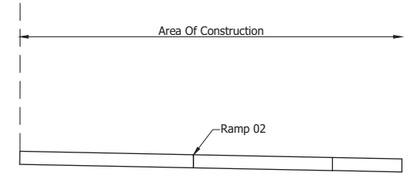


TYPICAL CROSS SECTION - MOT PHASE 4

Larrison Blvd. Temporary Road Acceleration Lane

Scale: 1/8" = 1'-0"

Sta. 395+00 "A" To Sta. 403+40 "A"



TYPICAL CROSS SECTION - MOT PHASE 4

Scale: 1/8" = 1'-0"

Sta. 397+50 "A" To Sta. 408+37 "A"

35 Westbound Acceleration Lane Varies From 0'-0" To 12'-0" From Sta. 380+52 "A" To Sta. 385+92 "A".

36 Westbound Outside Travel Lane Varies From 0'-0" To 12'-0" From Sta. 408+37 "A" To Sta. 409+37 "A".

37 Temporary Traffic Barrier Ends At Sta. 408+37 "A".

38 Westbound Deceleration Turn Lane Opening Taper From Sta. 400+98 "A" To Sta. 403+40 "A".

39 Temporary Tubular Markers From Sta. 395+00 "A" To Sta. 398+91 "A".

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL CROSS SECTIONS
PHASE 4

SCALE: 1/8" = 1'-0"

BRIDGE FILE

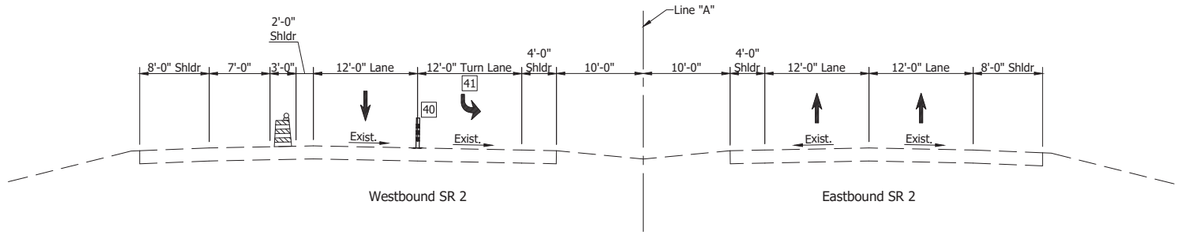
DESIGNATION: 2401424

SHEET: 14 OF 70

CONTRACT: R-45760

BFS NO. 748200

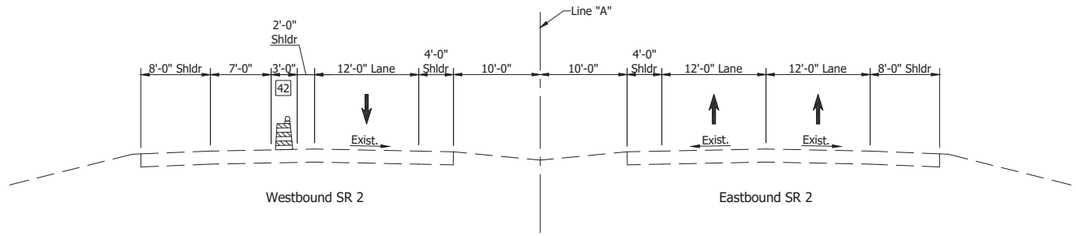
\\bfsfol2\jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M212.dwg Jarrett Rhine Plot:1/9/2026 8:42 AM Save:1/9/2026 8:38 AM



TYPICAL CROSS SECTION - MOT PHASE 4
Scale: 1/8" = 1'-0"
Sta. 409+37 "A" To Sta. 417+70 "A"

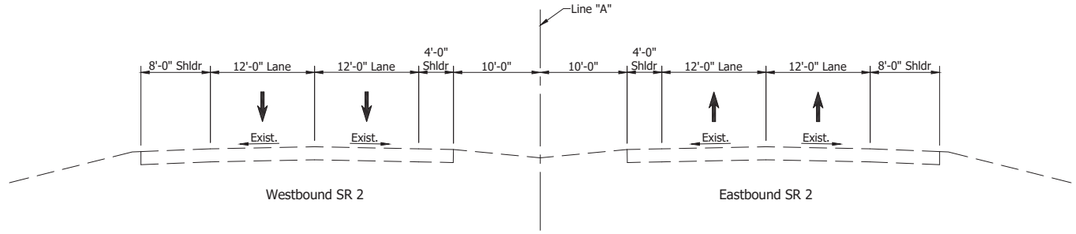
40 Temporary Tubular Markers From Sta. 411+26 "A" To Sta. 414+26 "A".

41 Westbound Turn Lane Varies From 12'-0" To 0'-0" From Sta. 415+70 "A" To 417+70 "A".



TYPICAL CROSS SECTION - MOT PHASE 4
Scale: 1/8" = 1'-0"
Sta. 417+70 "A" To Sta. 426+93 "A"

42 Outside Travel Lane Varies 12'-0" To 0'-0" For Lane Merge Taper From Sta. 419+73 "A" To Sta. 426+93 "A".



TYPICAL CROSS SECTION - MOT PHASE 4
Scale: 1/8" = 1'-0"
Sta. 426+93 "A" To End Of Construction Zone

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL CROSS SECTIONS
PHASE 4

SCALE: 1/8" = 1'-0"

BRIDGE FILE

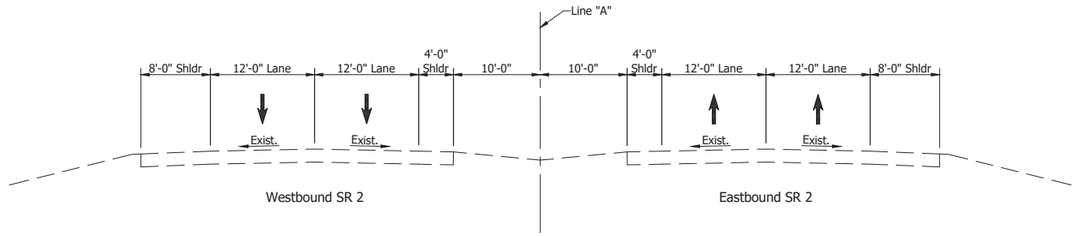
DESIGNATION: 2401424

SHEET: 15 OF 70

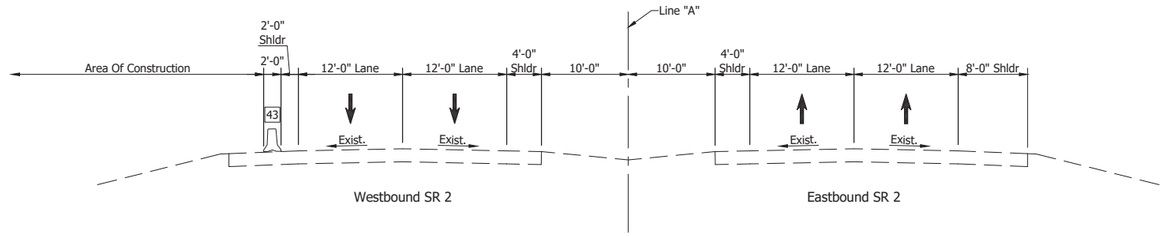
CONTRACT: R-45760

BFS NO. 748200

\\bfsloc2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M212.dwg Jarrett Rhine Plot:1/9/2026 8:43 AM Save:1/9/2026 8:38 AM

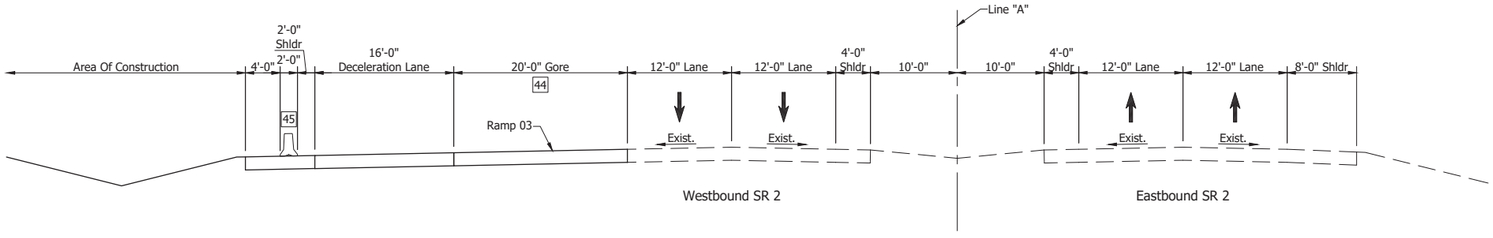


TYPICAL CROSS SECTION - MOT PHASE 5
Scale: 1/8" = 1'-0"
Beginning Of Construction Zone To Sta. 380+60 "A"



TYPICAL CROSS SECTION - MOT PHASE 5
Scale: 1/8" = 1'-0"
Sta. 380+60 "A" To Sta. 391+30 "A"

43 Temporary Traffic Barrier Flare From Sta. 385+47 "A" To Sta. 386+55 "A".
Barrels In Lieu Of Temporary Traffic Barrier From Sta. 385+55 "A" To Sta. 391+30 "A".



TYPICAL CROSS SECTION - MOT PHASE 5
Scale: 1/8" = 1'-0"
Sta. 391+30 "A" To Sta. 398+30 "A"

44 Gore Varies From 20'-0" To 0'-0" From Sta. 391+30 "A" To Sta. 394+30 "A".
45 Temporary Traffic Barrier From Sta. 393+68 "A" To Sta. 396+35 "A".
Temporary Traffic Barrier Flare From Sta. 396+35 "A" To Sta. 396+82 "A".
Barrels In Lieu Of Temporary Traffic Barrier From Sta. 396+82 "A" To Sta. 401+38 "A".

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR
CHECKED: CWW CHECKED: LRH

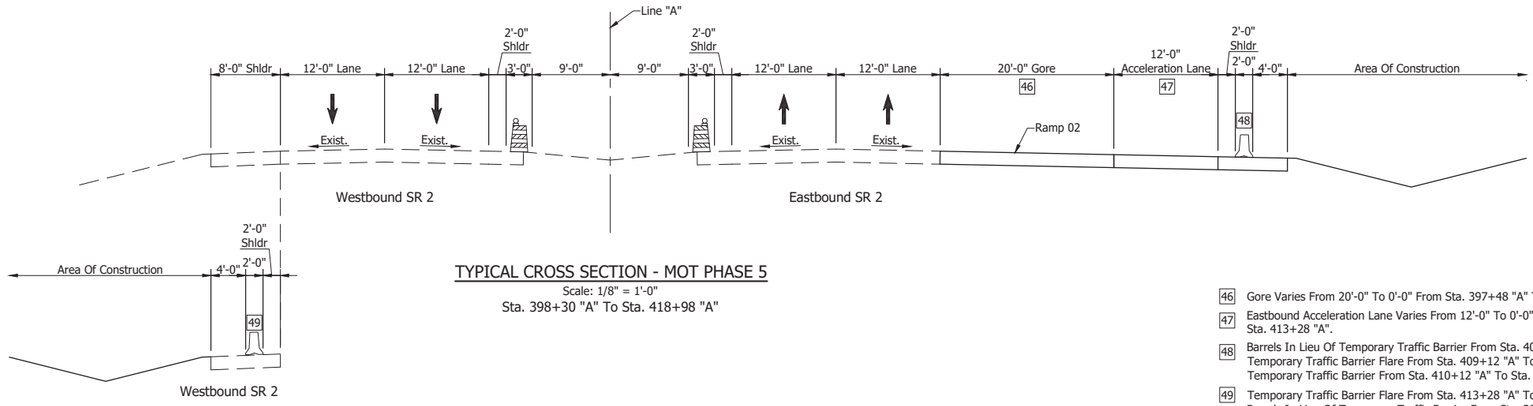
INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL CROSS SECTIONS
PHASE 5

SCALE	BRIDGE FILE
1/8" = 1'-0"	
	DESIGNATION
	2401424
SHEET	
16 OF 70	
CONTRACT	
R-45760	

BFS NO. 748300

\\bfsla02\jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M212.dwg Jarrett Rhine Plot:1/9/2026 8:43 AM Save:1/9/2026 8:38 AM



TYPICAL CROSS SECTION - MOT PHASE 5

Scale: 1/8" = 1'-0"

Sta. 398+30 "A" To Sta. 418+98 "A"

TYPICAL CROSS SECTION - MOT PHASE 5

Scale: 1/8" = 1'-0"

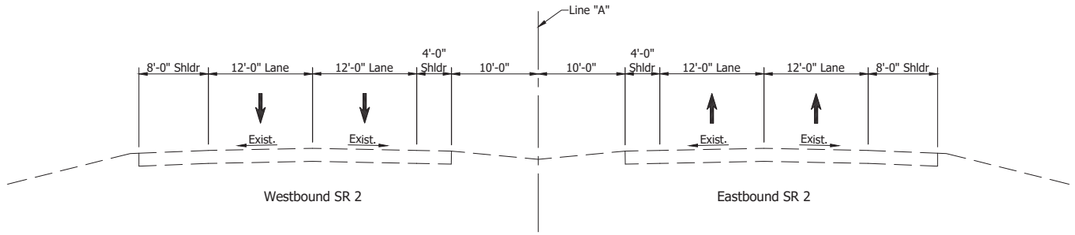
Sta. 411+13 "A" To Sta. 414+02 "A"

46 Gore Varies From 20'-0" To 0'-0" From Sta. 397+48 "A" To Sta. 400+47 "A".

47 Eastbound Acceleration Lane Varies From 12'-0" To 0'-0" From Sta. 406+07 "A" To Sta. 413+28 "A".

48 Barrels In Lieu Of Temporary Traffic Barrier From Sta. 405+17 "A" To Sta. 409+12 "A".
Temporary Traffic Barrier Flare From Sta. 409+12 "A" To Sta. 410+12 "A".
Temporary Traffic Barrier From Sta. 410+12 "A" To Sta. 413+28 "A".

49 Temporary Traffic Barrier Flare From Sta. 413+28 "A" To Sta. 414+02 "A".
Barrels In Lieu Of Temporary Traffic Barrier From Sta. 385+55 "A" To Sta. 391+30 "A".



TYPICAL CROSS SECTION - MOT PHASE 6

Scale: 1/8" = 1'-0"

Sta. 418+98 "A" To End Of Construction Zone

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL CROSS SECTIONS
PHASE 5

SCALE: 1/8" = 1'-0"

BRIDGE FILE:

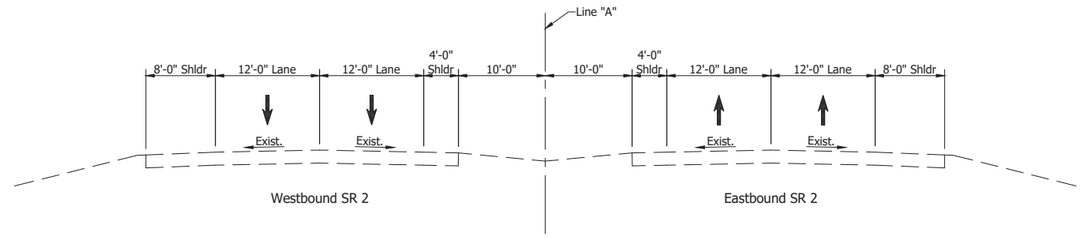
DESIGNATION: 2401424

SHEET: 17 OF 70

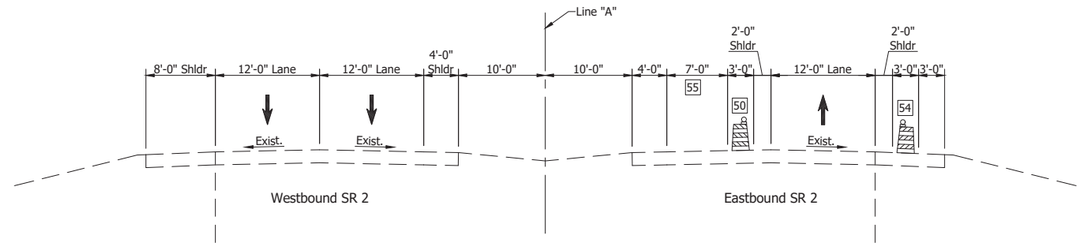
CONTRACT: R-45760

BFS NO. 748200

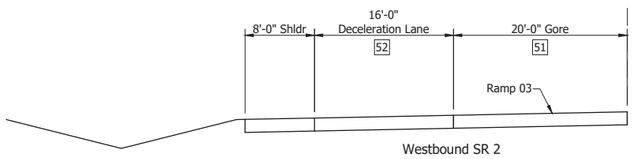
\\bfsfol2\jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200_M212.dwg Jarrett Rhine Plot:1/9/2026 8:43 AM Save:1/9/2026 8:38 AM



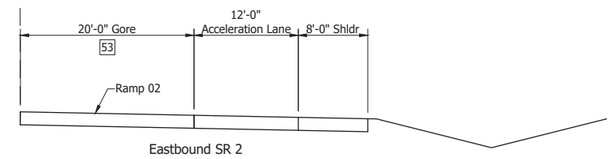
TYPICAL CROSS SECTION - MOT PHASE 6
Scale: 1/8" = 1'-0"
Beginning Of Construction Zone To Sta. 385+28 "A"



TYPICAL CROSS SECTION - MOT PHASE 6
Scale: 1/8" = 1'-0"
Sta. 385+28 "A" To Sta. 404+77 "A"



TYPICAL CROSS SECTION - MOT PHASE 6
Scale: 1/8" = 1'-0"
Sta. 391+30 "A" To Sta. 398+32"A"



TYPICAL CROSS SECTION - MOT PHASE 6
Scale: 1/8" = 1'-0"
Sta. 397+48 "A" To Sta. 409+54"A"

50 Eastbound Inside Travel Lane Varies 12'-0" To 0'-0" For Lane Merge Taper From Sta. 385+28 "A" To Sta. 392+48 "A".

51 Gore Varies From 20'-0" To 0'-0" From Sta. 391+30 "A" To Sta. 394+30 "A".

52 Deceleration Lane Varies From 16'-0" To 0'-0" From Sta. 394+30 "A" To Sta. 398+32 "A".

53 Gore Varies From 20'-0" To 0'-0" From Sta. 397+48 "A" To Sta. 400+47 "A".

54 Barrels End At Sta. 397+48 "A".

55 Eastbound Inside Travel Lane Varies From 12'-0" To 0'-0" For Merge Taper From Sta. 385+28 "A" To Sta. 392+48 "A".

EF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: JNR

CHECKED: CWW | CHECKED: LRH

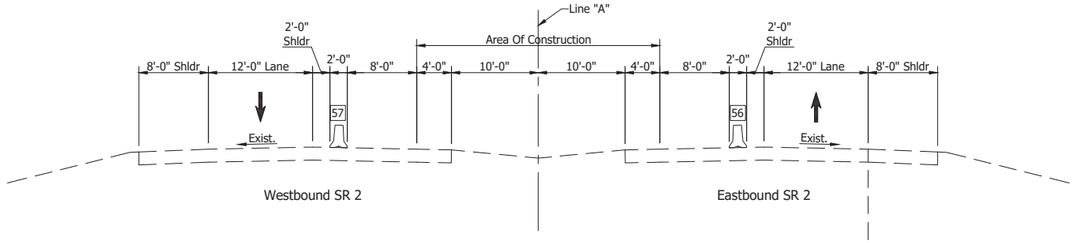
INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL CROSS SECTIONS
PHASE 6

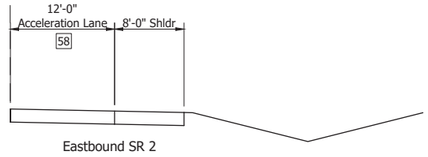
SCALE	BRIDGE FILE
1/8" = 1'-0"	
	DESIGNATION
	2401424
	SHEET
	18 OF 70
	CONTRACT
	R-45760

BFS NO. 748200

\\bfsfs02\jobs5\748200.0000\Project Development\Design\Drawings\Drawings - Maintenance of Traffic\748200_M212.dwg Jarrett Rhine Plot:1/9/2026 8:43 AM Save:1/9/2026 8:38 AM



TYPICAL CROSS SECTION - MOT PHASE 6
Scale: 1/8" = 1'-0"
Sta. 404+77 "A" To Sta. 419+92 "A"

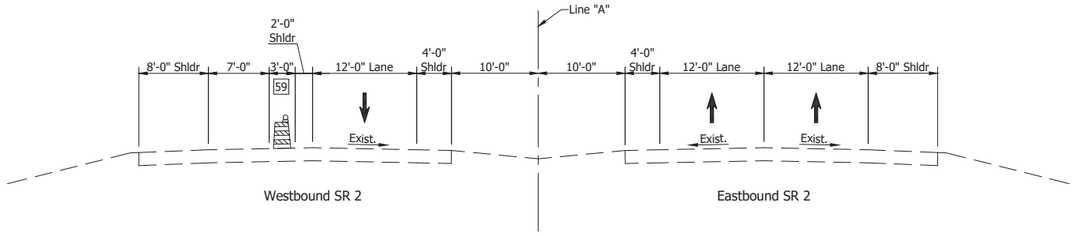


TYPICAL CROSS SECTION - MOT PHASE 6
Scale: 1/8" = 1'-0"
Sta. 404+77 "A" To Sta. 413+28 "A"

56 Temporary Traffic Barrier Flare From Sta. 404+77 "A" To Sta. 407+03 "A".

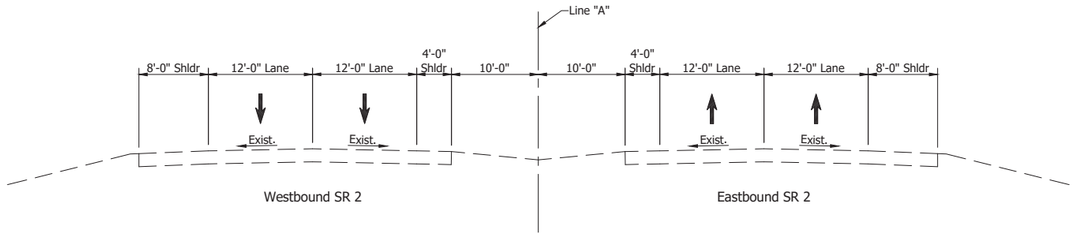
57 Temporary Traffic Barrier Flare From Sta. 417+65 "A" To Sta. 419+92 "A".

58 Eastbound Acceleration Lane Varies From 12'-0" To 0'-0" From Sta. 406+08 "A" To Sta. 413+28 "A".



TYPICAL CROSS SECTION - MOT PHASE 6
Scale: 1/8" = 1'-0"
Sta. 419+92 "A" To Sta. 430+55 "A"

59 Outside Travel Lane Varies 12'-0" To 0'-0" For Lane Merge Taper From Sta. 423+35 "A" To Sta. 430+55 "A".



TYPICAL CROSS SECTION - MOT PHASE 6
Scale: 1/8" = 1'-0"
Sta. 430+55 "A" To End Of Construction Zone

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL CROSS SECTIONS
PHASE 6

SCALE: 1/8" = 1'-0"

BRIDGE FILE

DESIGNATION: 2401424

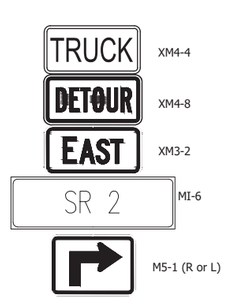
SHEET: 19 OF 70

CONTRACT: R-45760

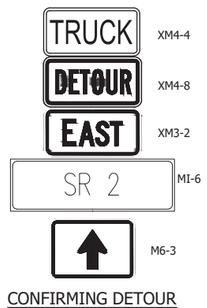
BFS NO. 748200

\\bfsfol2\jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M212.dwg Jarrett Rhine Plot:1/9/2026 8:43 AM Save:1/9/2026 8:38 AM

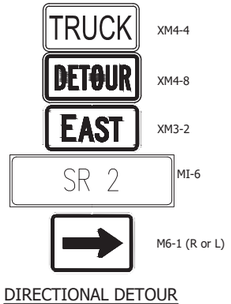




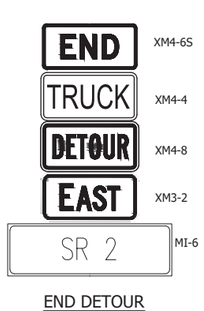
Ⓐ ADVANCED DETOUR ROUTE MARKER ASSEMBLY
SCALE: NONE



Ⓑ CONFIRMING DETOUR ROUTE MARKER ASSEMBLY
SCALE: NONE



Ⓒ DIRECTIONAL DETOUR ROUTE MARKER ASSEMBLY
SCALE: NONE



Ⓓ END DETOUR ROUTE MARKER ASSEMBLY
SCALE: NONE

SYMBOL	MESSAGE	CODE	TYPE	QUANTITY (EACH)
4	DETOUR AHEAD	XW20-2A	A	1
A	ADVANCED DETOUR RMA			3
B	CONFIRMING DETOUR RMA			12
C	DIRECTIONAL DETOUR RMA			4
D	END DETOUR RMA			1
	TRUCK	M4-4	B	6
	NO U-TURN	R3-4	B	6

Portable Changeable Message Signs

The PCMS Will Be Installed And Operational A Minimum Of Seven Days And A Maximum Of Fourteen Days Prior To The Start Of Work.
The Proposed PCMS Message Sequence To Be Used Is Given Below:

Truck Detour Route For Eastbound SR 2
Location A: As Shown On The Plans

SEQUENCE 1	SEQUENCE 2
RIGHT TURN ONLY	TRUCKS FOLLOW DETOUR

Truck Detour Route For Eastbound SR 2
Location B: As Shown On The Plans

SEQUENCE 1	SEQUENCE 2
TRUCK TRAFFIC	USE US 20 SB EXIT

LEGEND

- Detour Route
- X X Portable Changeable Message Sign
- Traffic Signs
- Traffic Flow

BFS PRELIMINARY NOT FOR CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR
CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

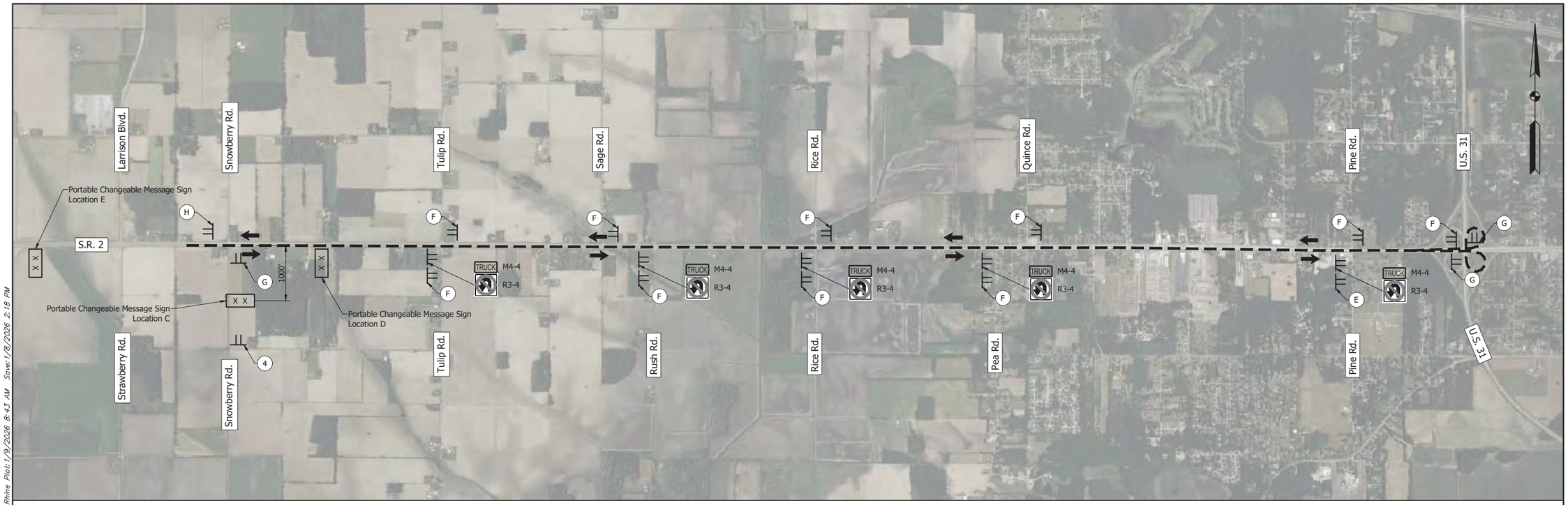
DETOUR ROUTE
EASTBOUND SR 2

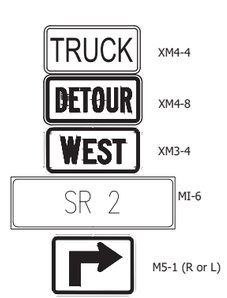
SCALE	BRIDGE FILE
1" = 1200'	
	DESIGNATION
	2401424

SHEET 20 OF 70
CONTRACT
R-45760

BFS NO. 748200

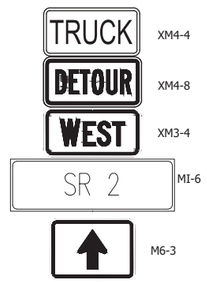
\\bfsfol2\jobs\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M302.dwg Jarrett Rhine Plot:1/9/2026 8:43 AM Save:1/4/2026 6:49 PM





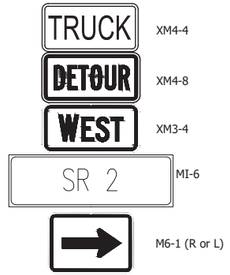
(E) ADVANCED DETOUR ROUTE MARKER ASSEMBLY

SCALE: NONE



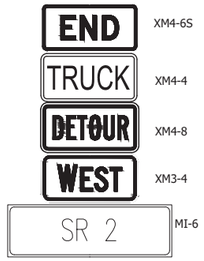
(F) CONFIRMING DETOUR ROUTE MARKER ASSEMBLY

SCALE: NONE



(G) DIRECTIONAL DETOUR ROUTE MARKER ASSEMBLY

SCALE: NONE



(H) END DETOUR ROUTE MARKER ASSEMBLY

SCALE: NONE

SYMBOL	MESSAGE	CODE	TYPE	QUANTITY (EACH)
(4)	DETOUR AHEAD	XW20-2A	A	1
(E)	ADVANCED DETOUR RMA			1
(F)	CONFIRMING DETOUR RMA			10
(G)	DIRECTIONAL DETOUR RMA			3
(H)	END DETOUR RMA			1
	TRUCK	M4-4	B	5
	NO U-TURN	R3-4	B	5

Portable Changeable Message Signs

The PCMS Will Be Installed And Operational A Minimum Of Seven Days And A Maximum Of Fourteen Days Prior To The Start Of Work.
The Proposed PCMS Message Sequence To Be Used Is Given Below:

Truck Detour Route For Westbound SR 2
Location C: As Shown On The Plans

SEQUENCE 1	SEQUENCE 2
RIGHT TURN ONLY	TRUCKS FOLLOW DETOUR

Truck Detour Route For Westbound SR 2
Location D: As Shown On The Plans

SEQUENCE 1	SEQUENCE 2
TRUCK TRAFFIC	USE US 31 NB EXIT

Truck Detour Route For Westbound SR 2
Location E: As Shown On The Plans

SEQUENCE 1	SEQUENCE 2
NO LEFT AT LARRISON	FOLLOW SIGNS FOR WEST SR2

LEGEND

- Detour Route
- X X — Portable Changeable Message Sign
- Traffic Signs
- Traffic Flow

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

DETOUR ROUTE
WESTBOUND SR 2

SCALE	BRIDGE FILE
1" = 1200'	
	DESIGNATION
	2401424

SHEET 21 OF 70

CONTRACT
R-45760

BF'S NO. 748200

\\bfsfol2\jobs\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M305.dwg Jarrett Rhine Plot:1/9/2026 8:43 AM Save:1/8/2026 2:18 PM



SEQUENCE OF OPERATIONS - PHASE 1

1. Place Detour And Maintenance Of Traffic Devices In Accordance With IMUTCD And Current INDOT Standards (See INDOT Standard Drawing E 801-TCFO-03.)
3. Install And Maintain Temporary Erosion Control Measures For Phase 1 Activities.
4. Close Strawberry Rd. To All Traffic. Vehicles Traveling To The AWS Construction Sites Located South Of SR 2 Shall Use Huckleberry Rd. To The West Or Snowberry Rd. To The East.
5. Close The Larrison Blvd. Southbound Left Turn Lane And Maintain Right-In, Right-Out Access From SR 2.
6. Close The Inside Lanes And Median Crossovers On SR 2 Within The Project Limits. Maintain One Lane Of Traffic On The Outside Lanes Of SR 2 In Both Directions.
7. Remove Existing Pavement At The Larrison Blvd. Intersection Crossover, Private Drive Median Crossovers And The Strawberry Rd. Approach To SR 2.
8. Construct The East And West Bridge Center Piers, Drainage Improvements, And Guardrail In The Median Of SR 2.

GENERAL NOTES FOR ALL PHASES

1. The Spacing Of Channelizing Devices On Tangent Shall Be 50 Ft. (Max.)
2. The Spacing Of Channelizing Devices On Tapers Shall Be 45 Ft. (Max.)
3. Ingress And Egress For Construction Traffic Shall Be At The Beginning And End Of The Construction Area. Place "Trucks Entering And Leaving Highway" Signs (W11-4V) Minimum Of 150 Ft. From Construction Entrances.

LEGEND

- Traffic Movements
- Construction Area
- Road Closure

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: KWH

CHECKED: CWW CHECKED: LRH

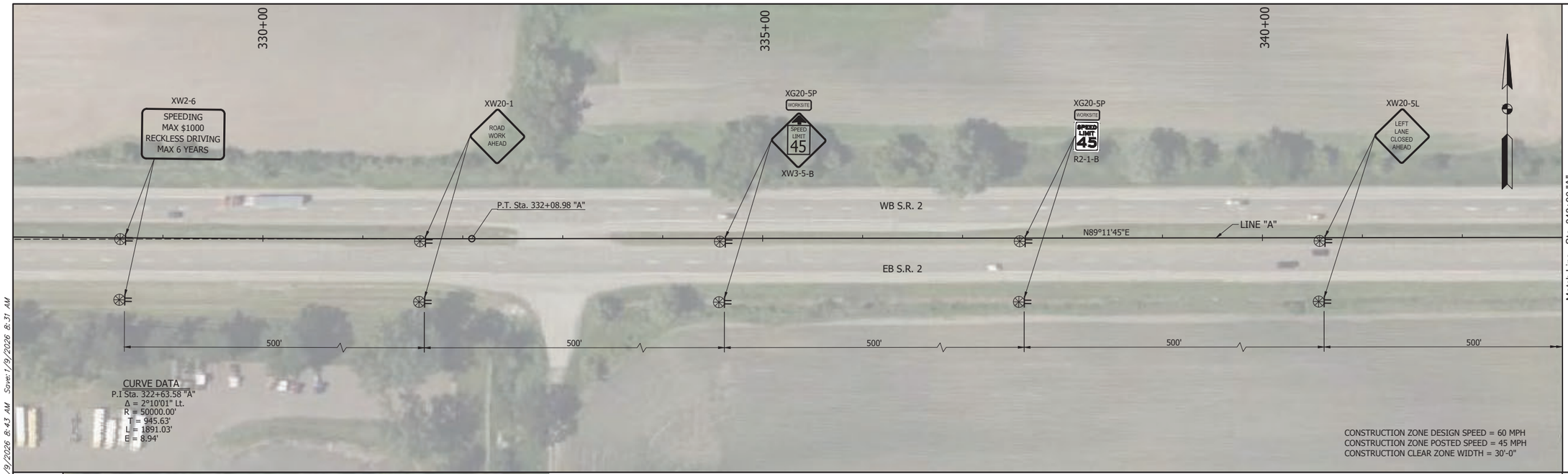
INDIANA
DEPARTMENT OF TRANSPORTATION

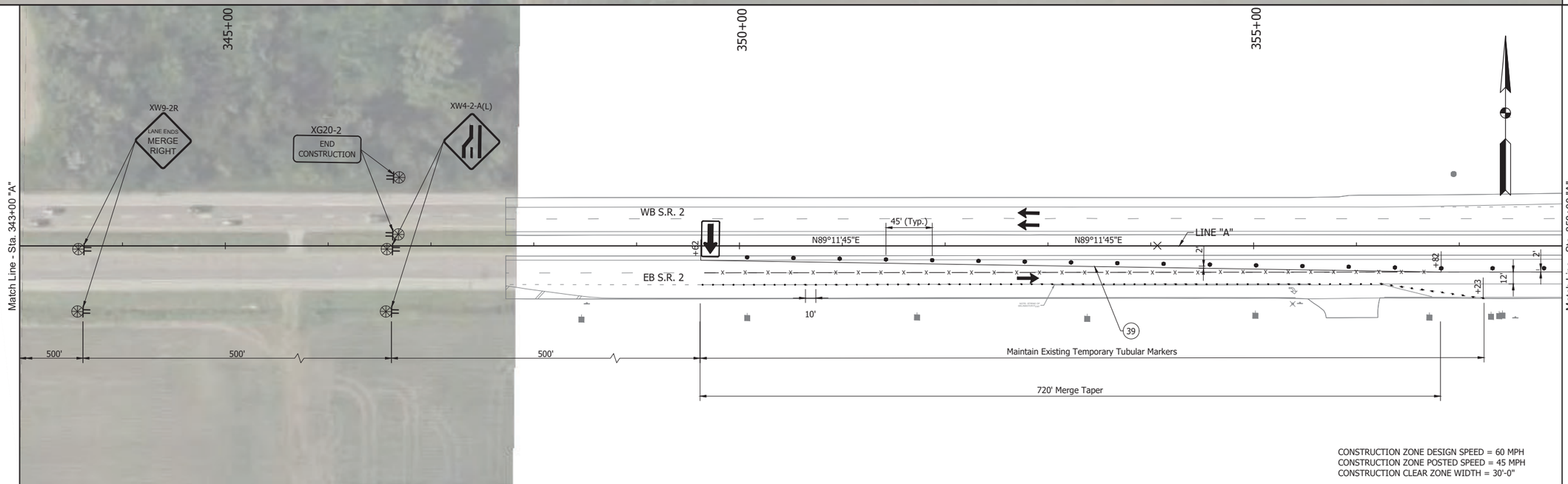
MAINTENANCE OF TRAFFIC
OVERALL PHASE 1

SCALE	BRIDGE FILE
1" = 200'	
	DESIGNATION
	2401424
SHEET	
22 OF 70	
CONTRACT	
R-45760	

BF'S NO. 748200

\\bfslo2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M310.dwg Jarrett Rhine Plot:1/9/2026 8:43 AM Save:1/4/2026 6:50 PM





LEGEND

- Direction of Traffic
- Channelizing Device
- Construction Sign, Type A or B w/ Type A Warning Lights
- Flashing Arrow Sign
- Line Remove
- (38) Temp. Pavement Marking, Removable, Solid, White, 6 in.
- (39) Temp. Pavement Marking, Removable, Solid, Yellow, 6 in.

BF&S PRELIMINARY NOT FOR CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: JNR

CHECKED: CWW | CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

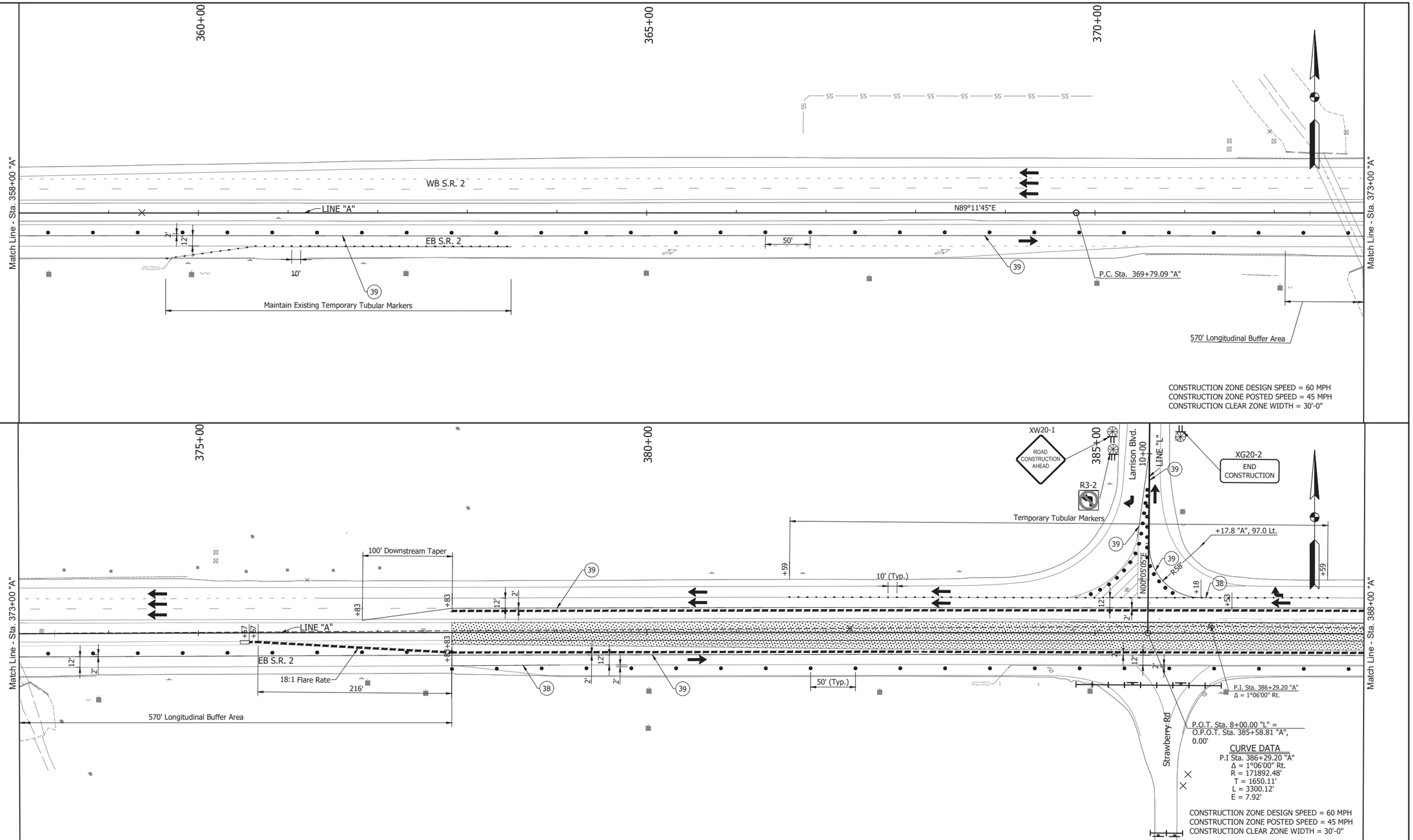
SCALE	BRIDGE FILE
1" = 50'	
	DESIGNATION
	2401424

SHEET 23 OF 70

CONTRACT
R-45760

BFS NO. 748200

\\bfsfs02\Jobs5\748200.0000\ProDevelopment\Design\Drawings\Drawings – Maintenance of Traffic\748200_M311.dwg Jarrett Rhine Plot:1/9/2026 8:43 AM Save:1/9/2026 8:31 AM



LEGEND

- Direction of Traffic
- Construction Area
- Temporary Barricade, Type III-A
- Road Closure Sign Assembly
- Temporary Traffic Barrier, Type 2
- Energy Absorbing Terminal, CZ, TL-3
- Channelizing Device
- Construction Sign, Type A or B w/ Type A Warning Lights
- (38) Temp. Pavement Marking, Removable, Solid, White, 6 in.
- (39) Temp. Pavement Marking, Removable, Solid, Yellow, 6 in.

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

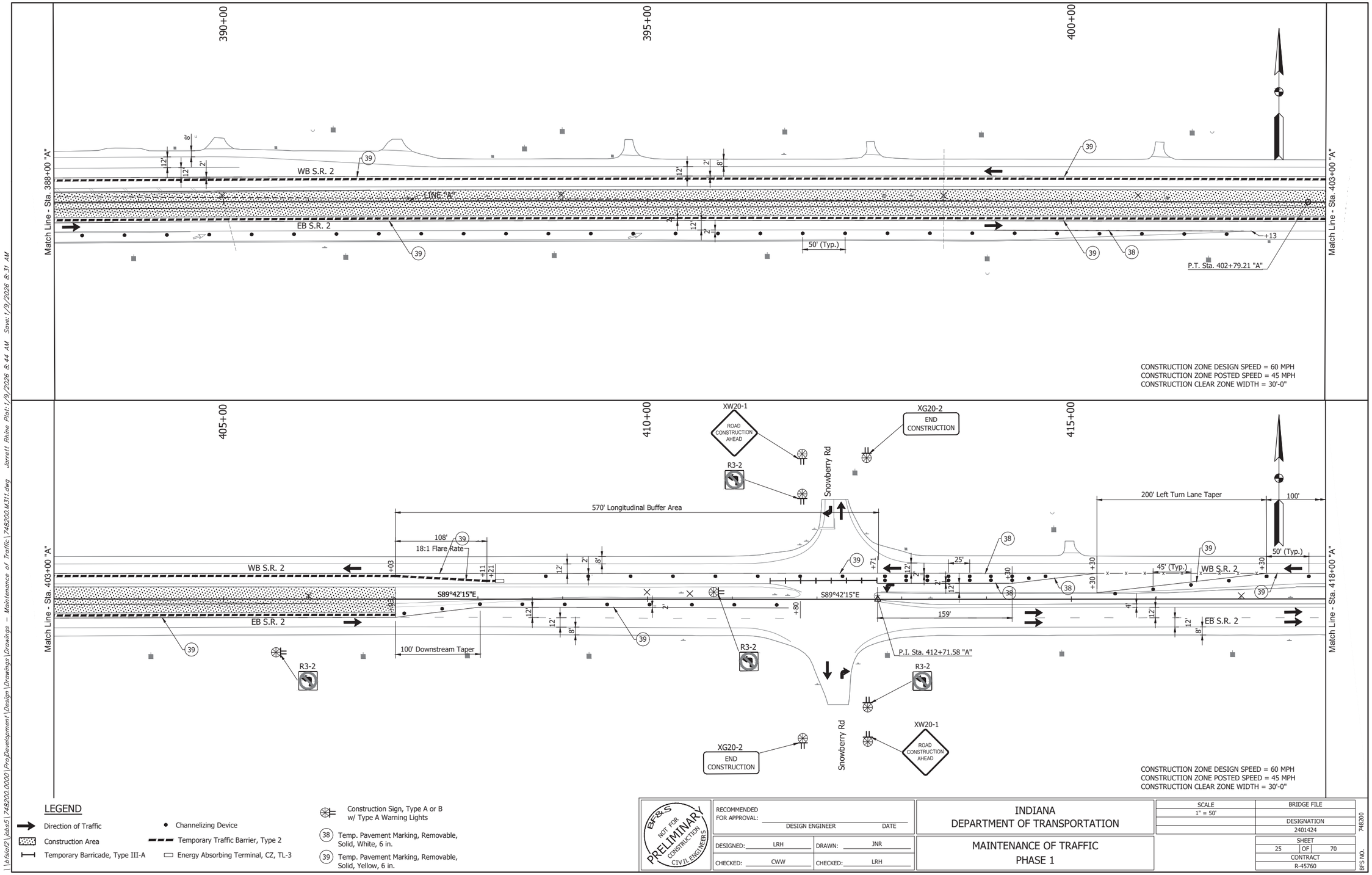
SCALE	BRIDGE FILE
1" = 50'	
	DESIGNATION
	2401424

SHEET 24 OF 70

CONTRACT R-45760

BFS NO. 748200

\\bfsfs02\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200_M311.dwg Jarrett Rhine Plot:1/9/2026 8:44 AM Save:1/9/2026 8:31 AM



LEGEND

- Direction of Traffic
- Construction Area
- Temporary Barricade, Type III-A
- Channelizing Device
- Temporary Traffic Barrier, Type 2
- Energy Absorbing Terminal, CZ, TL-3
- Construction Sign, Type A or B w/ Type A Warning Lights
- (38) Temp. Pavement Marking, Removable, Solid, White, 6 in.
- (39) Temp. Pavement Marking, Removable, Solid, Yellow, 6 in.

BF&S NOT FOR CONSTRUCTION PRELIMINARY CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: JNR

CHECKED: CWW | CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

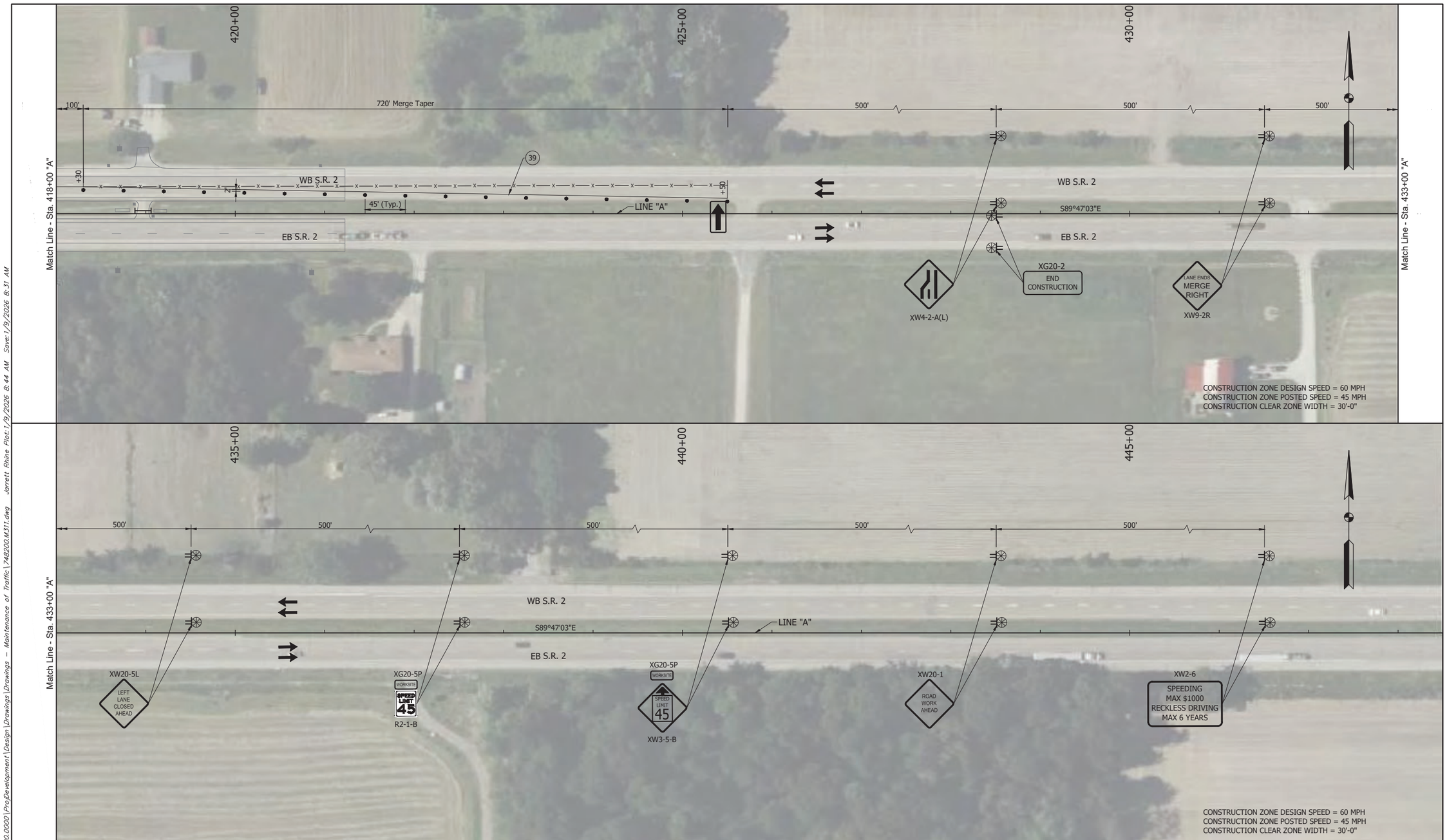
SCALE	BRIDGE FILE
1" = 50'	
	DESIGNATION
	2401424

SHEET 25 OF 70

CONTRACT
R-45760

BFS NO. 748200

\\bfsfil2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings – Maintenance of Traffic\748200_M311.dwg Jarrett Rhine Plot:1/9/2026 8:44 AM Save:1/9/2026 8:31 AM



LEGEND

- Direction of Traffic
- Channelizing Device
- Construction Sign, Type A or B w/ Type A Warning Lights
- Flashing Arrow Sign
- Line Remove
- (39) Temp. Pavement Marking, Removable, Solid, Yellow, 6 in.

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: JNR

CHECKED: CWW | CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

SCALE	BRIDGE FILE
1" = 50'	
	DESIGNATION
	2401424
SHEET	
26 OF 70	
CONTRACT	
R-45760	

BFS NO. 748200

\\bfsfol2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200_M311.dwg Jarrett Rhine Plot:1/9/2026 8:44 AM Save:1/9/2026 8:31 AM



SEQUENCE OF OPERATIONS - PHASE 2

1. Place Detour And Maintenance Of Traffic Devices In Accordance With IMUTCD And Current INDOT Standards (See INDOT Standard Drawing E 801-TCFO-03.)
3. Install And Maintain Temporary Erosion Control Measures For Phase 2 Activities.
4. Maintain Right-In, Right-Out Access From SR 2 To Larrison Blvd.
5. Shift Both Lanes Of Traffic On Larrison Blvd. To The West And Maintain One Lane Of Traffic In Each Direction On Larrison Blvd.
6. Maintain Two Lanes Of Traffic In The Eastbound Direction Of Traffic On SR 2 And One Lane Of Traffic On The Inside Lane For The Westbound Direction Of Traffic On SR 2.
7. Construct The Permanent Ramp Tie-In To SR 2 Along Line "03" In The Northeast Quadrant To The Gore Nose.
8. Construct The Temporary Pavement For Line "TR-L".
9. Relocate Traffic To The Newly Constructed Temporary Pavement On Line "TR-L".

LEGEND

- Traffic Movements
- Construction Area
- Road Closure

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: KWH

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
OVERALL PHASE 2

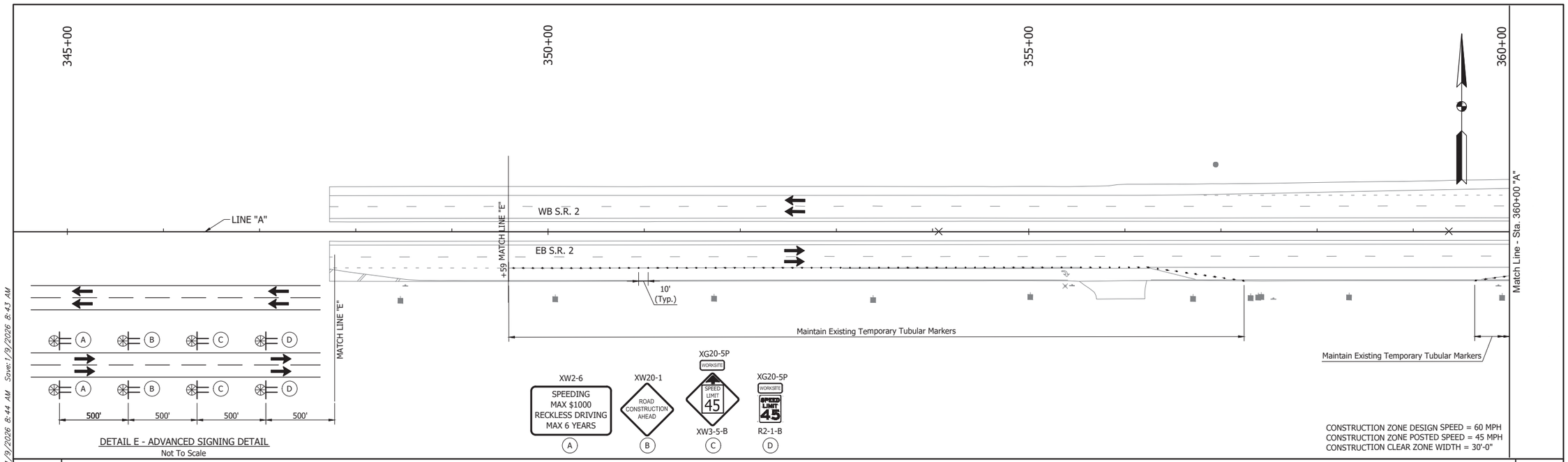
SCALE	BRIDGE FILE
1" = 200'	
	DESIGNATION
	2401424

SHEET 27 OF 70

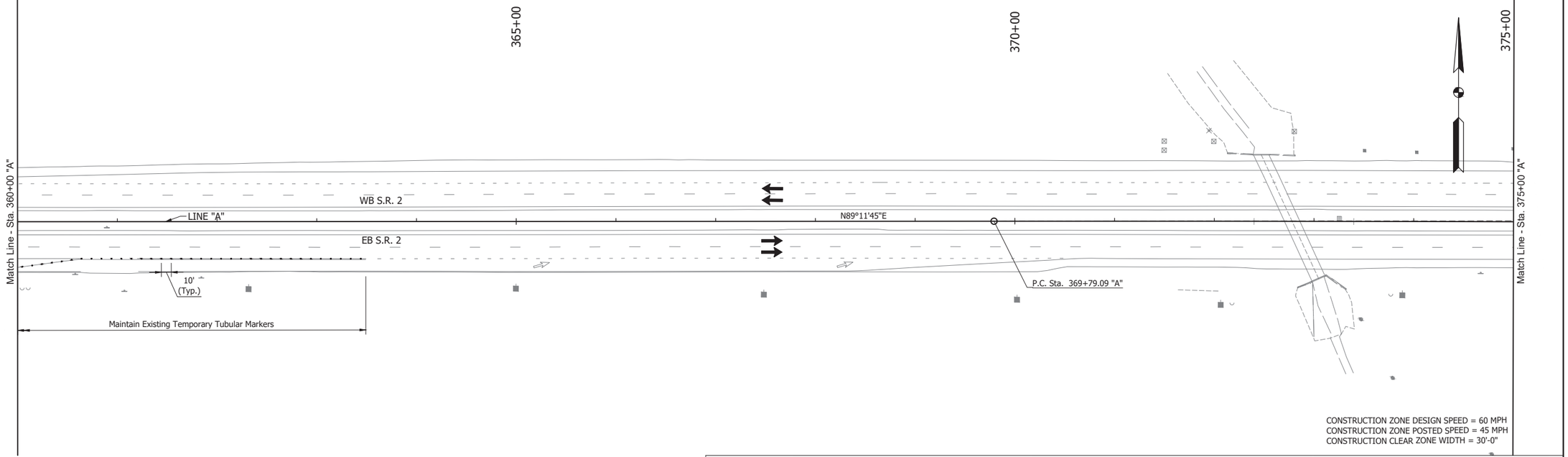
CONTRACT
R-45760

BFS NO. 748300

\\bfsfs02\jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M323.dwg Jarrett Rhine Plot:1/9/2026 8:44 AM Save:1/5/2026 7:46 AM



DETAIL E - ADVANCED SIGNING DETAIL
Not To Scale



LEGEND

- Direction of Traffic
- Temporary Tubular Marker

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: KWH

CHECKED: CWW | CHECKED: LRH

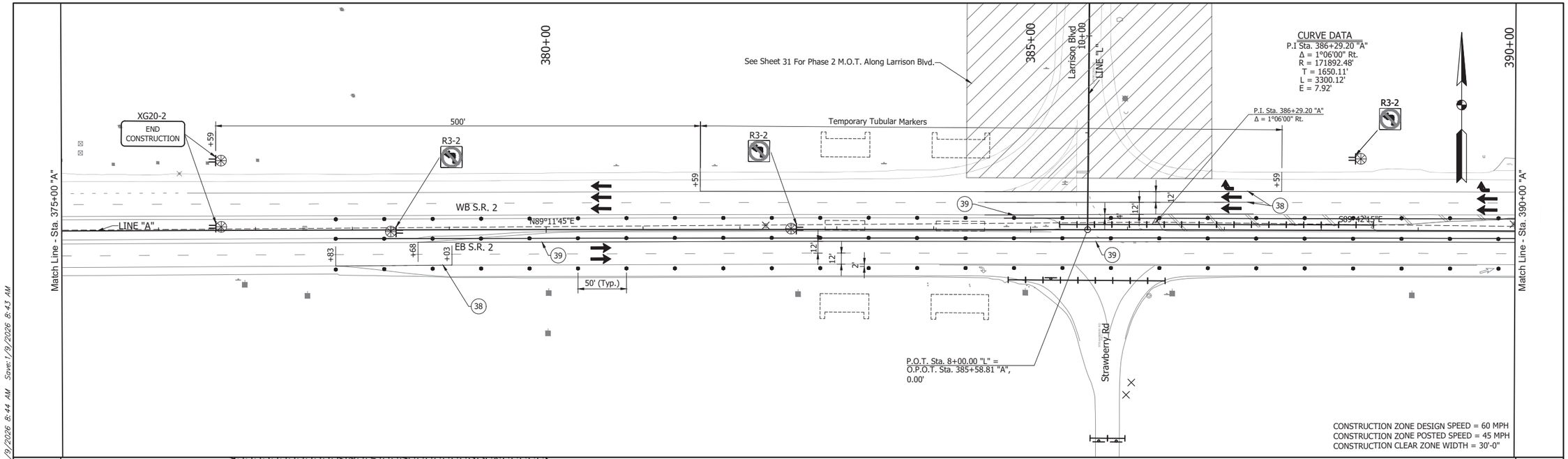
INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 2 - LINE "A"

SCALE	BRIDGE FILE
1" = 50'	
	DESIGNATION
	2401424
SHEET	
28 OF 70	
CONTRACT	
R-45760	

BFS NO. 748200

\\bfsfol2\jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings – Maintenance of Traffic\748200.M321.dwg Jarrett Rhine Plot:1/9/2026 8:44 AM Save:1/9/2026 8:43 AM



LEGEND

- Construction Area
- Construction Sign Type A Warning Lights
- Channelizing Device
- Direction of Traffic
- Energy Absorbing Terminal, CZ, TL-3
- Flashing Arrow Sign
- Road Closure Sign Assembly
- Temporary Barricade, Type III-A
- Temporary Traffic Barrier, Type 2
- Temporary Tubular Marker
- (38) Temp. Pavement Marking, Removable, Solid, White, 6 in.
- (39) Temp. Pavement Marking, Removable, Solid, Yellow, 6 in.

BF&S PRELIMINARY NOT FOR CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: KWH

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

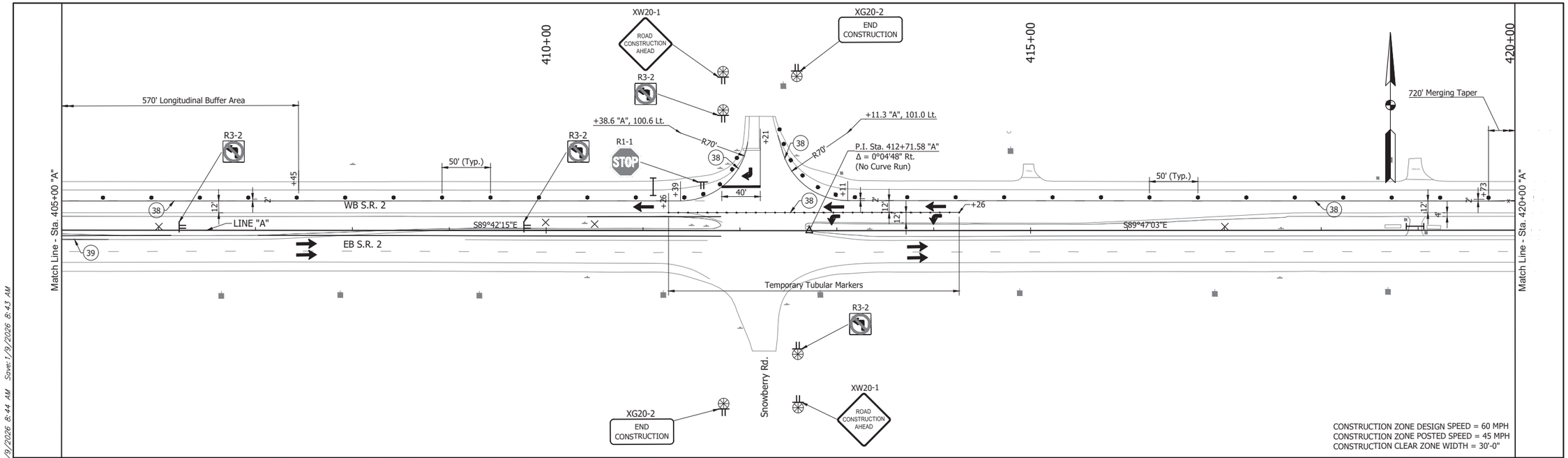
MAINTENANCE OF TRAFFIC
PHASE 2 - LINE "A"

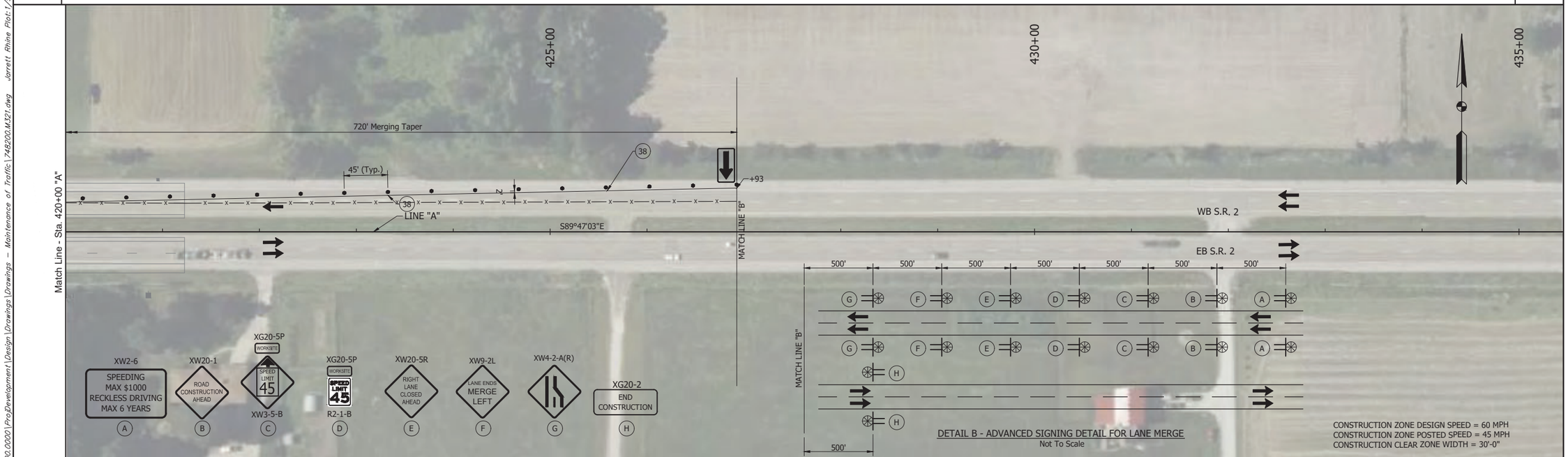
SCALE	BRIDGE FILE
1" = 50'	
	DESIGNATION
	2401424

SHEET		
29	OF	70
CONTRACT		
R-45760		

BFS NO. 748200

\\bfsfol2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M321.dwg Jarrett Rhine Plot:1/9/2026 8:44 AM Save:1/9/2026 8:43 AM





LEGEND

- Construction Area
- Construction Sign Type A Warning Lights
- Channelizing Device
- Direction of Traffic
- Flashing Arrow Sign
- Line Remove
- Temporary Barricade, Type III-A
- Temporary Tubular Marker
- (38) Temp. Pavement Marking, Removable, Solid, White, 6 in.
- (39) Temp. Pavement Marking, Removable, Solid, Yellow, 6 in.

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: KWH

CHECKED: CWW | CHECKED: LRH

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE 2 - LINE "A"

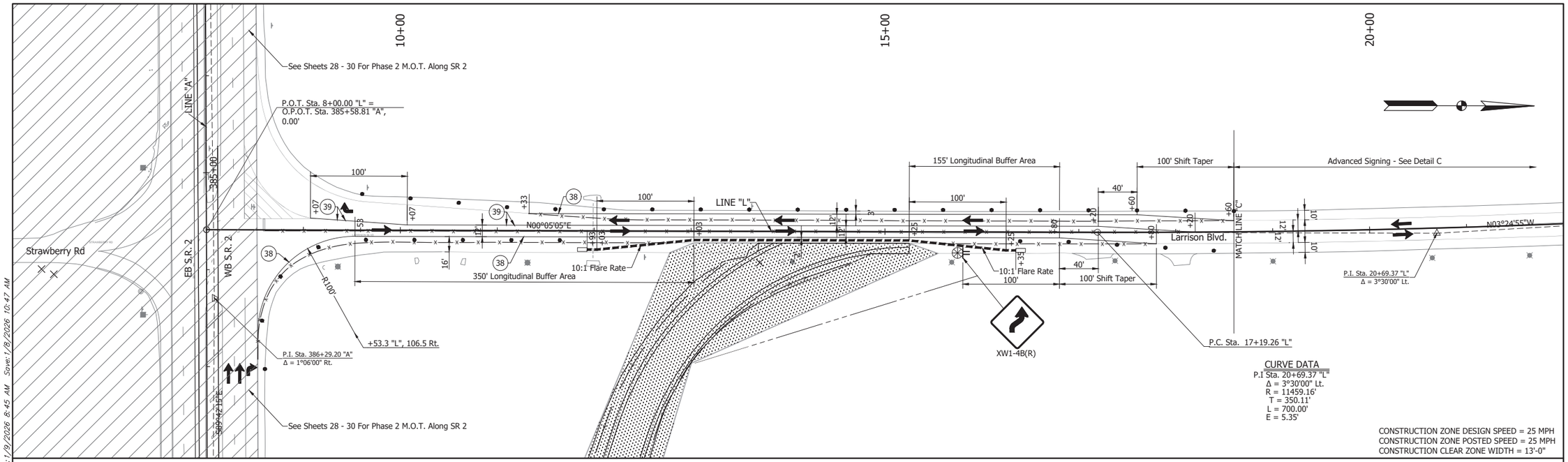
SCALE	BRIDGE FILE
1" = 50'	
	DESIGNATION
	2401424

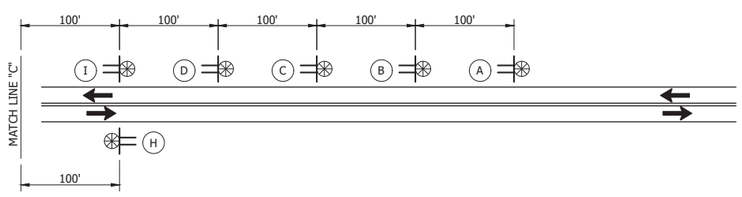
SHEET 30 OF 70

CONTRACT R-45760

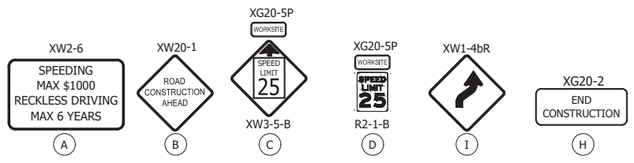
BFS NO. 748200

\\bfsfs02\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M321.dwg Jarrett Rhine Plot:1/9/2026 8:44 AM Save:1/9/2026 8:43 AM





DETAIL C - ADVANCED SIGNING DETAIL
Not To Scale



LEGEND

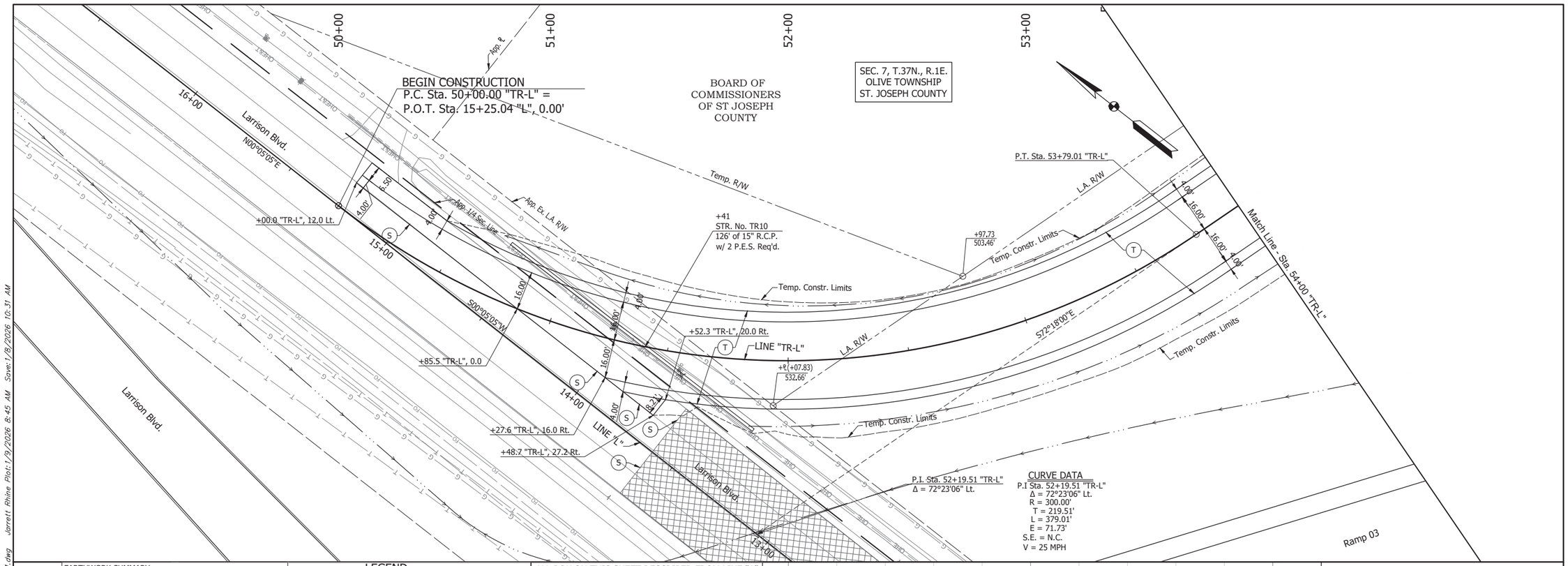
- Construction Area
- Construction Sign
- Type A Warning Lights
- Direction of Traffic
- Energy Absorbing Terminal, CZ, TL-3
- Line Remove
- Temporary Traffic Barrier, Type 2
- (38) Temp. Pavement Marking, Removable, Solid, White, 6 in.
- (39) Temp. Pavement Marking, Removable, Solid, Yellow, 6 in.

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE 1" = 50'	BRIDGE FILE
DESIGNED: LRH DRAWN: JNR	MAINTENANCE OF TRAFFIC PHASE 2 - LINE "L"		DESIGNATION 2401424
CHECKED: CWW CHECKED: LRH			SHEET 31 OF 70
			CONTRACT R-45760

BFS NO. 748300

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

\\bfsfs02\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M321A.dwg Jarrett Rhine Plot:1/9/2026 8:45 AM Save:1/8/2026 10:47 AM

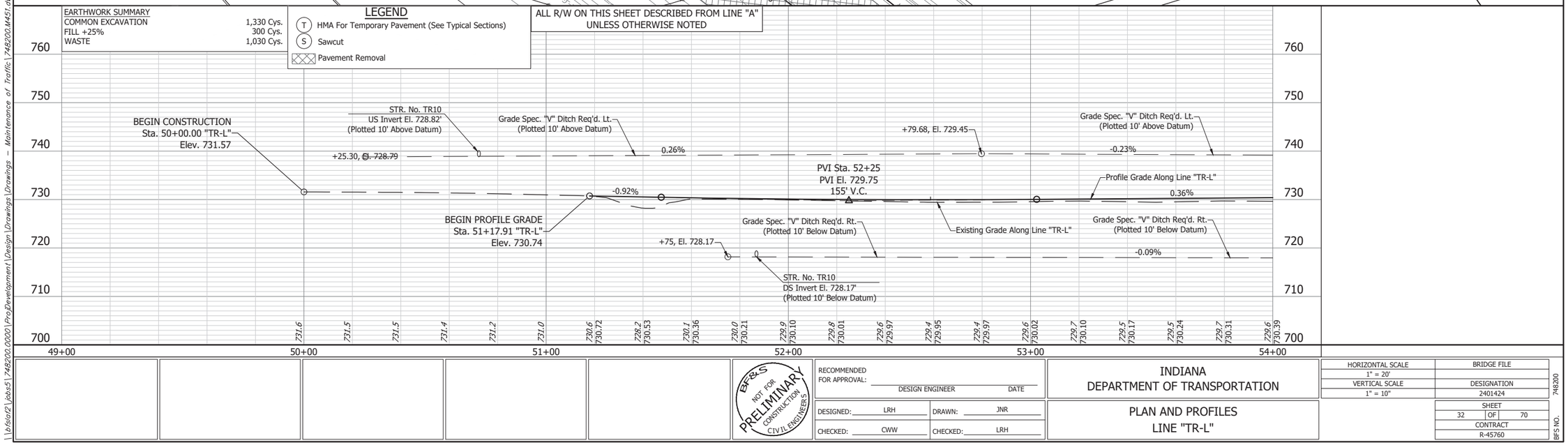


EARTHWORK SUMMARY	
COMMON EXCAVATION	1,330 Cys.
FILL +25%	300 Cys.
WASTE	1,030 Cys.

LEGEND

- (T) HMA For Temporary Pavement (See Typical Sections)
- (S) Sawcut
- Pavement Removal

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



BF&S PRELIMINARY NOT FOR CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILES
LINE "TR-L"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	
VERTICAL SCALE	DESIGNATION
1" = 10"	2401424

SHEET		
32	OF	70
CONTRACT		
R-45760		

BFS NO. 748200

\\bfsfs02\jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings – Maintenance of Traffic\748200_M451.dwg Jarrett Rhine Plot:1/9/2026 8:45 AM Save:1/8/2026 10:31 AM

\\bfsfol2\Jobs5\748200.0000\ProDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M451.dwg Jarrett Rhine Plot:1/9/2026 8:45 AM Save:1/8/2026 10:31 AM

BOARD OF COMMISSIONERS OF ST JOSEPH COUNTY

BOARD OF COMMISSIONERS OF ST JOSEPH COUNTY

JAQUELINE L HOLLER AND JOHN C MILLER

SEC. 7, T.37N., R.1E.
OLIVE TOWNSHIP
ST. JOSEPH COUNTY

55+00 56+00 57+00 58+00 59+00

+℄(+11.49)
434.25'

+℄(+31.05)
363.49'

L.A. R/W

Temp. Constr. Limits — 100.00' Taper — 4.00' — 6.00'

+28.9 "TR-L", 16.0 Lt. — 16.00'

+28.9 "TR-L", 12.0 Lt. — 12.00'

LINE "TR-L"

S72°18'00"E

+28.9 "TR-L", 12.0 Rt. — 12.00'

+28.9 "TR-L", 16.0 Rt. — 16.00'

6.00'

100.00' Taper — 4.00'

Temp. Constr. Limits

Match Line - Sta. 54+00 "TR-L"

+50.6 "TR-L", 12.0 Lt.

+50.6 "TR-L", 12.0 Rt.

Match Line - Sta. 59+50 "TR-L"

T HMA For Temporary Pavement (See Typical Sections)

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

Grade Spec. "V" Ditch Req'd. Lt. (Plotted 10' Above Datum)

PVI Sta. 55+00
PVI El. 730.75
155' V.C.

-0.23%

Profile Grade Along Line "TR-L"

-0.29%

Existing Grade Along Line "TR-L"

Grade Spec. "V" Ditch Req'd. Rt. (Plotted 10' Below Datum)

-0.09%

760 750 740 730 720 710 700

729.6 730.39 | 729.7 730.46 | 729.7 730.53 | 729.6 730.57 | 729.6 730.61 | 729.9 730.62 | 729.9 730.62 | 729.9 730.60 | 729.8 730.57 | 729.8 730.52 | 729.9 730.46 | 729.8 730.40 | 729.8 730.34 | 729.9 730.28 | 729.7 730.23 | 729.5 730.17 | 729.6 730.11 | 729.4 730.05 | 729.3 729.99 | 729.3 729.94 | 729.3 729.88 | 729.2 729.82 | 729.1 729.76 | 729.1 729.70 | 729.1 729.65 | 729.0 729.59 | 729.1 729.53 | 729.0 729.47 | 729.0 729.44

54+00 55+00 56+00 57+00 58+00 59+00 59+50

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILES
LINE "TR-L"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	
VERTICAL SCALE	DESIGNATION
1" = 10"	2401424

SHEET			
33	OF	70	
CONTRACT			
R-45760			

BFS NO. 748200

SEC. 7, T.37N., R.1E.
OLIVE TOWNSHIP
ST. JOSEPH COUNTY

STANLEY J MICHALSKI

JAQUELINE L HOLLER
AND JOHN C MILLER

60+00 | 61+00 | 62+00 | 63+00 | 64+00

L.A. R/W

Match Line - Sta. 59+50 "TR-L"

P.C. Sta. 60+00.60 "TR-L"

+00.6 "TR-L", 16.0 Lt.

+℄(+50.77)
293.02'

S72°18'00"E

+50.6 "TR-L", 16.0 Lt.

+00.6 "TR-L", 16.0 Rt.

+50.6 "TR-L", 16.0 Rt.

Temp. Constr. Limits

App. ℄

+71.5 "TR-L", 166.0 Lt.

P.I. Sta. 61+46.80 "TR-L"
Δ = 72°20'10" Rt.

R150.00'

+71.5 "TR-L", 16.0 Lt.

6.00'

16.00'

10.00'

LINE "TR-L"

+18.7 "TR-L", 16.0 Rt.

R60.00'

+30
STR. No. TR11
Dual 152' of 18" R.C.P.
w/ 4 P.E.S. Req'd.

+40.2 "TR-L", 80.6 Rt.

+18.7 "TR-L", 86.0 Rt.

+24.7 "TR-L", 131.4 Rt.

CURVE DATA
P.I Sta. 61+46.80 "TR-L"
Δ = 72°20'10" Rt.
R = 200.00'
T = 146.21'
L = 252.50'
E = 47.74'
S.E. = N.C.
V=25 MPH

+℄(+50.16)
78.05'

App. ℄

+℄(+70.49)
78.74'

App. ℄ Ex. R/W

51.25'

80.86'

96.02'

P.T. Sta. 62+53.10 "TR-L"

S00°02'10"W

P.O.T. Sta. 63+10.27 "TR-L" =
O.P.O.T. Sta. 395+00.00 "A",
0.00'

END CONSTRUCTION
P.O.T. Sta. 62+48.65 "TR-L"

Westbound SR 2

Eastbound SR 2

Ramp 02

394+00

395+00

396+00

NOTES
1. See Construction Details, Sheets 35 - 36, For Information Along SR 2.

LEGEND
(T) HMA For Temporary Pavement (See Typical Sections)
(S) Sawcut

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

760 | 750 | 740 | 730 | 720 | 710 | 700

Grade Spec. "V" Ditch Req'd. Lt.
(Plotted 10' Above Datum)

-0.23%

PVI Sta. 61+25
PVI El. 728.93
155' V.C.

Grade Spec. "V" Ditch Req'd. Rt.
(Plotted 10' Below Datum)

-0.09%

STR. No. TR11
DS Invert El. 726.77'
(Plotted 10' Above Datum)

+49.17, El. 727.21

Profile Grade Along Line "TR-L"

1.53%

Existing Grade Along Line "TR-L"

END CONSTRUCTION
Sta. 62+48.65 "TR-L"
Elev. 730.83

STR. No. TR11
US Invert El. 727.22'
(Plotted 10' Below Datum)

+18.38, El. 727.18

729.0 729.44 | 728.9 729.41 | 728.9 729.35 | 728.8 729.30 | 728.6 729.24 | 728.6 729.18 | 728.9 729.13 | 728.8 729.13 | 728.7 729.17 | 728.7 729.26 | 728.8 729.39 | 728.7 729.58 | 728.4 729.81 | 728.5 730.08 | 728.3 730.39 | 727.9 730.70 | 730.9 | 731.4 | 730.8

59+50 | 60+00 | 61+00 | 62+00 | 63+00 | 64+00

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: LRH | DRAWN: JNR
CHECKED: CWW | CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILES
LINE "TR-L"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	
VERTICAL SCALE	DESIGNATION
1" = 10"	2401424

SHEET 34 OF 70
CONTRACT R-45760

BFS NO. 748200

\\bfsfol2\jobs\748200.0000\ProDevelopment\Design\Drawings\Drawings – Maintenance of Traffic\748200_M451.dwg Jarrett Rhine Plot:1/9/2026 8:45 AM Save:1/8/2026 10:31 AM

392+00 393+00 394+00 395+00 396+00 397+00 398+00

JAQUELINE L HOLLER
AND JOHN C MILLER

STANLEY J MICHALSKI

CRAIG ALAN WIGGINS

SEC. 7, T.37N., R.1E.
OLIVE TOWNSHIP
ST. JOSEPH COUNTY

Propane Tank

House

Garage

L.A. R/W

+00
150.00'

+18.7 "TR-L", 16.0 Rt.

+18.7 "TR-L", 86.0 Rt.

Constr. Limits

App. ℄

10.00'

16.00'

16.00'

5.00'

R70.00'

R60.00'

P.I. Sta. 61+46.80 "TR-L"
Δ = 72°20'10" Rt.

CURVE DATA
P.I Sta. 61+46.80 "TR-L"
Δ = 72°20'10" Rt.
R = 200.00'
T = 146.21'
L = 252.50'
E = 47.74'
S.E. = N.C.
V = 25 MPH

R150.00'

R144.00'

+71.5 "TR-L", 166.0 Lt.

+71.5 "TR-L", 166.0 Lt.

62+00

LINE "TR-L"

+40.2 "TR-L", 80.6 Rt.

App. Ex. L.A. R/W

+29.3 "TR-L", 106.9 Rt.

+24.7 "TR-L", 131.4 Rt.

24.56'

80.86'

96.02'

+52.7 "TR-L", 95.9 Lt.

+52.4 "TR-L", 135.8 Lt.

+54.1 "TR-L", 135.8 Lt.

727.34 I.E. 15"CMP

728.85 I.E. 15"CMP

728.51 I.E. 15"CMP

727.56 TOP/?? PIPE

ASPH

END CONSTRUCTION
P.O.T. Sta. 62+48.65 "TR-L"

App. Sec. Line

P.T. Sta. 62+53.10 "TR-L"

S00°02'10"W

63+00

S89°42'15"E

LINE "A"

DROP INLET
729.14 RIM
727.12 I.E. 12" RCP S.

DROP INLET
728.80 RIM
726.82 I.E. 12" RCP E.

P.O.T. Sta. 63+10.27 "TR-L" =
O.P.O.T. Sta. 395+00.00 "A",
0.00'

727.61 I.E. 12"RCP

CURVE DATA
P.I Sta. 386+29.20 "A"
Δ = 1°06'00" Rt.
R = 171892.48'
T = 1650.11'
L = 3300.12'
E = 7.92'

L.A. R/W

Match Line - Sta. 398+00 "A"

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

LEGEND

(T) HMA For Temporary Pavement (See Typical Sections)

(S) Sawcut

Full Depth HMA Pavement (See Roadway Plans For Des. 2401424)

NOTES
1. See Maintenance Of Traffic Sheets For Pavement Markings.

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "A"

SCALE 1" = 20'

BRIDGE FILE

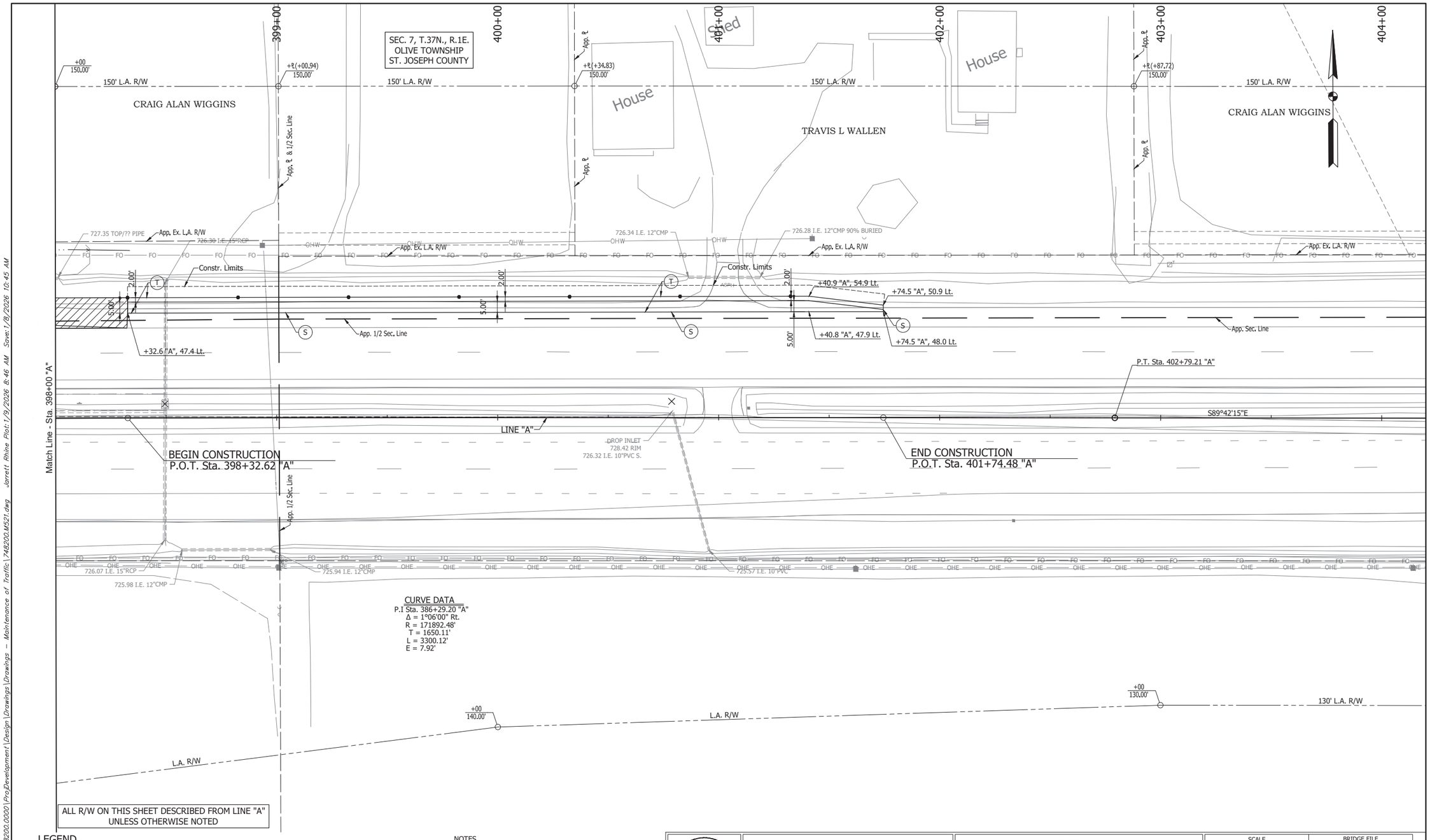
DESIGNATION 2401424

SHEET 35 OF 70

CONTRACT R-45760

BFS NO. 748300

\\bfsfs02\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M521.dwg Jarrett Rhine Plot:1/9/2026 8:46 AM Save:1/8/2026 10:45 AM



LEGEND

(T) HMA For Temporary Pavement (See Typical Sections)

(S) Sawcut

Full Depth HMA Pavement (See Roadway Plans For Des. 2401424)

NOTES

1. See Maintenance Of Traffic Sheets For Pavement Markings.

BF&S NOT FOR CONSTRUCTION PRELIMINARY CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: JNR

CHECKED: CWW | CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "A"

SCALE	BRIDGE FILE
1" = 20'	
	DESIGNATION
	2401424
	SHEET
	36 OF 70
	CONTRACT
	R-45760

BFS NO. 748200

\\bfsfol2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.MS21.dwg Jarrett Rhine Plot:1/9/2026 8:46 AM Save:1/8/2026 10:45 AM

50+00
51+00
52+00
53+00
16+00
15+00
14+00
13+00
12+00
BEGIN CONSTRUCTION
P.C. Sta. 50+00.00 "TR-L" =
P.O.T. Sta. 15+25.04 "L", 0.00'
+00.0 "TR-L", 12.3 Lt.
+48.5 "TR-L", 16.0 Lt.
+50.4 "TR-L", 16.0 Rt.
+27.6 "TR-L", 16.0 Rt.
P.T. Sta. 53+79.01 "TR-L"
Match Line - Sta. 54+00 "TR-L"
Larrison Blvd.
N00°05'05"E
S00°05'05"W
S72°18'00"E
LINE "TR-L"
LINE "L"
Sign Type R2-1
"25 MPH"
Sign Type W1-8
"Chevron Alignment"
Road Closure Sign Assembly
+00
+60
+97
+24
16'
36
37
Ramp 03

CURVE DATA
P.I Sta. 52+19.51 "TR-L"
Δ = 72°23'06" Lt.
R = 300.00'
T = 219.51'
L = 379.01'
E = 71.73'
S.E. = N.C.
V = 25 MPH

P.I. Sta. 52+19.51 "TR-L"
Δ = 72°23'06" Lt.

LEGEND

- Channelizing Device
- Construction Sign Type As Shown w/ Type 'A' Warning Light
- Proposed Sign
- Type III-B Barricade
- (36) Line, Paint, Solid, White, 6 in.
- (37) Line, Paint, Solid, Yellow, 6 in.

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: JNR

CHECKED: CWW | CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKINGS AND SIGNAGE
LINE "TR-L"

SCALE	BRIDGE FILE
1" = 20'	
	DESIGNATION
	2401424
SHEET	
37 OF 70	
CONTRACT	
R-45760	

BFS NO. 748200

\\bfsfol2\Jobs5\748200.0000\ProDevelopment\Design\Drawings\Drawings – Maintenance of Traffic\748200.M671.dwg Jarrett Rhine Plot:1/9/2026 8:46 AM Save:1/8/2026 10:48 AM

\\bfsfs2\jobs\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M671.dwg Jarrett Rhine Plot:1/9/2026 8:46 AM Save:1/8/2026 10:48 AM

54+00 55+00 56+00 57+00 58+00 59+00 60+00

Match Line - Sta. 54+00 "TR-L"

Match Line - Sta. 60+00 "TR-L"

100' Taper

100.00' Taper

100' Taper

16'

16'

12'

12'

12'

12'

+28.9 "TR-L", 16.0 Lt.

+28.9 "TR-L", 12.0 Lt.

+28.9 "TR-L", 16.0 Rt.

+28.9 "TR-L", 12.0 Rt.

LINE "TR-L"

S72°18'00"E

S72°18'00"E

+50.6 "TR-L", 12.0 Lt.

+50.6 "TR-L", 16.0 Lt.

+50.6 "TR-L", 12.0 Rt.

+50.6 "TR-L", 16.0 Rt.

(36) (37)

Ramp 03

LEGEND

- Channelizing Device
- (36) Line, Paint, Solid, White, 6 in.
- (37) Line, Paint, Solid, Yellow, 6 in.

BFS NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

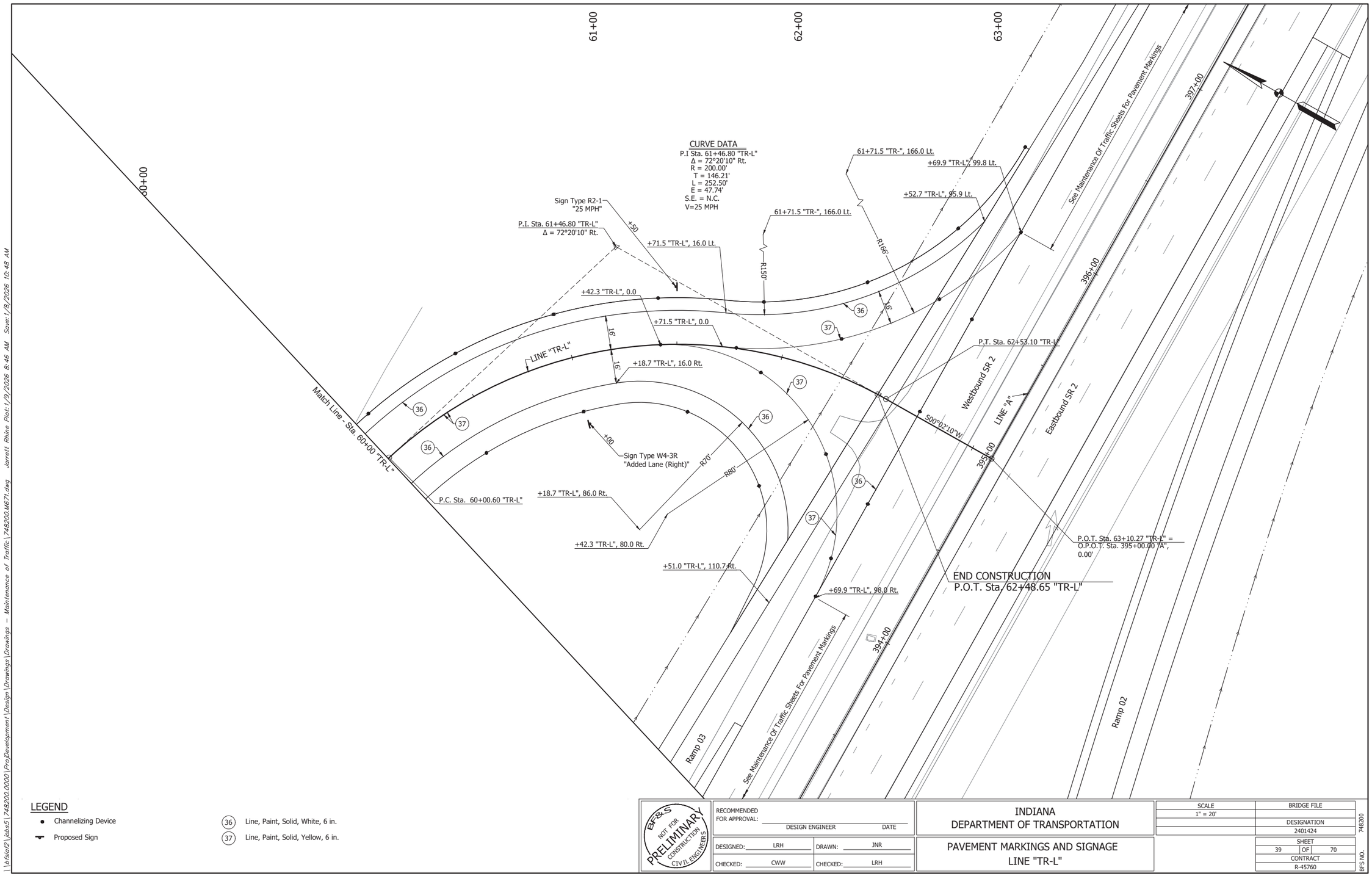
INDIANA
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKINGS AND SIGNAGE
LINE "TR-L"

SCALE	BRIDGE FILE
1" = 20'	
	DESIGNATION
	2401424

SHEET		
38	OF	70
CONTRACT		
R-45760		

BFS NO. 748200



LEGEND

- Channelizing Device
- Proposed Sign
- (36) Line, Paint, Solid, White, 6 in.
- (37) Line, Paint, Solid, Yellow, 6 in.

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKINGS AND SIGNAGE
LINE "TR-L"

SCALE	BRIDGE FILE
1" = 20'	
	DESIGNATION
	2401424

SHEET 39 OF 70

CONTRACT
R-45760

BFS NO. 748200

\\bfsfs02\jobs5\748200.0000\ProDevelopment\Design\Drawings\Drawings – Maintenance of Traffic\748200.M671.dwg Jarrett Rhine Plot:1/9/2026 8:46 AM Save:1/8/2026 10:48 AM



SEQUENCE OF OPERATIONS - PHASE 3

1. Place Detour And Maintenance Of Traffic Devices In Accordance With IMUTCD And Current INDOT Standards (See INDOT Standard Drawing E 801-TCFO-03.)
2. Install And Maintain Temporary Erosion Control Measures For Phase 3 Activities.
3. Maintain Right-In, Right-Out Access From SR 2 To Larrison Blvd. On The Temporary Road Constructed In Phase 2.
4. Maintain Two Lanes Of Traffic In Both Directions Along SR 2.
5. Maintain Right-In, Right-Out Access For Eastbound SR 2 To Snowberry Rd. And Left Turning Traffic From Westbound SR 2 to Snowberry Rd.
6. Continue Construction On Interchange Offline Of SR 2.
7. Maintain Phase 3 Maintenance Of Traffic Configuration For The 2026-2027 Winter Season.

LEGEND

- Traffic Movements
- Road Closure
- Construction Area
- Removed Pavement
- Temporary Pavement

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: KWH

CHECKED: CWW CHECKED: LRH

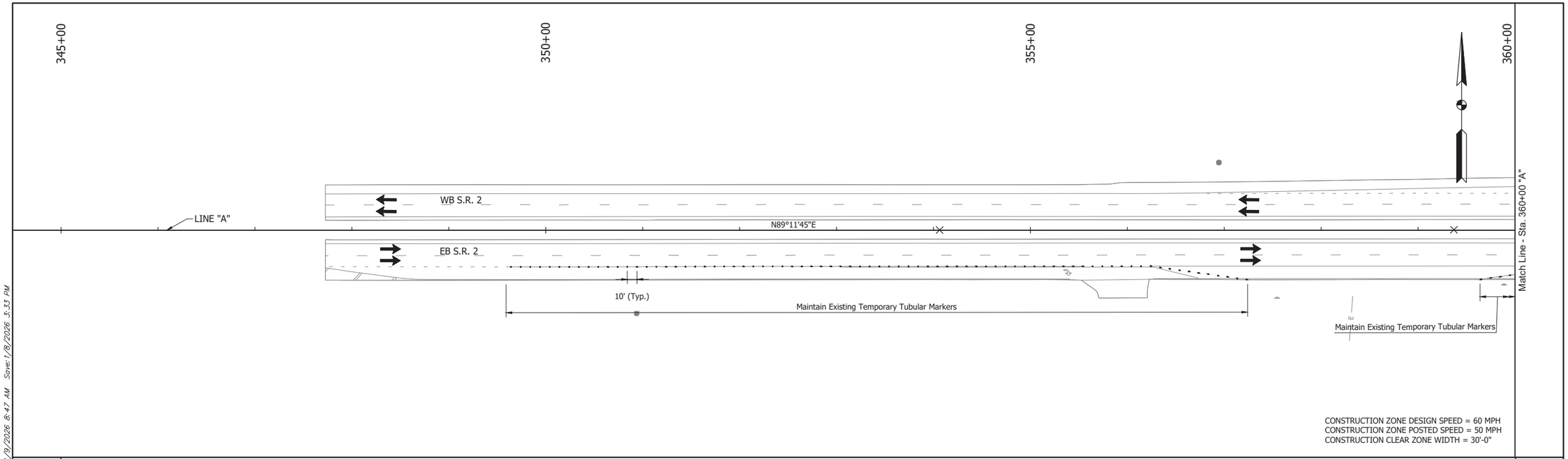
INDIANA
DEPARTMENT OF TRANSPORTATION

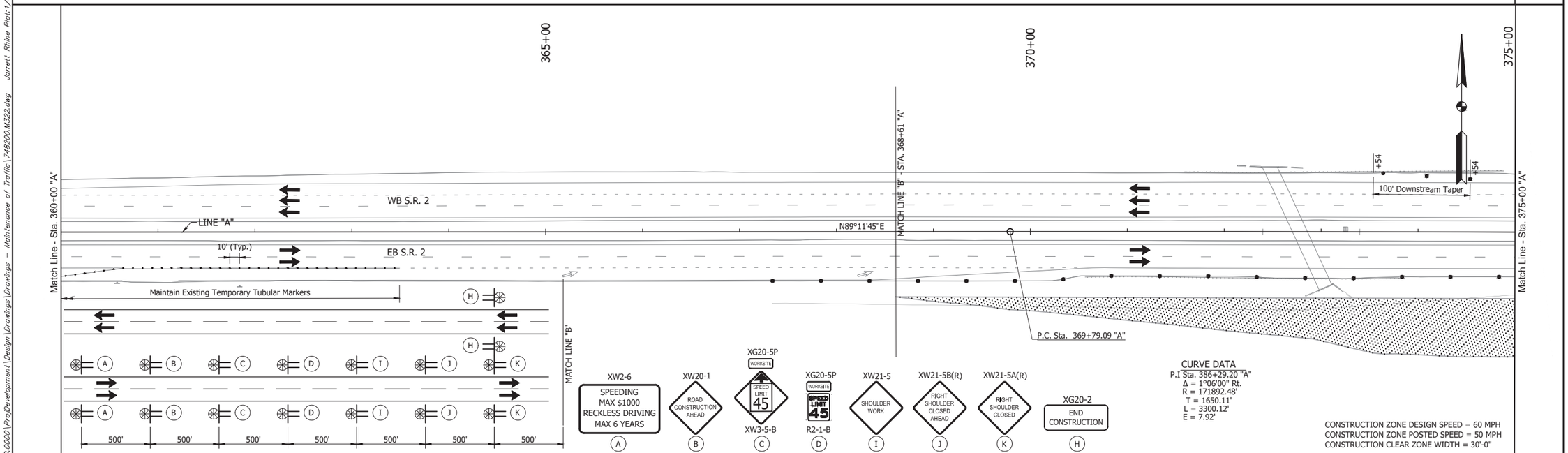
MAINTENANCE OF TRAFFIC
OVERALL PHASE 3

SCALE	BRIDGE FILE
1" = 200'	
	DESIGNATION
	2401424
	SHEET
	40 OF 70
	CONTRACT
	R-45760

BF'S NO. 748200

\\bfslo2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings – Maintenance of Traffic\748200.M323.dwg Jarrett Rhine Plot:1/9/2026 8:47 AM Save:1/5/2026 7:46 AM





DETAIL B - ADVANCED SIGNING DETAIL FOR SHOULDER CLOSURE
Not To Scale

LEGEND

- Construction Area
- Construction Sign
- Type A Warning Lights
- Channelizing Device
- Direction of Traffic
- Road Closure Sign Assembly
- Temporary Tubular Marker

BF&S PRELIMINARY NOT FOR CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: KWH

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

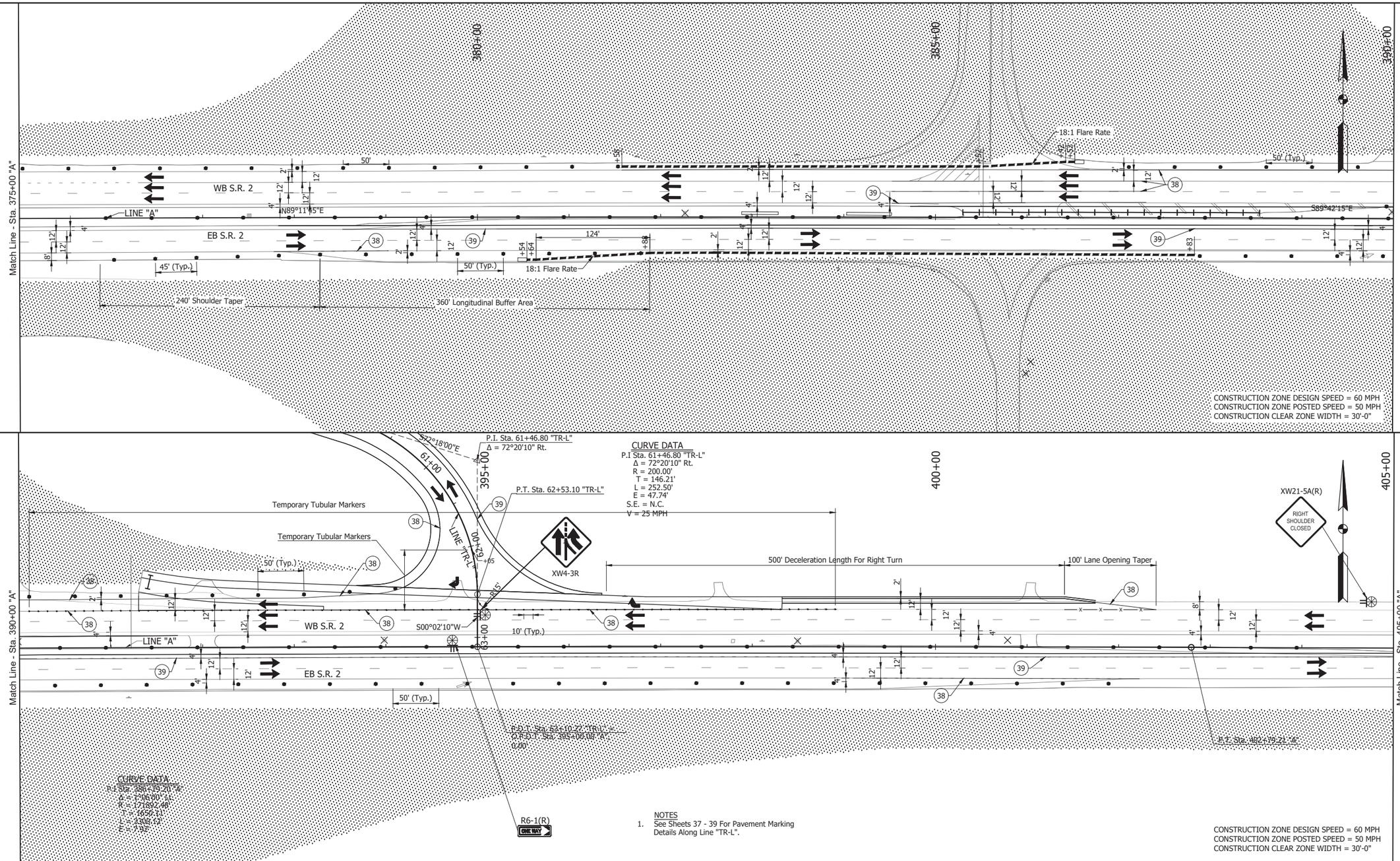
MAINTENANCE OF TRAFFIC
PHASE 3

SCALE	BRIDGE FILE
1" = 50'	
	DESIGNATION
	2401424

SHEET		
41	OF	70
CONTRACT		
R-45760		

BFS NO. 748200

\\bfsfol2\Jobs5\748200.0000\ProDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M322.dwg Jarrett Rhine Plot:1/9/2026 8:47 AM Save:1/8/2026 3:33 PM



NOTES
1. See Sheets 37 - 39 For Pavement Marking Details Along Line "TR-L".

CONSTRUCTION ZONE DESIGN SPEED = 60 MPH
CONSTRUCTION ZONE POSTED SPEED = 50 MPH
CONSTRUCTION CLEAR ZONE WIDTH = 30'-0"

LEGEND

- Construction Area
- Construction Sign Type A Warning Lights
- Channelizing Device
- Direction of Traffic
- Energy Absorbing Terminal, CZ, TL-3
- Flashing Arrow Sign
- Line Remove
- Road Closure Sign Assembly
- Temporary Barricade, Type III-A
- Temporary Traffic Barrier, Type 2
- Temporary Tubular Marker
- (38) Temp. Pavement Marking, Removable, Solid, White, 6 in.
- (39) Temp. Pavement Marking, Removable, Solid, Yellow, 6 in.

BF&S PRELIMINARY NOT FOR CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: KWH | CHECKED: CWW | CHECKED: LRH

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE 3

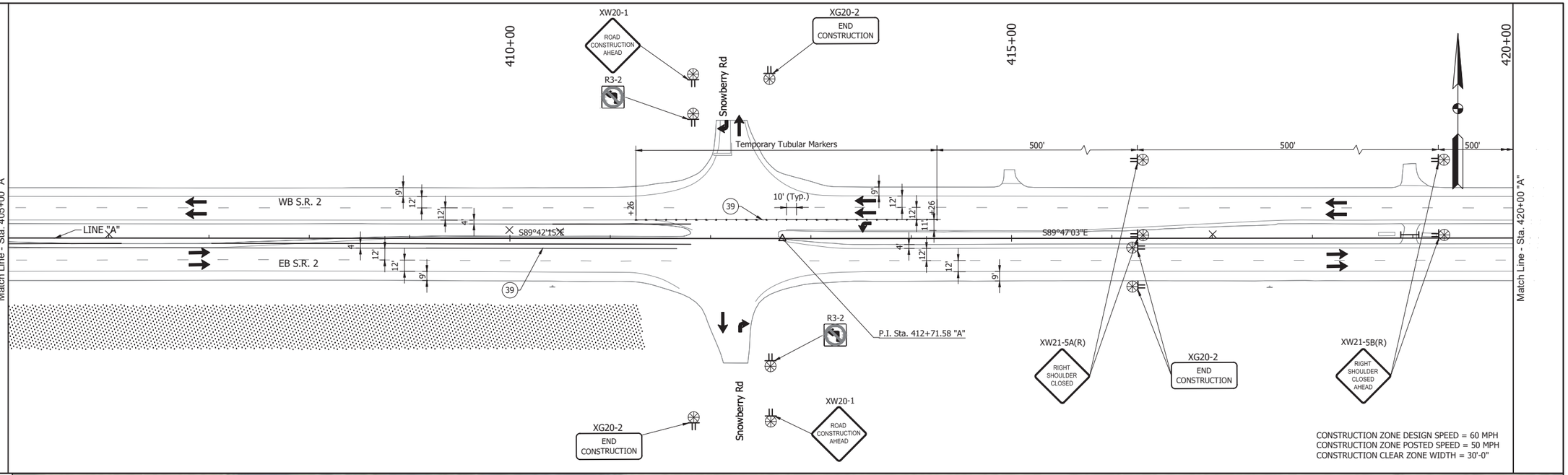
SCALE	BRIDGE FILE
1" = 50'	
	DESIGNATION
	2401424

SHEET 42 OF 70

CONTRACT R-45760

BFS NO. 748200

\\bfsfs02\Jobs5\748200.0000\ProDevelopment\Design\Drawings\Drawings – Maintenance of Traffic\748200.M322.dwg Jarrett Rhine Plot:1/9/2026 8:47 AM Save:1/8/2026 3:33 PM



BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: KWH

CHECKED: CWW | CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 3

SCALE	BRIDGE FILE
1" = 50'	
	DESIGNATION
	2401424

SHEET 43 OF 70

CONTRACT
R-45760

BFS NO. 748200

\\bfsfol2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200_M322.dwg Jarrett Rhine Plot:1/9/2026 8:47 AM Save:1/8/2026 3:33 PM



SEQUENCE OF OPERATIONS - PHASE 4

1. Place Detour And Maintenance Of Traffic Devices In Accordance With IMUTCD And Current INDOT Standards (See INDOT Standard Drawing E 801-TCFO-03.)
2. Install And Maintain Temporary Erosion Control Measures For Phase 4 Activities.
3. Maintain Right-In, Right-Out Access From SR 2 To Larrison Blvd. On The Temporary Road Constructed In Phase 2.
5. Maintain Right-In, Right-Out Access For Eastbound SR 2 To Snowberry Rd. And Left Turning Traffic From Westbound SR 2 to Snowberry Rd.
6. Close The Outside Travel Lanes In Each Direction Of Traffic On SR 2 And Maintain One Lane Of Traffic In Each Direction On The Inside Lanes Of SR 2.
7. Continue Construction On Interchange Offline Of SR 2.
8. Construct The Niespodziany Ditch Culvert Extension In The Southwest Quadrant.
9. Construct The Remaining Interchange Ramp Connections With SR 2.

LEGEND

- Traffic Movements
- Construction Area
- Temporary Pavement
- Barricade

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: KWH

CHECKED: CWW CHECKED: LRH

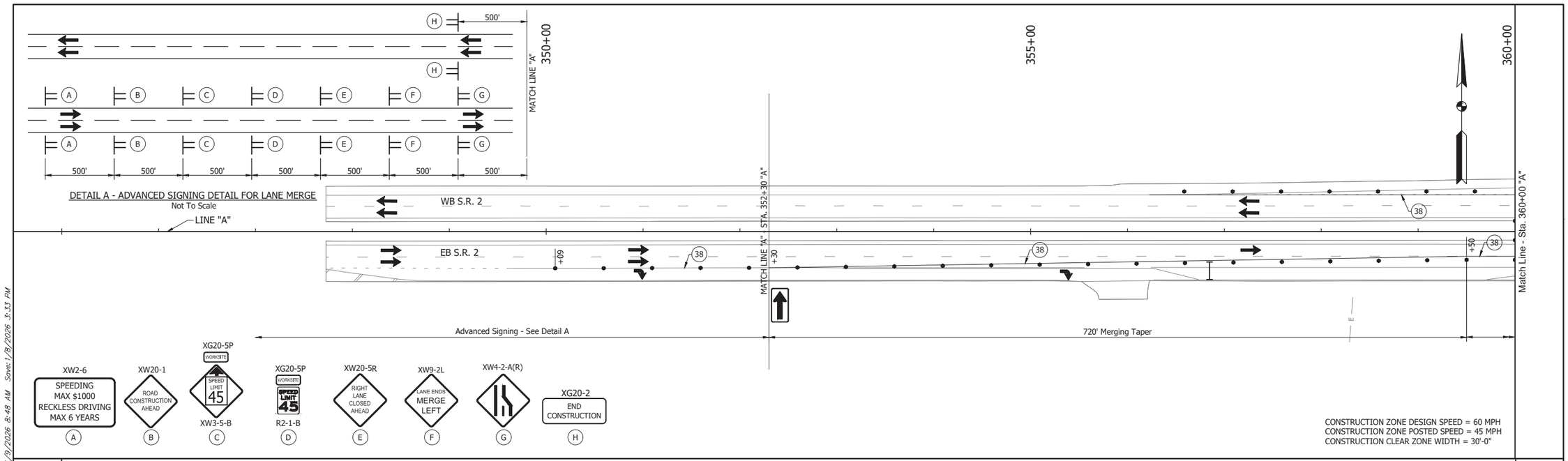
INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
OVERALL PHASE 4

SCALE	BRIDGE FILE
1" = 200'	
	DESIGNATION
	2401424
SHEET	
44 OF 70	
CONTRACT	
R-45760	

BF'S NO. 748200

\\bfslor2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings – Maintenance of Traffic\748200.M333.dwg Jarrett Rhine Plot:1/9/2026 8:47 AM Save:1/7/2026 2:12 PM



LEGEND

- Construction Area
- Construction Sign
- Type A Warning Lights
- Channelizing Device
- Direction of Traffic
- Energy Absorbing Terminal, CZ, TL-3
- Flashing Arrow Sign
- x — x — Line Remove
- Road Closure Sign Assembly
- Temporary Barricade, Type III-A
- Temporary Traffic Barrier, Type 2
- Temporary Tubular Marker
- (38) Temp. Pavement Marking, Removable, Solid, White, 6 in.
- (39) Temp. Pavement Marking, Removable, Solid, Yellow, 6 in.
- (40) Temp. Pavement Marking, Removable, Dotted, White, 6 in.

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: LRH DRAWN: KWH

CHECKED: CWW CHECKED: LRH

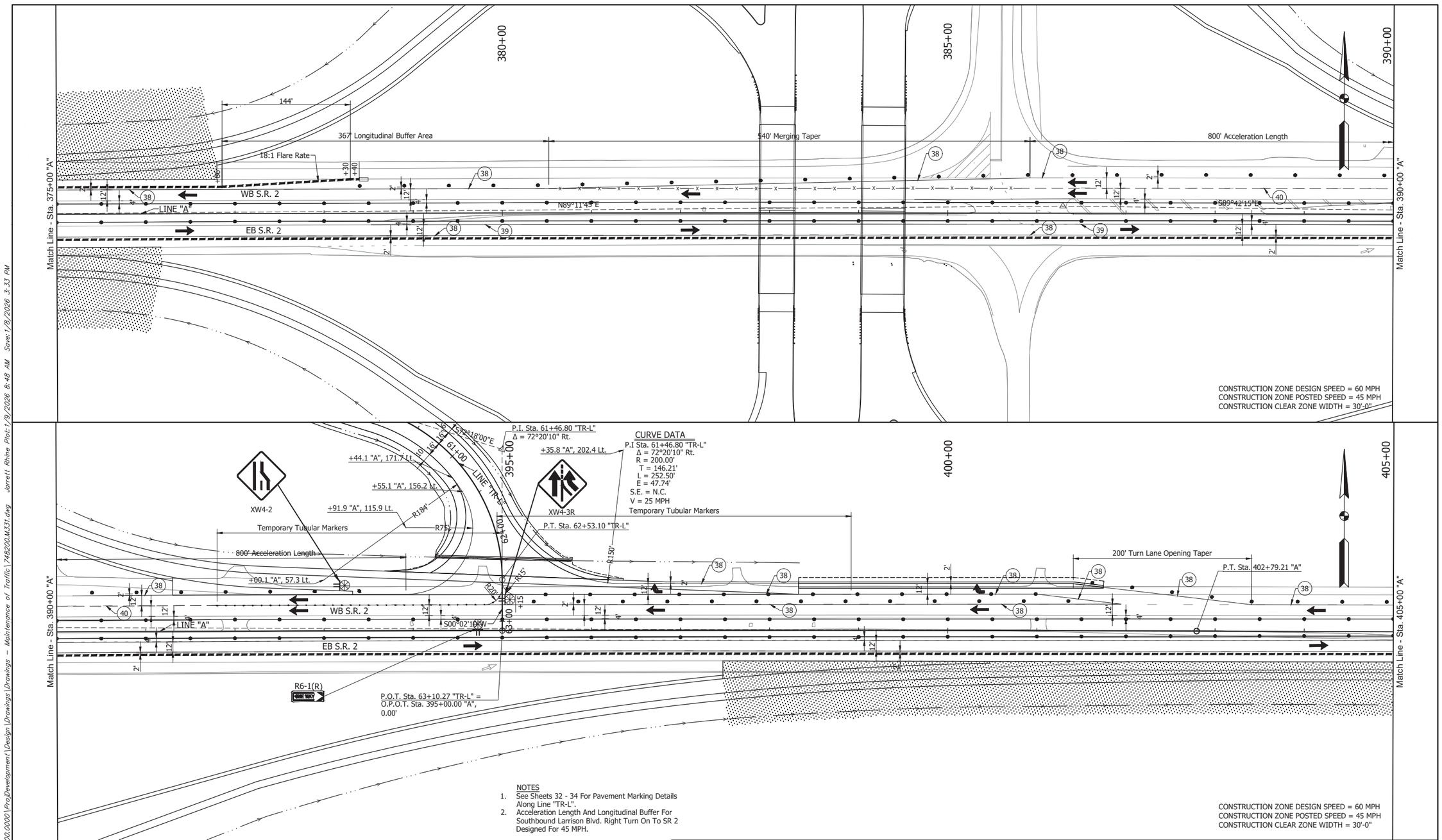
INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 4

SCALE	BRIDGE FILE
1" = 50'	
	DESIGNATION
	2401424
SHEET	
45 OF 70	
CONTRACT	
R-45760	

BFS NO. 748200

\\bfsfol2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200_M331.dwg Jarrett Rhine Plot:1/9/2026 8:48 AM Save:1/8/2026 3:33 PM



NOTES

1. See Sheets 32 - 34 For Pavement Marking Details Along Line "TR-L".
2. Acceleration Length And Longitudinal Buffer For Southbound Larrison Blvd. Right Turn On To SR 2 Designed For 45 MPH.

LEGEND

- Construction Area
- Construction Sign Type A Warning Lights
- Channelizing Device
- Direction of Traffic
- Energy Absorbing Terminal, CZ, TL-3
- Flashing Arrow Sign
- Line Remove
- Road Closure Sign Assembly
- Temporary Barricade, Type III-A
- Temporary Traffic Barrier, Type 2
- Temporary Tubular Marker

(38) Temp. Pavement Marking, Removable, Solid, White, 6 in.

(39) Temp. Pavement Marking, Removable, Solid, Yellow, 6 in.

(40) Temp. Pavement Marking, Removable, Dotted, White, 6 in.

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: KWH

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 4

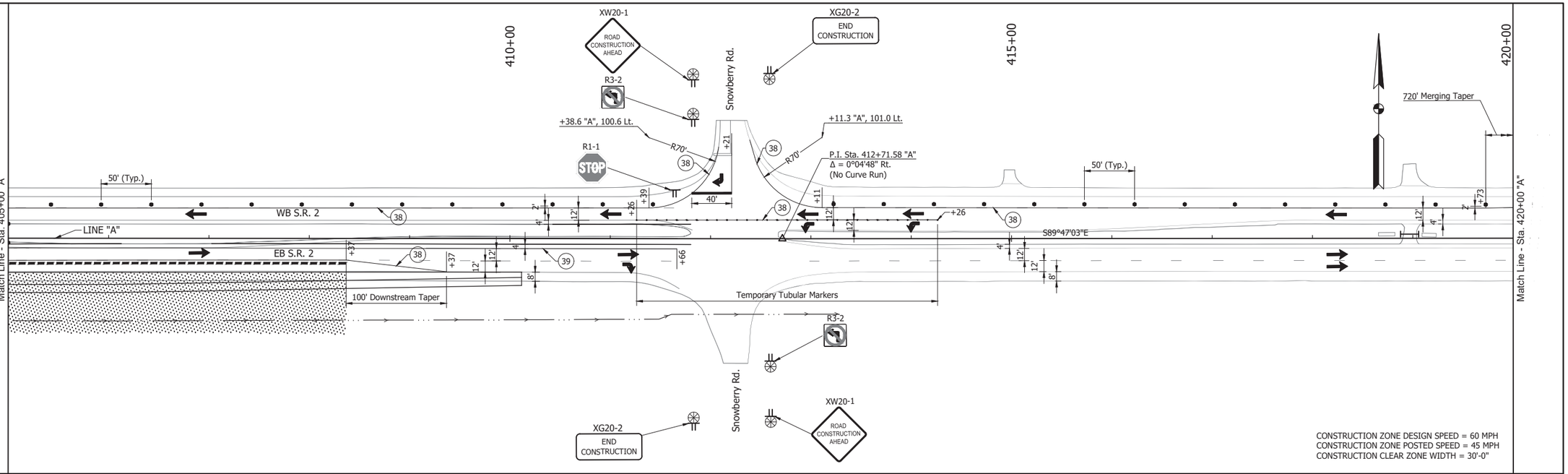
SCALE	BRIDGE FILE
1" = 50'	
	DESIGNATION
	2401424

SHEET 46 OF 70

CONTRACT
R-45760

BFS NO. 748200

\\bfsfs02\Jobs\748200.0000\ProjDevelopment\Design\Drawings\Drawings – Maintenance of Traffic\748200.M331.dwg Jarrett Rhine Plot:1/9/2026 8:48 AM Save:1/8/2026 3:33 PM



BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: KWH

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 4

SCALE	BRIDGE FILE
1" = 50'	
	DESIGNATION
	2401424

SHEET		
47	OF	70
CONTRACT		
R-45760		

BFS NO. 748200

\\bfsfs02\Jobs5\748200.0000\ProDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M331.dwg Jarrett Rhine Plot:1/9/2026 8:48 AM Save:1/8/2026 3:33 PM



SEQUENCE OF OPERATIONS - PHASE 5

1. Place Detour And Maintenance Of Traffic Devices In Accordance With IMUTCD And Current INDOT Standards (See INDOT Standard Drawing E 801-TCFO-03.)
2. Install And Maintain Temporary Erosion Control Measures For Phase 5 Activities.
5. Maintain Access To Larrison Blvd. And Strawberry Rd. On The New Interchange.
6. Close The Inside Travel Lanes In Each Direction Of Traffic On SR 2 And Maintain One Lane Of Traffic In Each Direction On The Outside Lanes Of SR 2 Through Snowberry Rd.
7. Terminate The Access Of Snowberry Rd. To SR 2 On The North And South Sides Of SR 2.
8. Remove The Temporary Road Between SR 2 And Larrison Blvd. And Remaining Existing Pavement On Larrison Blvd.

LEGEND

- Traffic Movements
- Construction Area
- Temporary Pavement
- Barricade

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: KWH

CHECKED: CWW | CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
OVERALL PHASE 5

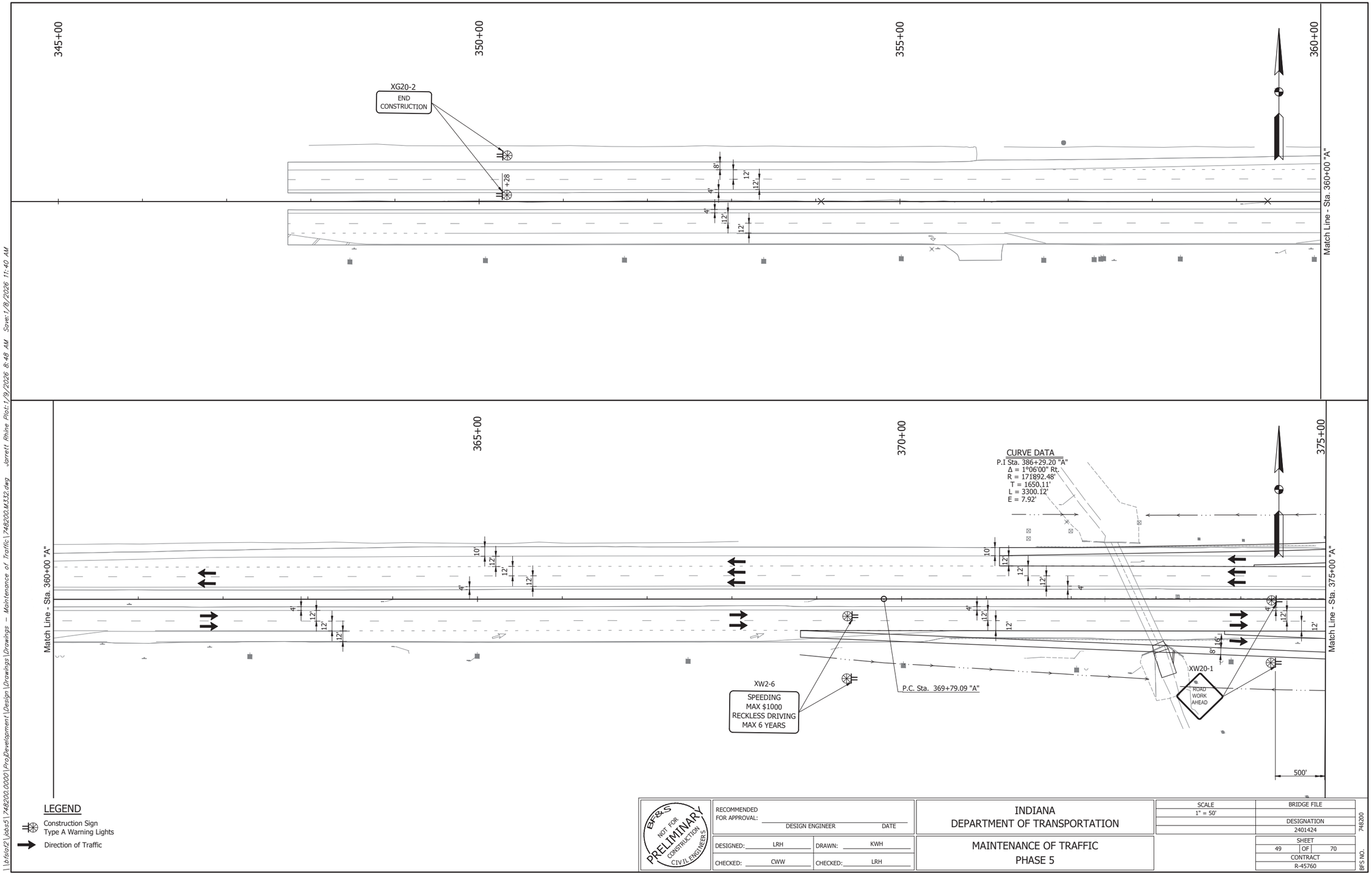
SCALE	BRIDGE FILE
1" = 200'	
	DESIGNATION
	2401424

SHEET 48 OF 70

CONTRACT
R-45760

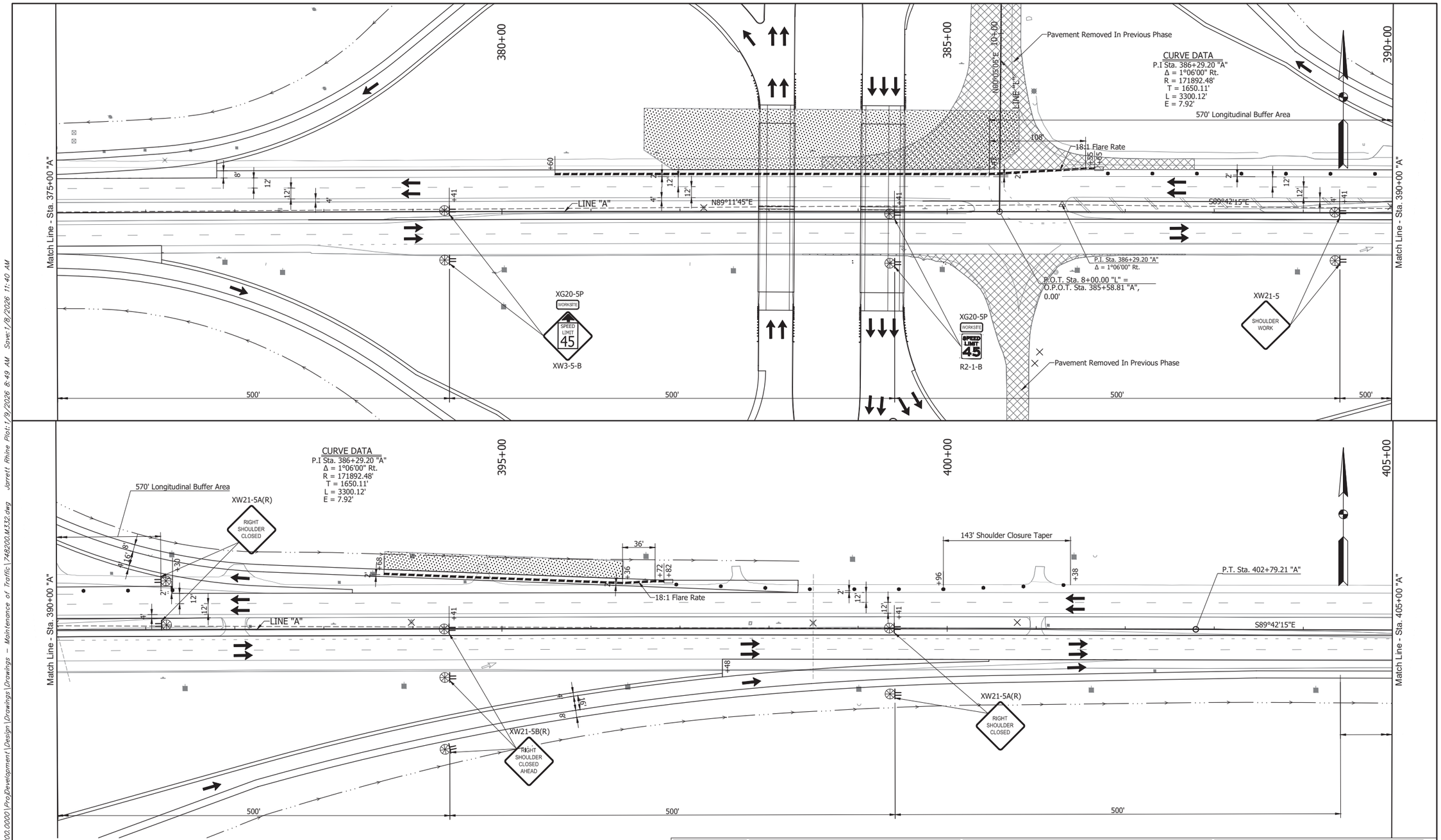
BFS NO. 748200

\\bfsfor2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings – Maintenance of Traffic\748200.M333.dwg Jarrett Rhine Plot:1/9/2026 8:48 AM Save:1/7/2026 2:12 PM



\\bfsla02\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M332.dwg Jarrett Rhine Plot:1/9/2026 8:48 AM Save:1/8/2026 11:40 AM

\\bfsfol2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings – Maintenance of Traffic\748200_M332.dwg Jarrett Rhine Plot:1/9/2026 8:49 AM Save:1/8/2026 11:40 AM



LEGEND

- Construction Sign Type A Warning Lights
- Direction of Traffic

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: KWH

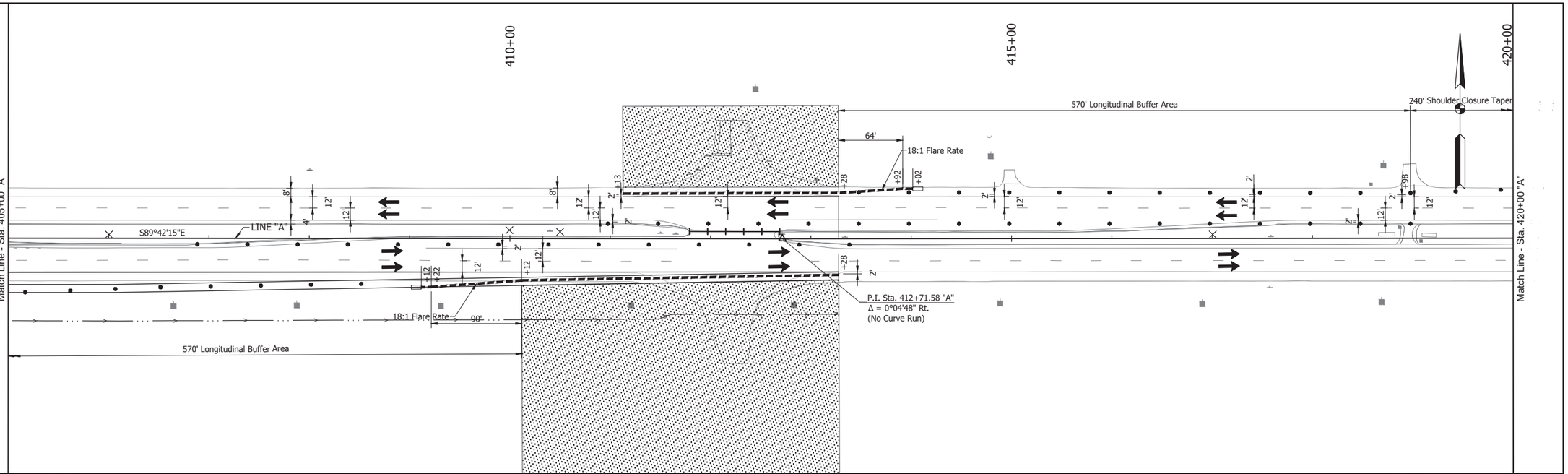
CHECKED: CWW | CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 5

SCALE	BRIDGE FILE
1" = 50'	
	DESIGNATION 2401424
	SHEET 50 OF 70
	CONTRACT R-45760

BFS NO. 748200





LEGEND

- Construction Area
- Construction Sign
- Type A Warning Lights
- Channelizing Device
- Direction of Traffic
- Energy Absorbing Terminal, CZ, TL-3
- Temporary Barricade, Type III-A
- Temporary Traffic Barrier, Type 2

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: KWH

CHECKED: CWW | CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 5

SCALE	BRIDGE FILE
1" = 50'	
	DESIGNATION
	2401424
SHEET	
51 OF 70	
CONTRACT	
R-45760	

BFS NO. 748200

\\bfsfs02\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M332.dwg Jarrett Rhine Plot:1/9/2026 8:49 AM Save:1/8/2026 11:40 AM



SEQUENCE OF OPERATIONS - PHASE 6

1. Place Detour And Maintenance Of Traffic Devices In Accordance With IMUTCD And Current INDOT Standards (See INDOT Standard Drawing E 801-TCFO-03.)
2. Install And Maintain Temporary Erosion Control Measures For Phase 6 Activities.
5. Maintain Access To Larrison Blvd. And Strawberry Rd. On The New Interchange.
6. Close The Inside Travel Lanes In Each Direction Of Traffic On SR 2 And Maintain One Lane Of Traffic In Each Direction On The Outside Lanes Of SR 2 Through Snowberry Rd.
7. Remove The Median Pavement Through The Intersection Of SR 2 And Snowberry Rd.

LEGEND

- Traffic Movements
- Construction Area
- Temporary Pavement
- Barricade

BF&S NOT FOR CONSTRUCTION PRELIMINARY CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: JNR

CHECKED: CWW | CHECKED: LRH

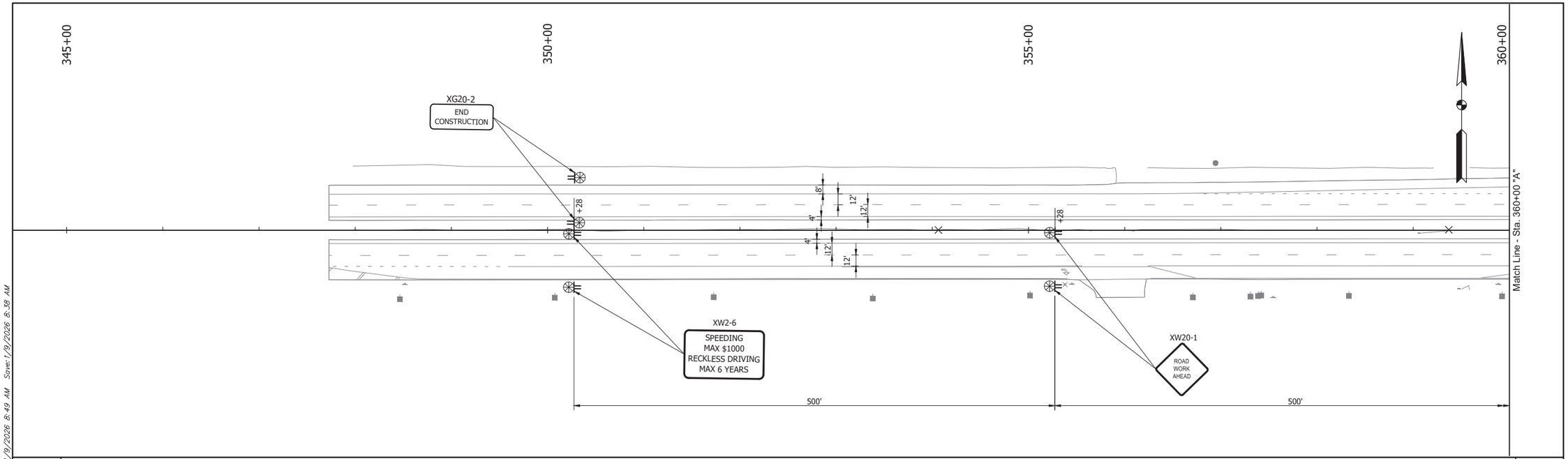
INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
OVERALL PHASE 6

SCALE	BRIDGE FILE
1" = 200'	
	DESIGNATION
	2401424
	SHEET
	52 OF 70
	CONTRACT
	R-45760

BFS NO. 748200

\\bfsfol2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200_M333.dwg Jarrett Rhine Plot:1/9/2026 8:49 AM Save:1/7/2026 2:12 PM



LEGEND

- Construction Sign Type A Warning Lights
- Direction of Traffic

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: JNR

CHECKED: CWW | CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 6

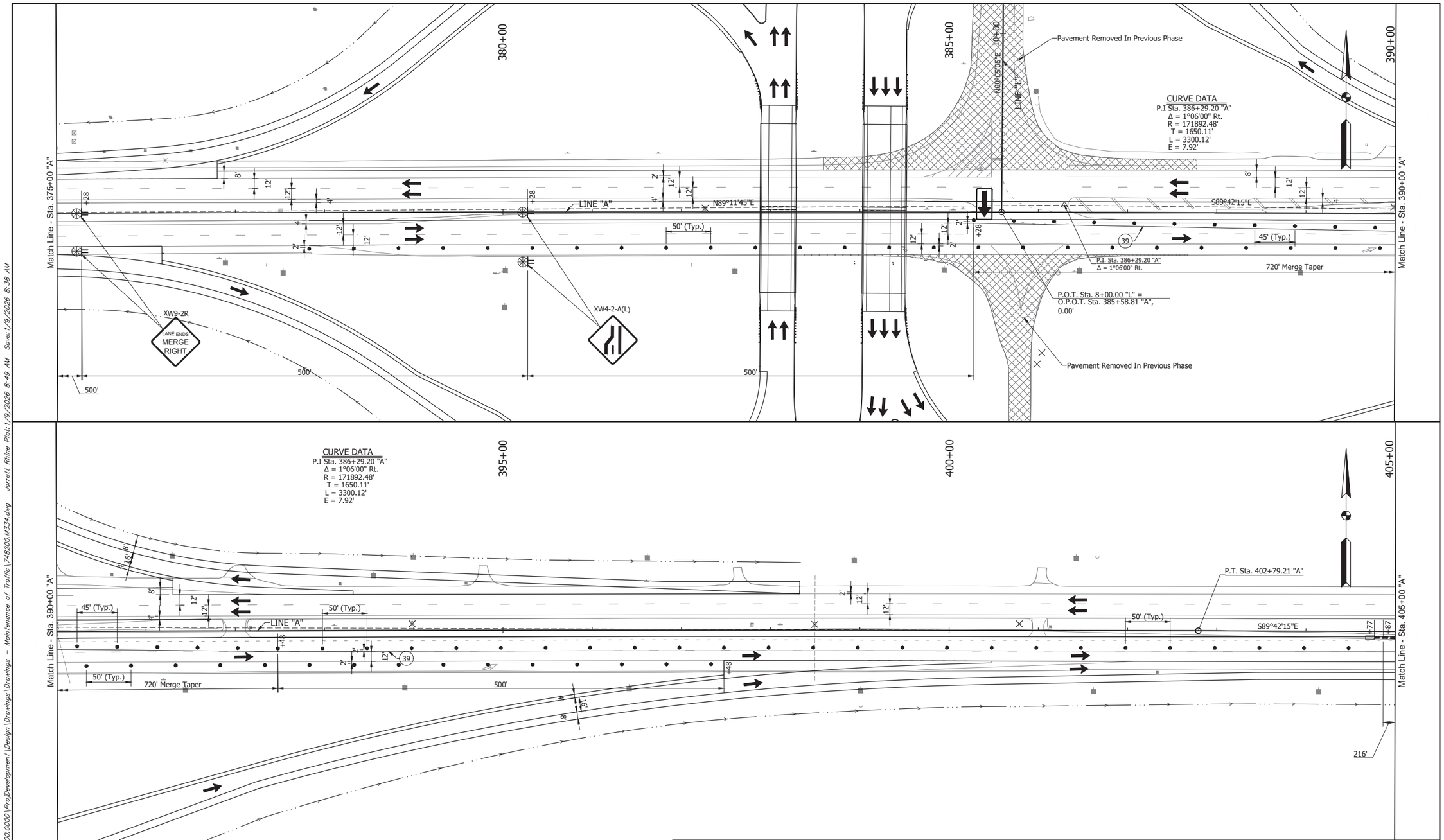
SCALE	BRIDGE FILE
1" = 50'	
	DESIGNATION
	2401424

SHEET 53 OF 70

CONTRACT
R-45760

BFS NO. 748200

\\bfsfol2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M334.dwg Jarrett Rhine Plot:1/9/2026 8:49 AM Save:1/9/2026 8:38 AM



BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: JNR

CHECKED: CWW | CHECKED: LRH

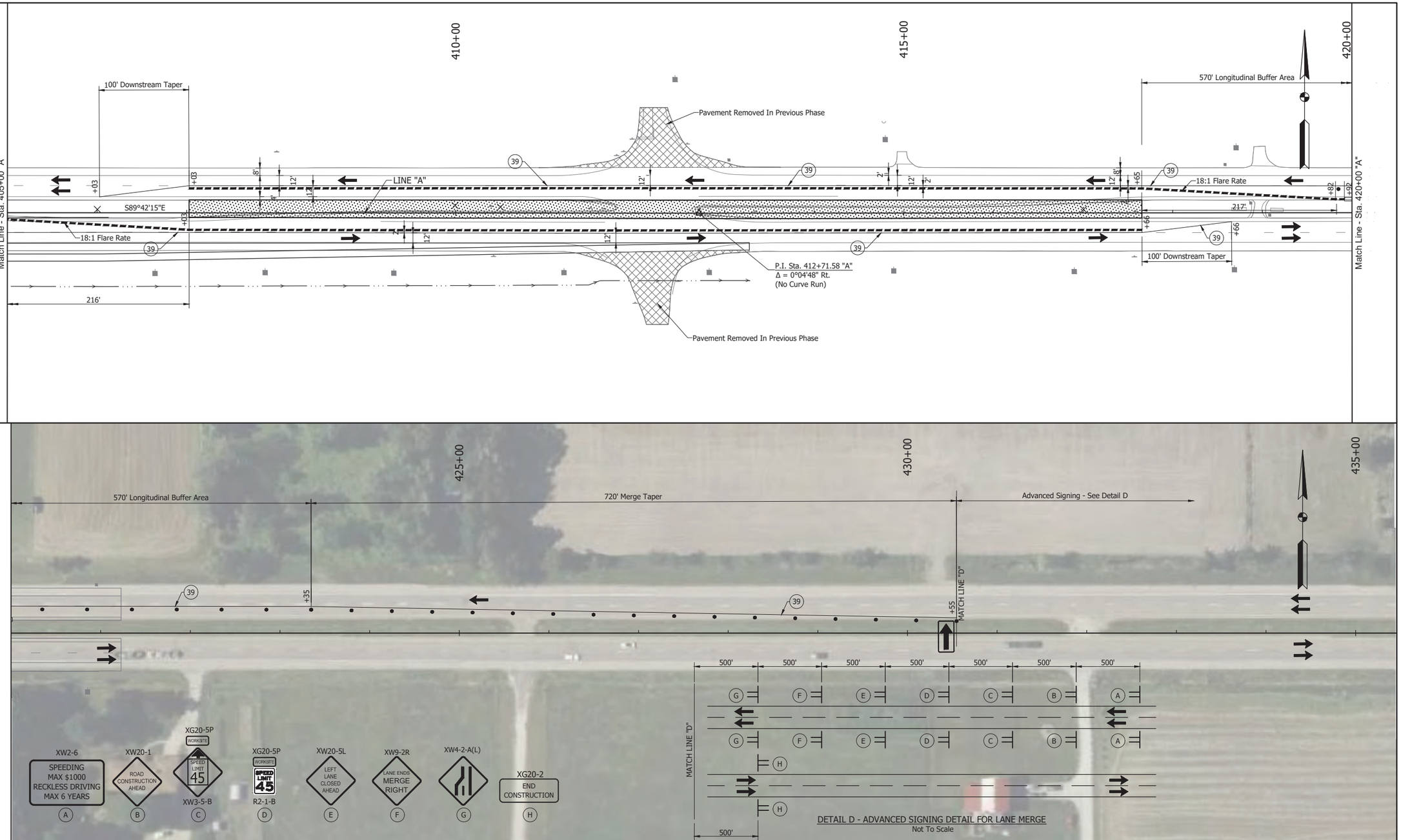
INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 6

SCALE	BRIDGE FILE
1" = 50'	
	DESIGNATION
	2401424
SHEET	
54 OF 70	
CONTRACT	
R-45760	

BF&S NO. 748200

\\bfsfol2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings – Maintenance of Traffic\748200_M334.dwg Jarrett Rhine Plot:1/9/2026 8:49 AM Save:1/9/2026 8:38 AM



LEGEND

- Construction Area
- Construction Sign
- Type A Warning Lights
- Channelizing Device
- Direction of Traffic
- Energy Absorbing Terminal, CZ, TL-3
- Flashing Arrow Sign
- Temporary Traffic Barrier, Type 2
- (39) Temp. Pavement Marking, Removable, Solid, Yellow, 6 in.

BF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH | DRAWN: JNR

CHECKED: CWW | CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 6

SCALE	BRIDGE FILE
1" = 50'	
	DESIGNATION
	2401424

SHEET 55 OF 70

CONTRACT
R-45760

BFS NO. 748200

\\bfsfol2\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M334.dwg Jarrett Rhine Plot:1/9/2026 8:49 AM Save:1/9/2026 8:38 AM

PAVEMENT MARKINGS

FROM STATION	TO STATION	LONGITUDINAL MARKINGS			PAVEMENT MESSAGE MARKING		RAISED PAVEMENT MARKINGS	
		PAINT						
		SOLID, WHITE, 6 IN.	LINE BROKEN, YELLOW 6" (10' LINE, 30' GAP)	SOLID, YELLOW, 6 IN.	PAVEMENT MESSAGE MARKING, LANE INDICATION ARROW	PAVEMENT MESSAGE MARKING, ONLY	SNOWPLOWABLE RAISED PAVEMENT MARKER	SNOWPLOWABLE RAISED PAVEMENT MARKER, REMOVE
		LFT	LFT	LFT	EACH	EACH	EACH	EACH
LINE "TR-L"								
50+00	63+00	2,420.37		2,506.20				
TOTAL		**2,421.0**		**2,507.0**				

TEMPORARY PAVEMENT MARKINGS

FROM STATION	TO STATION	LONGITUDINAL MARKINGS		SOLID WHITE, 24 IN. REMOVABLE	LINE REMOVE
		REMOVABLE			
		SOLID WHITE, 6"	SOLID YELLOW, 6"		
		LFT	EACH	LFT	LFT
LINE "A"					
PHASE 1					
330+00	430+00	1023.51	11115.88		1638.51
PHASE 2					
330+00	430+00	5198.31	2957.59	40.00	722.57
LINE "L"					
08+00	20+00	1738.79	1826.35		2407.70
LINE "A"					
PHASE 3					
330+00	430+00	3205.95	3894.48		101.05
PHASE 4					
330+00	430+00	14773.53	3532.32	40.00	530.34
PHASE 5					
330+00	430+00				
PHASE 6					
330+00	430+00		5314.21		
TOTAL		**25,940.1**	**28,640.8**	**80.0**	**5,400.2**

SHEET SIGN & POST SUMMARY

SIGN									POST								REMOVE AND RESET	REMOVE AND RELOCATE	REMARKS
SIGN LOCATION STA.	LEFT/RIGHT	SIGN CODE	SIGN SIZE (in.)			ENCAPSULATED LENS METAL THICKNESS AND SIGN AREA (SFT)			SQUARE										
									TYPE 1 POST: 2-1/4" x 2-1/4" x 12 Ga.		TYPE 2 POST: 2" x 2" x 12 Ga.								
						THCKNESS OF METAL (IN.)			REINFORCED		REINFORCED								
						0.080	0.100	0.125	POST LENGTH (FT.)		POST LENGTH (FT.)								
									1	TOTAL	1	2	TOTAL				EACH	EACH	
LINE "TR-L"																			
50+00	RT	R2-1	24	X	30	5.00			11.95	11.95									
50+60	RT	W1-8	18	X	24	3.00			11.39	11.39									
50+97	RT	W1-8	18	X	24	3.00			11.39	11.39									
51+34	RT	W1-8	18	X	24	3.00			11.39	11.39									
65+00	RT	W4-3R	36	X	36		9.00		12.58	12.58									
65+50	LT	R2-1	24	X	30	5.00			11.95	11.95									
TOTAL						**19.00**	**9.00**			**70.64**									

BF&S NOT FOR CONSTRUCTION PRELIMINARY CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
MISCELLANEOUS TABLES

SCALE	BRIDGE FILE
N/A	
	DESIGNATION
	2401424
	SHEET
	56 OF 70
	CONTRACT
	R-45760

BFS NO. 748200

\\bfsla02\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings – Maintenance of Traffic\748200.M911.dwg Jarrett Rhine Plot:1/9/2026 8:50 AM Save:1/7/2026 3:25 PM

PAVEMENT QUANTITIES AND APPROACH TABLE

LOCATION	DESCRIPTION (APPROACH TYPE OR CLASS)	WIDTH	LENGTH	RADII	DISTANCE BEYOND R/W LINE	SURFACE BEYOND R/W LINE			GRADE		EXCAVATION		CLEAR ZONE AT DRIVE	HMA FOR APPROACHES				HMA FOR TEMPORARY PAVEMENT						SEAL COAT TYPE —	ASPHALT MATERIAL FOR		COMPACTED AGGREGATE FOR BASE NO. 53		COMPACTED AGGREGATE FOR SURFACE NO.73		SUBGRADE TREATMENT TYPE IC	COMPACTED AGGREGATE, NO. 53		REMARKS
						COMPACTED AGGREGATE BASE	HMA	PCCP	1	2	CUT	FILL		SURFACE TYPE —	INTERMD TYPE —	BASE TYPE —		SURFACE TYPE D	INTERMD TYPE D	BASE TYPE D					PRIME COAT	TACK COAT	DEPTH		DEPTH					
														LBS PER SYD				LBS PER SYD																
		FT	FT	FT	FT	SYS	SYS	SYS	%	%	CYS	CYS	FT	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS		SYS	TON	TONS	TONS	TONS	TONS	SYS	TON	SYS	
LINE TR-L											1330							502.98	838.3	2011.9						6.15						6723	802		
TOTALS											1330.0	0.0						503.0	839.0	2012.0						6.25						6723.0	802.0		

EF&S NOT FOR PRELIMINARY CONSTRUCTION CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PAVEMENT QUANTITIES AND APPROACH TABLE

SCALE: N/A

BRIDGE FILE:

DESIGNATION: 2401424

SHEET: 57 OF 70

CONTRACT: R-45760

BFS NO. 748300

\\bfsfs02\Jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200.M931.dwg Jarrett Rhine Plot:1/9/2026 8:50 AM Save:1/8/2026 3:39 PM

STRUCTURE DATA

STRUCTURE NUMBER	LOCATION					SIZE	DESCRIPTION		LENGTH	VIDEO INSPECTION LENGTH	SKEW	COVER		INVERT		SUMP DEPTH	TOP OF CASTING	SERVICE LIFE	SITE DESIGNATION	pH	BACKFILL METHOD	STRUCTURE BACKFILL TYPE 1	STRUCTURE BACKFILL TYPE 2	FLOWABLE BACKFILL TYPE IV	FLOWABLE BACKFILL TYPE V	UNDERCUT				GEOTEXTILES for RIPRAP TYPE?? (??)	REVETMENT RIPRAP	SCOUR PROTECTION			CONCRETE, CLASS A, FOR STR.	PIPE, REMOVE	VIDEO INSPECTION	PIPE END SECTION	GRATED BOX END SECTION			SAFETY METAL END SECTION			CONNECT TO STR.	CULVERT ASSET ID	REMARKS
	STATION	LEFT	RIGHT	CROSS	OFFSET	SIZE	PIPE TYPE	MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE AND TYPE	LENGTH	VIDEO INSPECTION LENGTH	SKEW	MIN	MAX	UP STREAM	DOWN STREAM	SUMP DEPTH	TOP OF CASTING	SERVICE LIFE	SITE DESIGNATION	pH	BACKFILL METHOD	STRUCTURE BACKFILL TYPE 1	STRUCTURE BACKFILL TYPE 2	FLOWABLE BACKFILL TYPE IV	FLOWABLE BACKFILL TYPE V	EXCAVATION	COMPACTED AGGREGATE #5 ? IN.	COMPACTED AGGREGATE #53 ? IN.	GEOTEXTILES for ????? TYPE?? (??)	GEOTEXTILES for RIPRAP TYPE?? (??)	REVETMENT RIPRAP	GEOTEXTILES for RIPRAP TYPE 1A	REVETMENT RIPRAP	CLASS 1 RIPRAP	CONCRETE, CLASS A, FOR STR.	PIPE, REMOVE	VIDEO INSPECTION	PIPE END SECTION	TYPE	SLOPE	EA.	TYPE	SLOPE	EA.			
					FT	IN.			LFT	LFT		FT	FT	ELEV.	ELEV.	IN.	ELEV.	YRS				CYS	CYS	CYS	CYS	CYS.	TONS	TONS	TONS	SYS	TON	SYS.	TONS	TONS	CYS	LFT	LFT	EA.										
	"TR-L"																																															
TR10	51+41.00			X	0.0	15	2	RCP	126.0			1.26		728.82	728.17			75	NA		1																			2								
TR11	62+30.00			X	0.0	15	2	RCP	152.0			1.20		727.22	726.77			75	NA		1																			2								
	62+30.00			X	0.0	15	2	RCP	152.0			1.20		727.22	726.77			75	NA		1																			2								Dual Structure

\\bfsfs02\jobs5\748200.0000\ProjDevelopment\Design\Drawings\Drawings - Maintenance of Traffic\748200M961.dwg Jarrett Rhine Plot:1/9/2026 8:50 AM Save:1/4/2026 7:56 PM

BFS NOT FOR CONSTRUCTION PRELIMINARY CIVIL ENGINEERS

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE

DESIGNED: LRH DRAWN: JNR

CHECKED: CWW CHECKED: LRH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
STRUCTURE DATA TABLE

SCALE: N/A

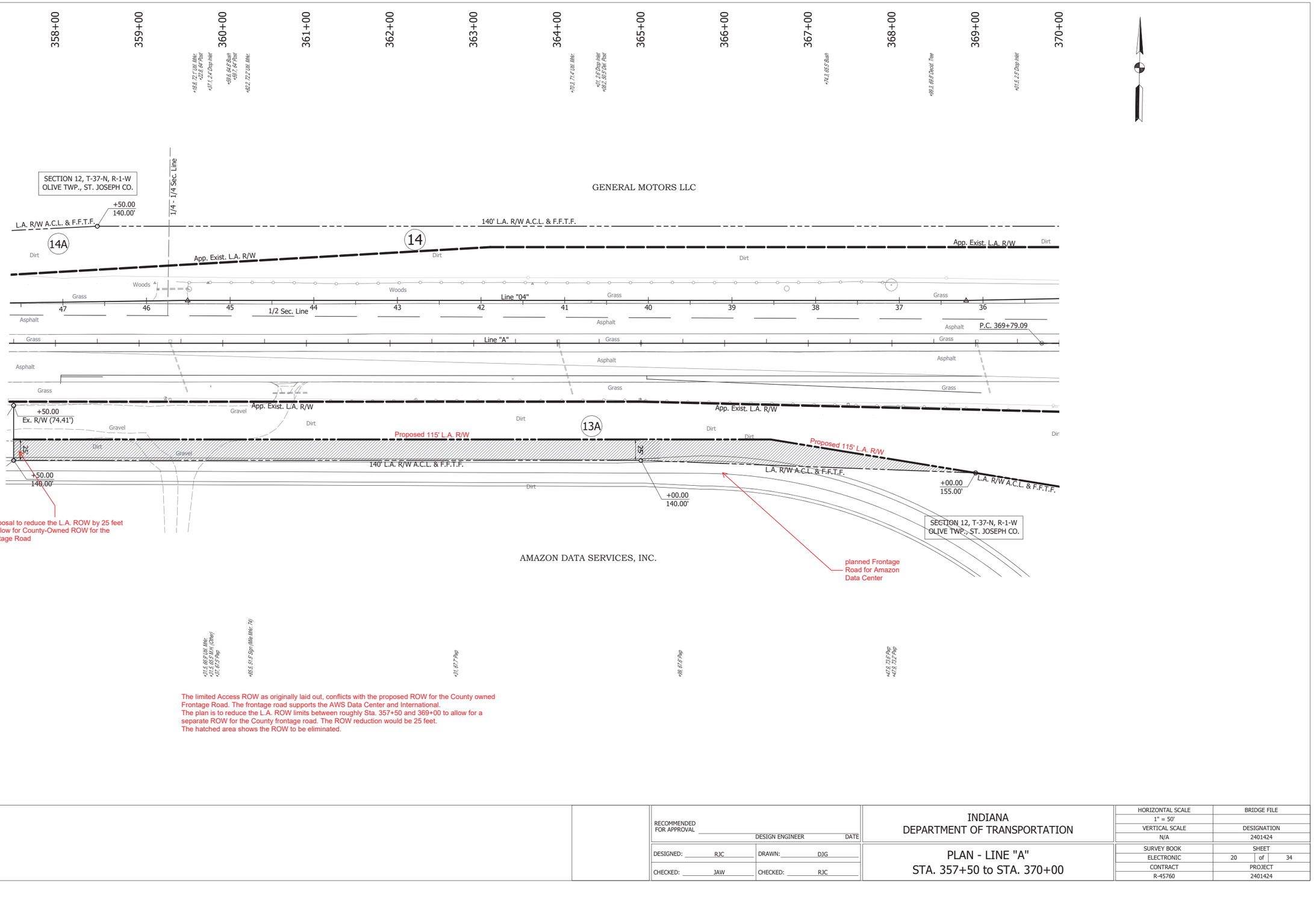
BRIDGE FILE:

DESIGNATION: 2401424

SHEET: 58 OF 70

CONTRACT: R-45760

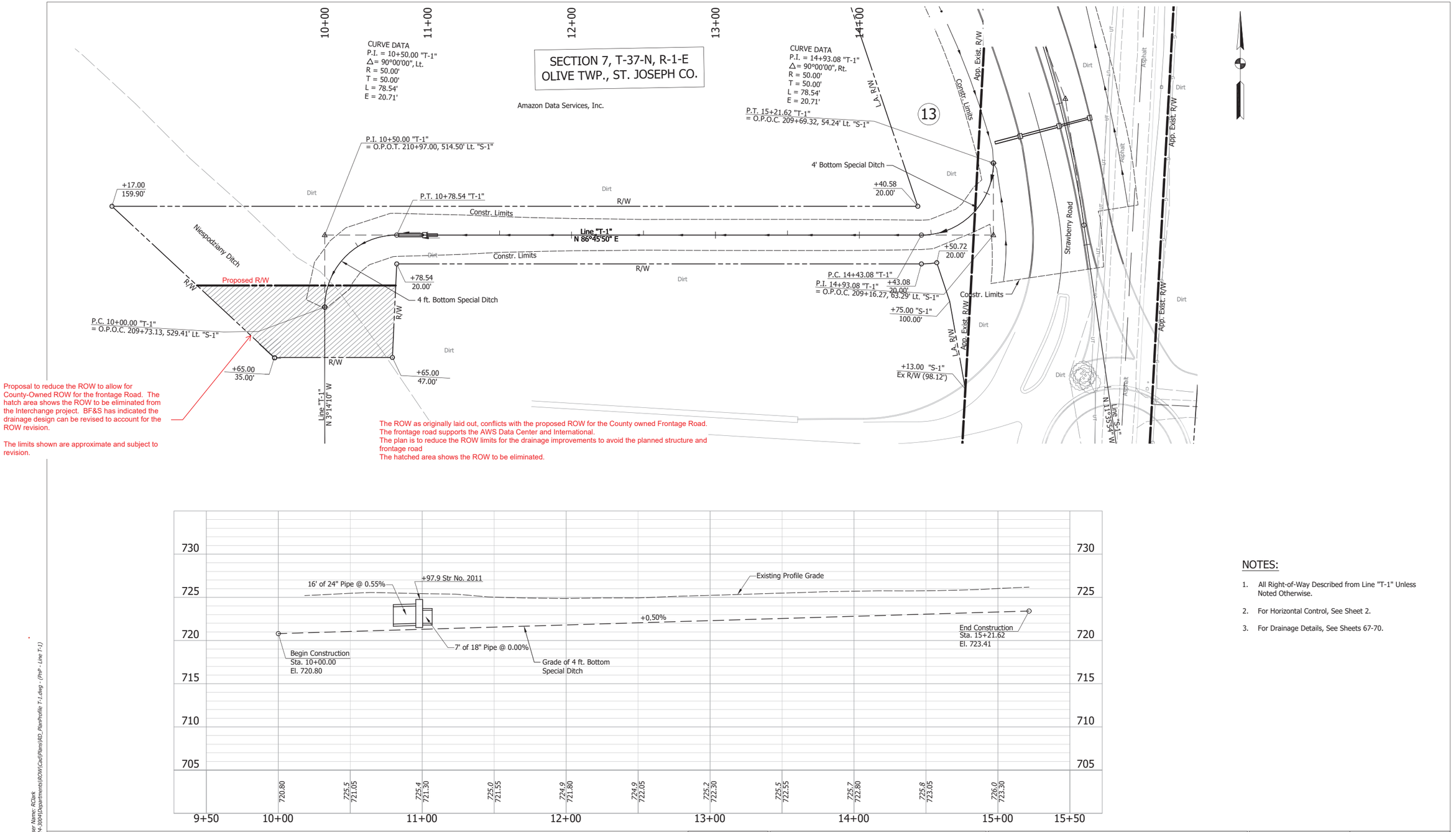
BFS NO. 748200



The limited Access ROW as originally laid out, conflicts with the proposed ROW for the County owned Frontage Road. The frontage road supports the AWS Data Center and International.
The plan is to reduce the L.A. ROW limits between roughly Sta. 357+50 and 369+00 to allow for a separate ROW for the County frontage road. The ROW reduction would be 25 feet.
The hatched area shows the ROW to be eliminated.

Date: Jan 30, 2026, 11:59am User Name: RClark
File: X:\Production\Files\2024\124-3004\Departments\ROW\Civil\Plans\RD_PlanProfile A.dwg - (Plan - (02) Line A)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 50'	BRIDGE FILE
		VERTICAL SCALE N/A	DESIGNATION 2401424
DESIGNED: RJC DRAWN: DJG	PLAN - LINE "A" STA. 357+50 to STA. 370+00	SURVEY BOOK	SHEET
		ELECTRONIC	20 of 34
CHECKED: JAW CHECKED: RJC		CONTRACT R-45760	PROJECT 2401424



Proposal to reduce the ROW to allow for County-Owned ROW for the frontage Road. The hatch area shows the ROW to be eliminated from the Interchange project. BF&S has indicated the drainage design can be revised to account for the ROW revision.

The limits shown are approximate and subject to revision.

The ROW as originally laid out, conflicts with the proposed ROW for the County owned Frontage Road.
The frontage road supports the AWS Data Center and International.
The plan is to reduce the ROW limits for the drainage improvements to avoid the planned structure and frontage road
The hatched area shows the ROW to be eliminated.

NOTES:

1. All Right-of-Way Described from Line "T-1" Unless Noted Otherwise.
2. For Horizontal Control, See Sheet 2.
3. For Drainage Details, See Sheets 67-70.

Date: Jan 30, 2026, 12:02pm User Name: RClark
File: X:\Production\Files\2024\124-3004\Departments\ROW\Cad\Plans\RD_PlanProfile T-1.dwg - (Plnp - Line T-1)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 30'	BRIDGE FILE
		VERTICAL SCALE 1" = 5'	DESIGNATION 2401424
DESIGNED: RJC DRAWN: BJS	PLAN AND PROFILE LINE "T-1"	SURVEY BOOK	SHEET ELECTRONIC 28 of 34
CHECKED: JAW CHECKED: RJC		CONTRACT R-45760	PROJECT 2401424

Attachment 5

Project Commitments

Firm Commitments:

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT LaPorte District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3. Any work in a wetland area within right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the U.S. Army Corps of Engineers permit. (INDOT ESD)
4. Three impaired stream segments of Niespodziany Ditch are located within the project area. Niespodziany Ditch is listed as impaired for Impaired Biotic Communities (IBC) and *E. coli*. Concerning IBC, Best Management Practices (BMPs) will be used to avoid further degradation to the stream. Concerning *E. coli*, workers who are working in or near water with E. coli should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure. (INDOT SAM)
5. Project plans should reflect updated field conditions and must be sensitive to the community role of Niespodziany Ditch. Continued communication between Lochmueller Group, St. Joseph County Surveyor/Drainage Board, INDOT, and Lawson Fisher and Associates will occur regarding impacts to Niespodziany Ditch. (St. Joseph County Drainage Board)
6. Wetlands A, B, C, D, and E will be labeled on the design plans. Wetlands or portions of wetlands that are to be avoided will be marked as “Environmentally Sensitive Area - Do Not Disturb” on design plans. (INDOT ESD)
7. USFWS Bridge/Structure Assessments shall take place no earlier than two years prior to the start of construction. If construction will begin after June 6, 2026, 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 ESD)
8. General AMM 1: Ensure all operators, employees, and contractors working in areas of Indiana bat, NLEB, or TCB suitable habitat are aware of all Transportation Agency environmental commitments, including all applicable AMMs. (USFWS)
9. Approximately 15 buildings will be removed as a result of the project. Prior to any demolition, the structures will be inspected externally and internally for bats or evidence of bats. If bats or evidence of bats are found, coordination will occur with INDOT ESD and the local USFWS field office within two working days of the discovery. If further coordination is needed, no demolition shall occur until coordination is concluded with INDOT ESD and USFWS. (USFWS)
10. Structure CV 002-071-74.20 (41.671946, -86.467194) has shown evidence of use (i.e., nests) by a bird species (family *Hirundinidae*) protected under the Migratory Bird Treaty Act (MBTA) during the June 6, 2024 inspection. The home at 30675 SR 2 (41.672369 -86.460746) has shown evidence of use (i.e., nests) by a bird species (family *Turdidae*) protected under the MBTA during the July 17, 2025 inspection. Avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 – April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1 – September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the Recurring Special Provision (RSP) 107-C-273 “Migratory Bird Protection”. (USFWS)
11. Should it be determined during the right-of-way phase that a well will be affected, a cost to cure will likely be included in the appraisal to restore the wells. (INDOT LaPorte District)
12. The portions of archeology sites 12-Sj-0615, 12-Sj-0617, and 12-Sj-0618 outside the survey area will be clearly marked on the project plans as “Environmentally Sensitive Area – Do Not Disturb.” The portions of archaeological sites 12-Sj-0615, 12-Sj-0617, and 12-Sj-0618 that lie outside the proposed project area must either be avoided or subjected to further archaeological investigations. If avoidance is not feasible, a plan for further archaeological investigations will be submitted to the SHPO for review and comment. (INDOT CRO)
13. Upon completion of the environmental document phase, the noise study will be provided directly to the

county's planning unit by the environmental preparer and/or member of the project team. If the project is in a municipality that has a planning unit, a noise study will also be provided to the municipality's planning unit. INDOT Environmental Services Division shall be copied on this correspondence. (INDOT ESD)

14. If groundwater is encountered at the Lon Newton Dump site (56400 Strawberry Rd., New Carlisle, IN), and management of groundwater is determined necessary during construction activities in the proposed work area, containerized groundwater should be analyzed prior to disposal to determine if the groundwater can be transported off-site as non-hazardous waste. (INDOT SAM)
15. Best management practices (BMPs) will be implemented, as applicable, during work within and adjacent to waters to minimize in-stream impacts and maintain water quality, in accordance with applicable permits and INDOT Standard Specifications. (USEPA)
16. Construction-related emission reduction measures, including equipment maintenance, minimization of unnecessary idling, and dust control, will be implemented, as applicable, in accordance with INDOT Standard Specifications. (USEPA)

For Further Consideration Commitments:

1. Maintain minimum 12-foot lanes during construction to accommodate emergency vehicles. Temporary access routes and dedicated emergency turnarounds should be provided, especially near critical sites like the GM/Samsung and AWS campuses. (Olive-Hudson Fire Dept.)
2. Detour planning and signal control must/should prioritize emergency response capabilities. All temporary closures and signals should comply with NFPA 1091 and FEMA USFA guidelines to ensure safe passage for emergency vehicles. (Olive-Hudson Fire Dept.)
3. Construction involving potential ignition sources (e.g., welding) must follow strict fire safety protocols. Any hazardous materials present must be identified, monitored, and communicated to NCFD in advance. (Olive-Hudson Fire Dept.)
4. Stormwater systems should be evaluated to support fire suppression operations and ensure emergency access remains viable during heavy rainfall or flooding. (Olive-Hudson Fire Dept.)
5. Fire hydrants and water infrastructure must remain unobstructed. Utility locations, especially gas and fuel lines, should be clearly marked and documented to avoid fire hazards and ensure firefighter safety. (Olive-Hudson Fire Dept.)
6. Adequate lighting must be maintained within work zones to support nighttime emergency operations. Clear, reflective fire safety signage should be installed throughout the area. (Olive-Hudson Fire Dept.)
7. All workers should receive fire safety training, and a site-specific emergency response plan should be developed and shared with NCFD. Ongoing coordination is encouraged throughout the project's lifecycle. (Olive-Hudson Fire Dept.)
8. Ensure timely communication with local residents and businesses regarding construction impacts and emergency considerations. This will assist both responders and the public in adjusting to temporary traffic and access changes. (Olive-Hudson Fire Dept.)
9. Install an Opticom emergency vehicle preemption system at the improved intersection. Opticom enables emergency vehicles to control traffic signals using an infrared emitter, granting them a green light while turning other lanes red. This system dramatically improves safety and reduces emergency response times by minimizing intersection delays. Opticom can also be expanded to support public transit signal priority in the future. Incorporating this system at the SR 2/Larrison Blvd. intersection aligns with national best practices and advances both public and responder safety. (Olive-Hudson Fire Dept.)
10. Align the road along or through previously disturbed and degraded areas and disturb as narrow an area as possible to minimize negative impacts. Avoid tree removal to the greatest extent possible. Plant native hardwood trees to replace the vegetation destroyed during construction. (IDNR DFW)
11. At the proposed site location, the roadway expansion impacting the wooded area on the east side of Larrison Boulevard should be minimized as much as feasible to reduce impacts to this habitat area. (IDNR DFW)
12. Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Riprap may be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to northern Indiana and specifically

for stream bank/floodway stabilization purposes as soon as possible upon completion. (IDNR DFW)

13. The new, replacement, or rehabbed structure should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. Upgrading wildlife passage for replacement/rehabilitated structures is recommended whenever possible to improve wildlife/vehicle safety. Where feasible, white-tailed deer passage should be incorporated into replacement structures. (IDNR DFW)
14. Minimum structure dimensions for white-tailed deer passage are 20 feet of width clearance (overall span of the structure) and 8 feet of height clearance measured from the ordinary high-water mark (OHWM). Bank lines must be maintained or restored within structures to allow for wildlife passage above the OHWM. All wildlife passage designs must include a smooth level pathway preferably 3 feet wide but a minimum of 1-2 feet in width composed of natural substrate (soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. The width and location of the wildlife pathway is dependent on the wildlife species using the area. (IDNR DFW)
15. There are several techniques and materials for incorporating wildlife passage into the design of a crossing structure. Coordination with a Regional Environmental Biologist to address wildlife passage issues before submitting a permit application (if required) is encouraged to avoid delays in the permitting process. The following links are good resources to consider in the design of stream crossing structures to maintain fish and wildlife passage: https://www.fs.usda.gov/ccrc/tool/fishxing-fish-passage-learning-systems https://www.fs.usda.gov/wildlifecrossings/library/index.php https://www.fhwa.dot.gov/clas/ctip/wildlife_crossing_structures/ https://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf (IDNR DFW)
16. If box or pipe culverts are used, the bottoms should be buried to a minimum of 6” (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2’) below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the bankful width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width/length) of 0.25; and have stream depth and water velocities during low-flow conditions that are approximate to those in the natural stream channel. (IDNR DFW)
17. Impacts to non-wetland forest of one acre or more in a rural or urban area should be mitigated at a minimum 2:1 ratio based on area of impact. Impacts to non-wetland forest under one acre but at least 0.10 acre in a rural or urban area should be mitigated at a minimum 1:1 ratio based on area of impact. Impacts under 0.10 acre in a rural area typically do not require mitigation or additional plantings beyond seeding and stabilizing disturbed areas, though there are exceptions for high quality habitat sites. Impacts under 0.10 acre in an urban area should be mitigated by replacing each mature tree removed (trees that are 10” diameter-at-breast height (dbh)) with two native trees of 3-gallon stock or larger. Seeding and stabilizing disturbed areas is required regardless of the impact amount and location. (IDNR DFW)
18. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR DFW)
19. Do not excavate in the stream channel beyond the limits identified in the application. Do not excavate below proposed elevations to maintain aquatic organism passage and avoid negative modification of habitat. (IDNR DFW)
20. Use minimum average 6-inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR DFW)
21. The Division of Fish and Wildlife recommends considering a more sustainable approach to stormwater management. A more sustainable approach should aim to rebuild the natural water cycle by using storage techniques (retention basins, constructed wetlands, raingardens, etc.) and recharging groundwater using infiltration techniques (infiltration basins or trenches, pervious pavement, etc.). The following links give a good overview of traditional and sustainable stormwater management systems and their pros and cons for consideration during the design of the proposed project: https://www.epa.gov/greeningepa/epa-facility-stormwater-management; https://www.epa.gov/greeningepa/stormwater-management-practices-epa-facilities. (IDNR DFW)

Attachment 6

800.11(d) Concurrence Documentation

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

September 9, 2025

Hannah Blad
Lochmueller Group
112 W. Jefferson Boulevard, Suite 500
South Bend, Indiana 46601

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

Re: Indiana Department of Transportation's finding of "no historic properties affected," on behalf of the Federal Highway Administration, for the State Road 2 and Larrison Boulevard/ Strawberry Road Intersection Improvement Project (Des. Nos. 2401424, 2401505, and 2401506; DHPA No. 33201)

Dear Ms. Blad:

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 August 11, 2025, submission, which enclosed INDOT's finding and supporting documentation, and which was received by our office your August 11, 2025, for the above-indicated project, which is proposed for areas located at Olive Township, in St. Joseph County, Indiana.

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

Additionally, we previously determined that for the purposes of the Section 106 review of this federal undertaking, we agree with the conclusions in the HPSR that there are no previously recorded National Register of Historic Places ("NRHP") listed or eligible resources located within the APE. Furthermore, we also agree with the conclusions in the HPSR of the "Contributing" rated status of the seven historic-aged resources documented during survey and that there are no resources listed or eligible for the NRHP within the APE.

In terms of impacts of proposed project-related ground-disturbing activities to archaeological resources, as previously indicated, based on the submitted information and the documentation available to the staff of the Indiana SHPO/Indiana DNR-DHPA, there is insufficient information regarding archaeological sites 12-Sj-0615, 12-Sj-0617, and 12-Sj-0618—all of which were identified during the archaeological investigations, and all of which may extend beyond the proposed project area—to determine whether they are eligible for inclusion in the NRHP. However, the portions of these sites that lie within the proposed project area do not appear to contain significant archaeological deposits, and we concur with the opinion of the archaeologist, as expressed in the Phase Ia Archaeological Reconnaissance Survey Report (Curran with Harth, 01/02/2025), that no further archaeological investigations appear necessary at the proposed project area. The portions of archaeological sites 12-Sj-0615, 12-Sj-0617, and 12-Sj-0618 that lie outside the proposed project area must either be avoided or subjected to further archaeological investigations. Additionally, those areas of the site should be clearly marked so that they are avoided by all ground-disturbing project activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to the division of Historic Preservation and Archaeology ("DHPA") for review and comment. Any further

archaeological investigations must be done in accordance with the "Secretary of the Interior's Standards and guidelines for Archeology and Historic Preservation" (48 F.R. 44716).

Additionally, in terms of impacts of proposed project-related ground-disturbing activities to archaeological resources, as previously indicated, based on the submitted information and the documentation available to the staff of the Indiana SHPO/Indiana DNR-DHPA, we concur with the opinion of the archaeologist, as expressed in the Phase Ia Archaeological Reconnaissance Survey Report (Curran with Harth, 01/02/2025), that archaeological site 12-Sj-0541—which was resurveyed during the archaeological investigations—and archaeological sites 12-Sj-0614, 12-Sj-0616, and 12-Sj-0619—all of which were identified during the archaeological investigations; and all of which lie entirely within the proposed project area, do not appear eligible for inclusion in the NRHP.

Moreover, in terms of impacts of proposed project-related ground-disturbing activities to archaeological resources, as previously indicated, based upon the submitted information and the documentation available to the staff of the Indiana SHPO/Indiana DNR-DHPA, we concur with the opinion of the archaeologist, as expressed in the Phase Ia Archaeological Reconnaissance Survey Report (Curran with Harth, 01/02/2025), that archaeological site 12-Sj-0613—which was identified during the archaeological investigations—is potentially eligible for inclusion in the NRHP, but was not fully assessed for inclusion in the NRHP; and that the site must either be avoided by any project-related ground-disturbing activities or subjected to additional archaeological investigations. We concur that Phase II archaeological investigations appear warranted. Our office would be responsible for reviewing a work plan for such investigations. Any further archaeological investigations for the project will be conducted in accordance with the "Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716).

It is our understanding, from the present submission, that the boundaries of the proposed project area have been altered so as to entirely avoid any project-related impacts to archaeological site 12-Sj-0613.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

Accordingly, we concur with INDOT's August 11, 2025, Section 106 finding of "No Historic Properties Affected," on behalf of FHWA, for this federal undertaking.

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

In all future correspondence about the State Road 2 and Larrison Boulevard/Strawberry Road Intersection Improvement Project (Des. Nos. 2401424, 2401505, and 2401506), which is proposed for areas located at Olive Township, in St. Joseph County, Indiana, please refer to DHPA No. 33201.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:WTT:wtt

emc: Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Clint Kelly, Indiana Department of Transportation
Kelyn Alexander, Indiana Department of Transportation
Haley Brinker, Indiana Department of Transportation
Hannah Blad, Lochmueller Group
Toni L. Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

EASTERN SHAWNEE
CULTURAL PRESERVATION DEPARTMENT
70400 East Highway 60, Wyandotte, OK 74370

July 14, 2025
INDOT - Indiana Department of Transportation
100 N. Senate Ave. IGCN642
Indianapolis, IN 46201

RE: ***Des No. 2401424, 2401505, 2401506, St. Joseph County, IN***

Dear Ms. Payne,

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

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

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

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

Lora Nuckolls

Lora Nuckolls, Tribal Historic Preservation Officer (THPO)
Eastern Shawnee Tribe of Oklahoma
(918) 238-5151 Ext:1840
THPO@estoo.net

Outlook

FW: FHWA Project: Des. Nos. 2401424, 2401505, 2401506; No Historic Properties Affected, SR 2 and Larrison Boulevard (Strawberry Road) Intersection Improvement Project, St. Joseph County, Indiana

From Kelly, Clint <CKelly1@indot.IN.gov>
Date Tue 8/19/2025 10:36 AM
To Payne, Taylor <TaPayne@indot.IN.gov>; Hannah Blad <hblad@lochgroup.com>

1 attachment (99 KB)

RE: FHWA Project: Des. Nos. 2401424, 2401505, 2401506; No Historic Properties Affected, SR 2 and Larrison Boulevard (Strawberry Road) Intersection Improvement Project, St. Joseph County, Indiana;

EXTERNAL

Please find response from the TMBCI.
-Clint

Clint Kelly
Section 106 Specialist/Historian
Cultural Resources Office
Environmental Services
100 N. Senate Ave., Rm. N758-ES
Indianapolis, IN 46204
Office: (317) 447-8707
Email: ckelly1@indot.in.gov
Core Office Hours: M-F 7:30-3:30
Find us on social media!



From: Larus Longie <larus.longie@tmbci.org>
Sent: Monday, August 18, 2025 3:47 PM
To: Kelly, Clint <CKelly1@indot.IN.gov>
Subject: RE: FHWA Project: Des. Nos. 2401424, 2401505, 2401506; No Historic Properties Affected, SR 2 and Larrison Boulevard (Strawberry Road) Intersection Improvement Project, St. Joseph County, Indiana

EXTERNAL EMAIL: This email was sent from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

TMBCI THPO office e concur no adverse effect will occur during this improvement projects: 2401424, 2401505,2401506. Larus Longie THPO

From: Kelly, Clint <CKelly1@indot.IN.gov>
Sent: Monday, August 11, 2025 2:47 PM
To: thpo <thpo@estoo.net>; luke.heider <luke.heider@fcp-nsn.gov>; olivia.nunway <olivia.nunway@fcp-nsn.gov>; Larus Longie <larus.longie@tmbci.org>
Cc: Branigin, Susan <SBranigin@indot.IN.gov>; Payne, Taylor <TaPayne@indot.IN.gov>; Yacullo, Michael F <MYacullo@indot.IN.gov>; Hannah Blad <hblad@lochgroup.com>; Tait, Erica (FHWA) <erica.tait@dot.gov>
Subject: FHWA Project: Des. Nos. 2401424, 2401505, 2401506; No Historic Properties Affected, SR 2 and Larrison Boulevard (Strawberry Road) Intersection Improvement Project, St. Joseph County, Indiana

Des. Nos.: 2401424, 2401505, 2401506
Project Description: Intersection Improvement
Location: SR 2 at Larrison Boulevard (Strawberry Road), Olive Township, St. Joseph County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with an intersection improvement project (Des. Nos. 2401424, 2401505, 2401506).

INDOT, on behalf of FHWA, has signed a determination of "No Historic Properties Affected" for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other Section 106 consulting parties are being provided the documentation for this finding. You can view the determination of "No Historic Properties Affected" electronically by accessing INDOT's Section 106 document posting website IN SCOPE at http://erms12c.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 within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment.
Tribal Nation representatives please respond to INDOT's Tribal Liaison, Taylor Payne tapayne@indot.in.gov; (317-779-5775) with any responses pertaining to this project, including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at Erica.Tait@dot.gov (317-226-7481). Tribal Nation Representatives who do not utilize IN SCOPE can find the documents **pdf icon HERE**.
Thank you in advance for your input,

Clint Kelly
Section 106 Specialist/Historian
Cultural Resources Office
Environmental Services
100 N. Senate Ave., Rm. N758-ES
Indianapolis, IN 46204
Office: (317) 447-8707
Email: ckelly1@indot.in.gov
Core Office Hours: M-F 7:30-3:30
Find us on social media!



Outlook

Section 106 Consultation - Des. Nos. 2401424, 2401505, 2401506

From Laserfiche Notification <donotreply@laserfiche.com>
Date Wed 8/20/2025 12:20 PM
To tapayne@indot.in.gov <tapayne@indot.in.gov>

EXTERNAL EMAIL: This email was sent from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

This email is in response to Des. Nos. 2401424, 2401505, 2401506.

The Shawnee Tribe's Tribal Historic Preservation Department concurs that no known historic properties will be negatively impacted by this project. However, there is still potential for the discovery of unknown resources. We would like to accept your invitation for consultation.

We have no issues or concerns at this time, but in the event archaeological materials are encountered during construction, use, or maintenance of this location, please re-notify us at that time as we would like to resume immediate consultation under such a circumstance.

If you have any questions, you may contact me via email at Section106@shawnee-tribe.com

Erin Paden
TRIBAL HISTORIC PRESERVATIO
SPECIALIST
Office: (918) 542-2441, x140
Email: epaden@shawnee-tribe.com
29 S Hwy 69A
Miami, OK 74354
shawnee-tribe.com

2872 Mission Drive, Shelbyville, MI 49344 | {p} 269.397.1780 | gunlaketribe-nsn.gov

September 5, 2025

Matthew Coon
Manager
Cultural Resources Office
Indiana Department of Transportation
100 North Senate Avenue, Room N758-ES
Indianapolis, IN 46204

Re: Des. Nos. 2401424, 2401505, 2401506

Dear Mr. Coon,

The Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians' Tribal Historic Preservation Office has received the Section 106 consultation request for comments regarding a proposed intersection improvement project at State Road 2 and Larrison Boulevard in Olive Township, St. Joseph County, IN. At present, we are not providing any additional comments. We have not identified any information concerning the presence of any cultural resources significant to the Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians within the Area of Potential Effect (APE). This is not to say that such a site may not exist, just that this office does not have any available information for the area(s) at this point in time.

This office will be available to assist you in the future or during this project if there is an unanticipated encounter with human remains, funerary objects, and artifacts. The subsequent identification of additional historic properties affected by the undertaking will require reinitiating Section 106 consultation related to all ongoing and proposed project work and the handling of "discoveries" per the National Historic Preservation Act (NHPA) implementing regulations, 36 CFR Part 800, and, as applicable, the Native American Graves and Repatriation Act (NAGPRA) and its implementing regulations, 43 CFR Part 10. In the event of an encounter with unanticipated human remains, funerary objects, and artifacts we request to be notified within 72 hours. At that time, the Tribe will determine if further consultation is necessary.

Please contact our office with any further questions or requests at 269-397-1780 or Section106@glt-nsn.gov. Also, keep in mind that there may be other Tribal Nations that may have an interest or knowledge of cultural resources within the APE that we may not know about. We thank you for including the Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians in your consultation efforts and planning processes.

Sincerely,

Lakota Hobia

Lakota Hobia
Tribal Historic Preservation Officer
Lakota.Hobia@glt-nsn.gov
Section106@glt-nsn.gov

CC: Taylor Payne, Tribal Liaison, InDOT, tapayne@indot.in.gov
Erica Tait, FHWA, erica.tait@dot.gov